START

THE

BICYCLING WORLD

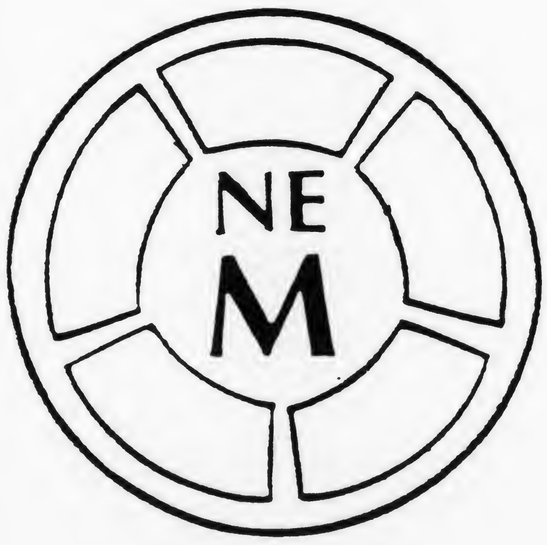
ROLL CONTENTS
VOLUMES 2 - 5

ROLL NO. 1

MICROFILMED FROM COLLECTIONS IN BOSTON PUBLIC LIBRARY

MICROFILMED 1993

FILMED BY:



New **E**ngland
Micrographics, inc.

344 Boston Post Road, Marlboro, MA 01752

1-800-433-4065

A C A

PM-PLN 11″x14″
PLANETARY PHOTOGRAPHIC

POINT SIZE

4 Z35lg 1jtb7 YOr8j Zlo6x

6 Hg47j W9pa9 A7o7q Ge92

8 Su1xi 33q7n Oelvf 4ef8k

10 2xbiy Gmn0c
Y5a5o E1t9g

12 7n34a K2b8t
D6fmh 9ss9d

14 Wcuzl L1cdg
6Y3sl Okjdg

FUTURA

NEWS GOTHIC

K2b8t Okjdg
14 4ef8k Gmn0c

Zlo6x Ge92
12 7n34a 6Y3sl

Y0r8j A7o7q
10 Oelvf 2xbiy

9ss9d L1cdg
8 33q7n E1t9g

6 Z35lg Hq47j Su1xi Y5a5

4 D6fmh Wcuzl 1jtb7 W9pa9

POINT SIZE

1.0 1.1 1.25 1.4 1.6

4 CJTRO NZAUS BYWCU ZLICD IZC6B

6 IZC6B U5M7P PN6SB OIKOG

8 XMBBO HWEKH XYAHQ SIDDS

10 VILNU MZHSF XMBBO HWEKH

12 6FRKM EB7AU FUDWM BOONF

14 C9E83 BI8AJ Z7QYI OKJDQ

POINT SIZE SANS SERIF (MICROFONT)

Jcuo Azubd O2h9 Gn2u B5eIP

8tizx Wo8nk C6Jfm Zm79a

Tlwh2 2h9oz bun5r Dm525

KP7Yc Rho9t Umkh9 Eeafd

C6Jfm Zm79a 3s431 1skrY

Oz7h9 B5e1P Wo8nk 8tizx

SERIF (BASKERVILLE)

150mm

6″

New England Micrographics, inc.

344 BOSTON POST RD.
MARLBORO, MA. 01752
1-800-433-4065

B B



12x

VOLUME NO.

2

THE BICYCLING WORLD & ARCHERY FIELD

VOLUME II

NOVEMBER 1880—APRIL 1881

EDITED BY LOUIS HARRISON

CHARLES E. PRATT
WILL H. THOMPSON } - - - - - - EDITORIAL CONTRIBUTORS

PUBLIC LIBRARY
OF THE
CITY OF BOSTON

BOSTON
E. C. HODGES AND COMPANY
1881

$5000.00
cont.
Robt Bassett.
Mar. 6. 1934.

BICYCLING WORLD

—AND—

ARCHERY FIELD.

CONTENTS—VOLUME II.

	Page
Abroad, Notes From	107
About Bicycles	117
Acme Bicycle Stand	43
Additional Notions, Some	139
American Roadster Tricycle. (Illustrated.)	378
American System, The	337
Antiquity of the Bicycle	235
An Old Hunting Bow	150
Annual Business Meeting of the O. S. A. A.	340
Annual Business of the E. A. A.	413
Archery Dream, The	349
Archery Weapons	9
Archery Notes by a Novice	86
Archery in Winter-Time	121
Archery in Midwinter	156
Archery from an Easy Chair	281, 339
Archery in the White Mountains	299
Archery in the West	315
Archery Notes	26
Archery Clubs	10, 42, 58, 74, 122, 137, 158, 186
Baltimore Tale, A	52
Baltimore Notes	71, 134
Bates, Mr., sends his Regrets	203
Beacon Park Track	51
Beacon Park Management	76
Beacon Park	102
Beacon Park Athletic Association, The	394
Bicycle Races	5, 17, 71
Bicycle Touring Club	219
Bicycling Idyl, A	232
Bicycle among the Gods	246
Bicycle Exhibition in the U. S.	292
Bicycle, The	317
Birthday, Fantasie, A	153
B. T. C., Suggestion, A	325
B. T. C., The	385
Blowhard's Bicycle Bugle. (Illustrated.)	145
Books and Pages	12, 27, 59, 77, 90, 106, 125, 184
Boston, Mass., Headquarters, The	39
Bows and Arrows	106
Boston Club Dinner, The	232
Bright Side, The	10
Broken Arrows	171
Business, Bicycles for	117
Business, Bicycles for	205
Case for Sympathy, A	99
Case which calls for Sympathy, A	237
Central Kentucky, Through	38
Cement for Tires	205
Challenge	416
Challenge, Tricycle, The	282
Chieftain's Badge Fund	41
Chicago Notes	70, 102, 284, 316, 368
Chicago Notions	116
Chiron's N. I. P.	119
Christmas March	171
Challenge Tricycle, No. 2 (Illustrated)	379
Claremont	103
Club Racing	280
Consuls' Report	415
Connecticut Valley, The	27
Comment and Suggestion	41
Country Road Making	87
Comparative Study of Bicycle	118, 131, 181, 195
Cone Bearings	173
Couple of Suggestions, A	395
Correspondence, 8, 23, 43, 76, 86, 102, 119, 140, 188, 236, 247	
Cottrell, Mr., and the B. T. C.	384
Crescent Cull-Dicson	251
Current Calmo	17, 33, 49, 65, 81, 97, 113, 129, 146, 161, 177, 193, 209, 225, 241, 257, 273, 289, 306, 324, 341, 357, 373, 389, 405
Detroit Notes	123
Devonshire, A Tour through	221
Drop of Thirty, The	91
Dream Pedalling	279
Drill Riding in Baltimore	307
Drift and Wag, 12, 26, 42, 59, 74, 90, 122, 137, 171, 235, 266	
Eastern Archery Association	367
Echoes from a Bicycle Bell	172
EDITORIAL — ARCHERY FIELD.	
Archery Field, The	381
Archery as a Pastime	265
Autumn Archery Abroad	25
Club Idea, The	9
Creedmoor Style, The	137
Divorced	413
Fine Archery Goods	57
Grand National Meeting, The	281
Lack of Genuine Enthusiasm	217
Mission of Recreation, The	73
National Archery Association	397
Notes about Bows and Arrows	313
Perpetuity of Archery	121
Private Practice Club	185
Probabilities for 1881	169
Refinements in Tackle	249
Weight in Arrows	233
Winter Archery	41
Winter Recreations	156
EDITORIAL — BICYCLING WORLD.	
Annual Gathering	291
Annual League Meet, The	163
An Revoir	391
Bicycle Racing	259
Bicycle Clubs in America	67
Bicycling at the Colleges	35
Club Headquarters	131
Club History	227
Club Sociability	179
Club Officers	375
Concerning Costumes	35
Expense of Bicycling, The	211
Fascination of Bicycling, The	195
Future, The	407
Happy New Year	115
Literature of Bicycling, The	359
Modern Athletics	325
Now is the Winter of our Discontent	147
Park Commissioners, The	343
Permanence of Bicycling	147
Relations of the Club to the Individual	307
Riding Schools	51
Selfish Side of Bicycling, The	243
Thanksgiving	19
To Be Continued	3
Tricycling	19
Where shall we race Next Season?	99
Which is the Best Bicycle?	83
Why Bicycling is the Best Form of Exercise	275
England, The Bicycle in	24
England, Cost of Travel in	24
England, Spinning through	104
England, A Bicycle Tour of	149, 167, 198, 227
Europe, A Tour in	291
English Tourists, The	216
Enthusiasm in Highland Park	314
Essex, Stray Notes from	248
Essex Club Song	363
Entopeer	182
Evangelist, The Bicycle as an	52
Exhibition, The	325
Extreme of Prudence, The	277
Exhibition, The: Who will father it?	360
Fair Weather	334
First American Bicycle Tour, The	275

	Page
Foreign Journals, Notes from	220, 246
France, Bicycling in	394
Fred Campbell's Christmas (a Story)	179
From Pittsburg's Classic Gloom	368
From Highland Park	381
From Highland Park	398
Fuss, Feathers, and Figures	349
General Orders for the L. A. W. Meet	352
Germany, An American in	69
Gift acknowledged, A	40
GLANCES ABROAD.	
After-Dinner Speeches	279
Anecdote	135
Betting	279
Betting at Race Meetings	135
Bicycle Union and the B. T. C.	184
Bicycles *versus* Tricycles	245
Club Colors	216
Cortis	264
Cyclophobe	184
Dufferdom	21
English Amateur Records	395
Fame of Cortis, The	383
First Bicycle, The	245
French Racing Season, Commencement of	278
Grip Pedals	395
Growth of Bicycling in 1880	216
India, Bicycling in	22
London Athletic Club	395
Lounging Tricycle, A	216
Management of Clubs	215
Obstructionists in India	245
Otto Bicycle, The	263
Pro Instructione Publico	215
Pyramids, A Bicycle Ride to	293
Punning on the Bench	383
Quadricycle, A Club	136
Random Notes	383
Re Courtesy	21
Riding Down-hill	263
Self-Sacrifice	245
Swiss Velocemen	7
Stanley Show	383
Tricycling, Growth of	245
Tricycling	21
Tricycle Construction	135
Tricycle Riding	184
Tricycling	279
Tricycle Clubs	396
Union Velocipedique	245
Up-hill Riding	264
Winter Amusements	292
Great American Manufacture, A (Illustrated)	326
Grenadine Speaks	212
Gullish Confession, A. A Story	375, 392
Hampshire Hills, In the	19
Haddonfield Turnpike Matter	60, 124
Harvard Tricycle, The (Illustrated)	268
Headers	29, 45, 92
Head-Gear	68
Headquarters, Rules and Regulations of	131
Henry's Apprenticeship	333
Hebrew Header, A	335
Here we are Again! The American System	397
Here we are Again! American (?) System	414
Highest Scores	10
Highland Park Notes	266
Home-made Weapons	57
Home-made Bows	90
Hobby Horses	123
Ice, Tricycling on	220
Ice, The Wheel on	56
Ice, Another Wheel on	85
Icycling in Wisconsin	220
Illustrations of Prominent Wheelmen	155
Index of Places, An	36
Influence of the Bicycle on Health and Morals	83
In which the "Long Man" rises to Explain	352
Inventions	383
Isle of Wight, A Trip to the	3
Justifiable Flirting. A Story	148, 163
Lady's Opinion of Bicyclers, A	85
Lady's Opinion, Another	103
Lament of the Old Bone-Shaker	267
L. A. W., 12, 29, 45, 60, 91, 108, 124, 143, 172, 189, 205, 252, 269, 284, 300, 330, 347, 364, 384, 401, 408	
League Badge, The	188
League Meet, 203, 218, 237, 244, 261, 262, 263, 294, 295, 296	
League Meet, The, and its Influence	243
League Uniform	268
Lima, Ohio, to Boston	53
Light, More Light	68
Life on the Pale Bicycle	125
Llewellyn H. Johnson (with Portrait)	159
Long Island, Through	37
Loose, The	166
Lucky Friday in Connecticut, A	115
Malden, Wheeling about	5
Massachusetts Club Statistics	214
MacPherson's Bicycle	353
Manufacture	28, 43, 61
Meeting, The Archery	25
Medal, L. A. W.	61
Middlesex Wheeling	159
Milwaukee Meet, The	250
Milwaukee Notes	368, 415
Model Club Meeting, A	279
Mr. Gallagher on Rollers	141
Names	102
New York to Boston on Wheel	5
New York News and Nonsense, 7, 22, 44, 53, 75, 87, 103, 120, 138, 165, 187	
New-Year's Calls on Wheels, Our	153
New-Year Archery	171
New Era, A	204
Night Rider, Song of the	34
Nineteen Eighty-one	135
Non-Slipping Tires	301
Notions about Bicycles, Some of my	67
Obituary	248
Odds and Ends	366
O. S. A. A. (Annual Meeting)	265
Oil	102
Open Letter to the Archers of the United States	337
Open Letter to the Eastern Archery Association	381
Ottersberg, A Trip to	396
Otto Bicycle, The	360
Paris to London	99
Paris Letter, Our	183
Pequossettes' Picnic, The	73
Personal	8, 27, 40, 56, 72, 87, 109, 120, 136, 203
Philadelphia, Bicycling in	45
Point or Two, A Bicycling	84
Point of Aim, The	249
Portsmouth Notes	300
Private Practice Club	137, 185, 313
Providence to Boston	4
Providence Notes	188, 236
Professor's Mount, The	259
Putting the String across the Target Face	365
Queries	348
Questionings	72
Quickspeed Tricycle, The	283
Railways and Horses *versus* Bicycles	77
Rawhide, etc.	42
Rawhide Bows	218
Report of the Committee on Meetings, L. A. W.	189
Reasons Why, One of the	234
Reply to the Editor, A	250
Reason Why, Another	265
Records	139, 267, 294
Reply to "Schooner," A	414
Rights of Importation	160
Rights of Citizens in Highways and Parks	409, 260
Roads	252
Royal Toxophilite Soc.	57
Rota et Rotula	61
Roller Skating at Nantucket	92
Roads, from a Boston Standpoint	277
Roads Again	316
San Francisco Archery Notes	121
Safety Bicycles (Illustrated)	344
Second English Bicycle Tour, The	348
Serious Epistle from Pres. Bates, A	261
Sensible View of it, A	382
Shaft from the Pacific Coast, A	186
Short Cranks	189
Show, The Bicycle	315
Six Hundred Miles by Bicycle	88
Some Pleasant Notes from "Growler"	314
Spring Meeting of L. A. W. Officers	307
Solemn Suggestion, A	369
Standard Valuation, The	352
Skill or Chance (Target Valuations)	217
Slight Correction, A	3
Smoky City, Wheeling around	247
Sonnet	157
Song, The Archer's	266
Song of the Archer Man	399
Springfield to Columbus	20
Springtime Phase of Archery, A	367
Standstill Feat, The	56, 380
Stanley Bicycle and Tricycle Show, The	283
Star Bicycle, The (Illustrated)	361
Taffy-Pack, Not a	58
Target Valuations	169, 201, 234, 297
Target Values	366
Tires	247
That Xtraordinary Plea	363
Thanksgiving Day on the Bicycle	101
Thanksgiving Tourney	105
Through Byways Green	146
Through an English Eyeglass	267
To my Wheel	367
Tournament of the Nat. Archery Association	233
Tournament, The Archery	158
To my Bicycle	2
To the Rover One	2
To my Bicycle	98
Tough Bicycling	247
Training	343, 359, 377
Training, A Few Hints on	211
Tricycles	56
Trick Bicyclers	72
Tricycles, Storage for	282
Tricycle, A Word for	283
Tricycles — Leading *versus* Trailing Steerers	338
Transportation Tax, The	416
Union Bicycle, The	28
Union Velocipedique de France	280
Washington to Baltimore	20
What goeth on Betimes	55
What a Bicycler's Wife thinks	134
Where shall the League meet?	165
WHEEL CLUB DOINGS.	
Adventure	415
Albany	370
Amherst	75
Ann Arbor	54
Ariel	39, 75, 140, 231
Arlington	54, 213, 293
Atlanta	140
Baltimore	380
Boston	6, 39, 75, 85, 232, 285, 340, 362, 400
Brattleboro'	54, 346
Brockton	301, 316
Brooklyn	6, 39, 172, 363, 400
Buckeye	6, 346, 380
Buffalo	293
Capital	54, 251, 293
Centaur	122
Chauncy	122
Chelsea	335
Chicago	231, 284
Chillicothe	39
Columbia	379
Crescent	22, 55, 214, 362, 400
East Boston	231
Elgin	316
Eolus	285
Essex	22, 293
Falls City	335
Germantown	213
Grand Rapids	293
Harvard	22, 285
Hartford Wheel Club	363, 400
Hermes	39
Haverhill	172, 315
Hawthorne	122, 316
Hope	362
Kings Co.	315, 346
Lafayette College	172
Lansing	316
Lawrence	85
Lenox	200, 400
Marlboro'	293
Massachusetts	39, 85, 200, 214, 362
M. A. C. Wheel Club	6
Meriden	122
Middlesex	362
Milwaukee	6, 214, 334, 362, 400, 415
Montreal	200, 293, 346, 380, 415
Nail City	293
Nashville	22
New Britain	54
New Haven	54, 231
New York	200, 232
Nutmeg	108, 172, 399
Oakland	75, 399
Orange Wanderers	23, 251
Peoria	86, 172, 231
Philadelphia	108, 199, 285, 400
Phillips Exeter Academy	75
Portland	122
Providence	75, 362
Rochester	213, 346
Rockingham	200, 293, 399
San Francisco	23, 231
Seaside	399
Star	6, 334
Stoneham	362
Toledo	85, 108
Waltham	172, 199, 213, 232
Wilkesbarre	415
Yonkers	415
Why Pres. Bates's Photograph was not received	311
Wilkesbarre, The Wheel in	334
Will some Brother explain?	412
Winter Night's Revery, A	278
Woods for Bows	157
Wright Glove	43
Yale Roadster, The (Illustrated)	140
Yonkers, The Run to	4
York, At the	10

PROSPECTUS FOR VOL. III.

THE BICYCLING WORLD was established one year and a half ago as a fortnightly journal, devoted principally to the interests of bicycling, but furnishing news concerning other out-of-door pastimes, such as Archery, Lawn Tennis, Skating, etc.

The only other bicycling paper then existing, *The American Bicycling Journal*, was purchased and merged into it.

At the conclusion of the first volume the paper passed into the hands of new publishers, who enlarged it, added to THE BICYCLING WORLD the title ARCHERY FIELD, and started the second volume as a weekly.

Before many issues in this form were made, the journal passed into the hands of the present publishers, and an addition was made to the editorial staff, which has since proved a desirable one.

The paper has steadily grown in popular favor ever since, and has become so firmly established among American bicyclers as the best exponent of their pastime, that the publishers feel warranted in publishing it as a journal devoted *exclusively* to bicycling.

In England, France, and Germany it circulates among wheelmen, and is recognized by foreign sporting journals as the index of all that relates to wheeling matters in this country.

With this strong encouragement, from at home and abroad, the publishers feel that they may safely devote more time and capital to making the journal the best of its kind and indispensable to the better class of wheelmen.

They also feel that to reach those who do not as yet feel the enthusiasm peculiar to old bicyclers, they must place the yearly subscription rate at as low a figure as is possible without reducing the size of the paper. With the same amount of matter as heretofore, they therefore offer THE BICYCLING WORLD for $2.00 a year.

The paper now has the following advantages: —

1. It is the only weekly paper devoted to bicycling in America.
2. It is the largest paper devoted to bicycling in America.
3. It contains more bicycling literature than any other paper devoted to the pastime in the world.
4. It contains more original matter relating to bicycling than the aggregate of other papers publishing wheeling intelligence in this country.
5. It is the official organ of the League of American Wheelmen.
6. It gives stenographic, full, and official reports of all important meetings and events.
7. Its editorial tone is fair and just to all bicyclers and bicycling interests that deserve respect, and is conservative even in censuring those that do not.
8. Its contributions upon mechanical work have steadily advanced in interest, and are always authentic and reliable.
9. Its contributions from wheel clubs and tourists present a marked advance in interest, and will in the future, as in the past, form a valuable record for reference.
10. Its contributions of a strictly literary nature, such as the stories, sketches, and verses that have appeared from time to time, are unsurpassed in bicycling literature, and have received the commendation of literary journals both here and in England.
11. Its lighter reading matter is free from such contents as would be objectionable to ladies and families.
12. Its business position is thoroughly established, and the firm is regarded by other publishing houses as a perfectly reliable and responsible one.
13. The paper editorially and in its business relations is entirely independent in tone, as neither editor nor proprietors are in any way interested in or connected with manufacturers or dealers in bicycles.

The paper will be sent for one year to any address for $2.00.

E. C. HODGES & CO., PUBLISHERS.

THE Bicycling & Archery Field

Volume II.] [Number 1.

CHARLES E. PRATT, Editor.
E. C. HODGES & CO., Publishers.
Office, 40 Water Street.

BOSTON, 12 NOVEMBER, 1880.

$3.00 a year; six months, $2.00; 10c. a copy.
Entered at the Post Office as second-class mail matter.

VOL. II] CONTENTS [No. 1

Currente Calamo 1
To my Bicycle. — To the Rover One . . . 2
Editorial — Bicycling World 3
To be Continued 3
A Slight Correction 3
Excursions — Trip to the Isle of Wight . 3
Providence to Boston 4
The Run to Yonkers 4
New York to Boston on Wheel . . . 5
Bicycle Races. — Wheeling about Malden . 5
Wheel Club Doings 6
D. Y. C. Annual Dinner 6
A Ballad of Marblehead 7
New York News and Nonsense 7
Glances Abroad — Swiss Velocemen . . . 7
Correspondence 8
Personal 8
Editorial — Archery Field 9
The Club Idea 9
Archery Weapons 9
The Bright Side. — Highest Scores . . . 10
Records. — At the York 10
Archery Clubs — New York 10
Another Good Score. — Pequossette . . 11
Highland Park. — Saratoga Springs . . 11
Aiming Archers: Champions Beaten . . 11
Drift and Wag. — Targets 12
Books and Pages 12
L. A. W. — Notices. — Candidates . . . 12
Consuls Appointed 12
Rates and Terms 13
Prospectus for 1880-1 16

ADVERTISEMENTS

ARCHERS, "DRAW AND LOOSE."



A very desirable thing for Archers. Gives splendid satisfaction. Fingers never touch the string. A hair trigger to loose instantly without jar. It has the advantage of a handle in upright natural position for drawing, while all others of this class must be turned in an unnatural way. *Send for Circular.*

S. E. FRENCH,
Park Avenue Hotel, New York, N. Y.

BICYCLING WORLD AND ARCHERY FIELD.
Volume I. November, 1879 — October, 1880.
Well bound. Full Index. Valuable for Reference. Entertaining and Instructive pages — more than 400 of them.
Sent by mail, postpaid.....$3.00.
By express, C. O. D. .....$2.75.
The same bound in half morocco, 50c. extra.
E. C. HODGES & CO.,
40 WATER STREET - - BOSTON, MASS.

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address
A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

LYRA BICYCLICA:
Forty Poets on the Wheel.
By J. G. DALTON.
Sent by mail, postpaid, for 60 cents.
Address
E. C. HODGES & CO.,
40 Water Street, Boston, Mass.

CURRENTE CALAMO

Subscribe now.

This is No. 1 again.

Let's see, there was an election last week, was n't there?

Hereafter we 'll meet you once a week, and be around a day earlier, too.

Is n't it honor enough, after all, Mr. Hancock, to be Major General, U. S. A.?

Send us the items, please. This is a great country, and we can't be everywhere; but we want all the facts.

We cannot help wondering what the result would have been had Senator Bayard been the Democratic candidate.

Happy is the D. Y. C., for its members enjoy the seaward keel in summer and the landward wheel the rest of the year.

The American people ought to be preeminent in mathematics. The amount of arithmetic consumed at and after election time is appalling.

A long-legged wheelman named Stall,
When his 60-inch offered a fall,
Took his feet from the pedals,
Put his hands on his medals,
And stood, while the wheel took a sprawl.

It is funny how the "independent" newspapers manage to outstrip the "organs" in crowing and congratulatory paragraphing after victory.

Tricycles are becoming more plenty.

Copies of all the back numbers of this paper can be had for a while yet, and bound copies of the first volume are to be obtained of the publishers.

Many cheering words reach us, with renewals of subscription; and we appreciate them heartily. So far, no one finds fault with our change to a weekly or addition to the price.

We took the usual breathing spell of a week after No. 2, *before* the weekly arrangement took effect. The numerous inquirers for last week's copy will read this and be answered.

"We expect no contradiction from any except those who do not know, when we say that for dispelling dulness, nervous depression, and sluggish circulation, for restoring a happy glow to the body and freshness to the mind, the bicycle surpasses any device of man, or *any creature*, except a horse of at least sixfold its cost. — *Rev. L. A. Pope.*

Some one sends us this clipping from a Peoria paper: —

"Fred Pattee, a clerk in the employ of Gilbert, the hatter, was out riding on his bicycle, last Sunday. It became frightened at some cars and ran away. The machine became totally unmanageable, and finally threw him off, fell on him, and kicked him several times after he was down. He was finally rescued by the bystanders, his bicycle following him and trying to bite him after they had dragged him from under it. When he was rescued it was found that his arm was broken. The bicycle was taken to a blacksmith shop, as in the struggle it was found that it had dislocated one of its hind legs. This is a warning to young men never to ride a bicycle until it is thoroughly broken. The one that this accident was caused by had been standing in a shed all summer, chained to a post, and it was thought to be perfectly gentle; but it is probable that long confinement and high feed had rendered it more fiery than it would have been if it had been kept in constant use."

TO MY BICYCLE.

FAR swifter than e'er Ata'anta flew,
And silent as the working of the mind
Thou glidest, leaving city walls behind,
To fly to where — in many a brilliant hue
Beneath the moon's pale light — the sparkling dew
In trembling, scintillating drops is found;
Where odors sweet and fragrant fields abound,
And nature breathes to man of life anew.
Amazed, I guide thee, noiseless thing of steel!
Scarce using force to urge thee thro' the night;
Wondering if thou, like me, thy bondage feel,
And long to seek for liberty in flight;
To cry aloud upon the midnight air,
"I will be free to go" — alas! and where?

S. CONANT FOSTER.

TO THE ROVER ONE.

BY MR. LONGFELLOW.

THOU rotal Rover, borne thro' sun and shower,
In steamers pulsing with vulcanian glow,—
Plated in spotless nickel as the snow,
And mocked by billows! — at the anointing hour,
Forth, like an ice-clad Norseman from a bower,
With dash and blink of farness didst thou go
To meet the dazzled tyros that below
Push to achieve thee and essay thy power.
And now thou provest in triumphal march
A king among the wheelers! On thy way
Hundreds of towns await and welcome thee;
Elders uplift them on the stately arch,
Fine bards enliven thee with lyrics gay,
And fleet thy progress on from sea to sea!

ADVERTISEMENTS

SECOND-HAND BICYCLES,
ALL SIZES.
SEND STAMP FOR PRICE-LIST AND DESCRIPTION.
PRICES LOW.
COLUMBIA BICYCLE AGENCY,
PITTSBURG, PA.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harwards (Grip lever brake). No. 3. Harwards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

THE VELOCIPEDE.
ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.
E. C. HODGES & CO.,
40 Water Street, Boston, Mass.

RUGBY FOOT BALLS
AND UNIFORMS COMPLETE.
English Bicycle Stocking Supporters,
The Best Thing we have seen for the Purpose.
A few dozen in stock to-day at Oak Hall.
G. W. SIMMONS & SON,
32 to 44 North Street.

BICYCLE HOSE.
JUST received from London, a full assortment of
HAND-KNIT LONG HOSE for BICYCLING USE.
Sent by mail, $2.50 per pair. Also, a full line of SHOES.
PECK & SNYDER,
124 Nassau Street, N. Y.

I have a few of **BICYCLES** my very nice **BICYCLES**
for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner.
A. J. PHILBRICK,
136 Bridge Street - - Salem, Mass.

The "Indispensable"
BICYCLIST'S HANDBOOK for 1880.
By HENRY STURMEY.
186 pages, fully illustrated. Paper covers. By mail, postpaid, **50** cents. Address
E. C. HODGES & CO.
40 Water Street . . . BOSTON, MASS.

PHOTOGRAPHS
OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.
Every club should have one.
Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address
E. C. HODGES & CO.,
40 Water Street, Boston.

TO BE HAD,
Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., @	$0.30
STURMEY'S "INDISPENSABLE," @	$0.50
THE AMERICAN BICYCLER (2d edition), @	$0.60
LYRA BICYCLICA, @	$0.60
THE AMERICAN BICYCLING JOURNAL (bound), @	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @	$1.50

The Trade Supplied at Wholesale Rates.
Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE AMERICAN BICYCLING JOURNAL.
Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of **Price, $4.00 a Copy, postpaid.**
E. C. HODGES & CO.,
40 Water St., Boston, Mass.



H. B. HART,
813 Arch Street,
Philadelphia, Pa.
BICYCLES.
New and second hand Machines now on hand.

1 52-inch Timberlake, Roller Bearings, New	$110 00
1 52-inch Timberlake, Ball Bearings, New	115 00
1 50-inch Special Challenge, Ball Bearings, New,	110 00
1 54-inch D. H. F. Challenge, Ball Bearings, New	125 00
1 52-inch Royal Challenge, Ball Bearings, New.	122 50
1 50-inch Harvard, New	122 50
1 50-inch Standard Columbia, 2d hand, in good order	70 00
1 48-inch Albert, nearly new	75 00
1 52-inch No 1 Challenge, nearly new	80 00
1 50-inch Special Challenge, Ball Bearings, nearly new	100 00

A full line of New Standard and Special Columbia Bicycles (at the Reduced Prices.)
Bicycle Equipments.
Handle Bar Alarm Bells (a specialty), $1.25 each, sent by express on receipt of price.

THE AMERICAN BICYCLER,
By CHARLES E. PRATT.
New and Enlarged Edition for 1880.
276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.
THE TRADE SUPPLIED AT WHOLESALE RATES
FOR SALE BY E. C. HODGES & CO.

THE THEORY AND PRACTICE OF ARCHERY.
BY HORACE FORD.
Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.
ROFF & MANLEY, Publishers,
TOLEDO, OHIO.
PRICE - - - - - $1.50.
E. C. HODGES & CO.,
40 Water Street, Boston,
Agents for New England.

TO ADVERTISERS.
GEO. P. ROWELL & CO.'S
SELECT LIST OF LOCAL NEWSPAPERS.
An advertiser who spends upwards of $5,000 a year, and who invested less than $350 of it in this List, writes: "Your Select Local List paid me better last year THAN ALL THE OTHER ADVERTISING DID."
IT IS NOT A CO-OPERATIVE LIST.
IT IS NOT A CHEAP LIST.
IT IS AN HONEST LIST.
The catalogue states exactly what the papers are. When the name of a paper is printed in FULL-FACE TYPE it is in every instance the BEST. When printed in CAPITALS it is the only paper in the place. The list gives the population of every town and the circulation of every paper.
The rates charged for advertising are barely one fifth the publishers' schedule. The price for single States ranges from **$2** to **$80.** The price for one inch one month in the entire list is **$625.** The regular rates of the papers for the same space and time are **$2,980.14.** The list includes **552** newspapers, of which **187** are issued **DAILY** and **765 WEEKLY.** They are located in **788** different cities and towns, of which **26** are State Capitals, **363** places of over **5,000** population, and **468** County Seats. For copy of List and other information, address GEO. P. ROWELL & CO., 10 Spruce St., New York.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 12 NOVEMBER, 1880.

TO BE CONTINUED. — Once every fortnight, for a year, have we come before our readers and friends in the rôle of editor, with our budget of communications and news and comment. The volume is closed. Our familiar pages, representing so much of time and thought and diligence and anxiety, have had their reading by thousands, and are now gathered up with a telltale index and placed on the table and the shelf. There is a peculiar feeling at the editor's heart when a volume is done. It marks, in some sense, the end of a task. It is the accomplishment of an endeavor. But the end of the first volume of a periodical is peculiarly interesting. The voyage of a ship or of a yacht is an experiment. The first year of a newspaper is tenfold more an experiment, since it involves construction as well as trial. From the laying of the keel, all up through the stages of building, rigging, chartering, manning, launching, sailing, — all these and more are involved. Shall it be success or failure? Will she prove seaworthy, gallant, popular?

But after all, it is but so many chapters in a continued story. The plot is incomplete; the characters are to be further developed; the incidents must thicken, and the pages grow more interesting. There must be continuous growth and constant renewal of strength and vitality. Although it is the end of a task, it is the beginning of a longer work; we cannot lay down the pen or relax our effort and ingenuity. If we have filled a need, we have created wants. If we have fulfilled a promise, we have incurred obligations. We have endeavored to furnish a paper for American wheelmen; to make it entertaining as well as instructive. We have been guessing our way along, and trust we have not wandered far from the most desirable route. Between our No. 1 and No. 26 there is not only contrast and increase, but, we hope, improvement.

The BICYCLING WORLD AND ARCHERY FIELD is to be continued. Hereafter it will appear every week, and a day earlier. The editorial and the publishing departments will be completely separate. Our reading columns will be entirely free, as they have been heretofore, from any trade or manufacturing interest. Our advertising columns will be open, free, and fair for all, at regular rates. "First come, first served." "You pay your money, and you take your choice." While we are not responsible for the statements of our advertisers, nor admit any indorsement on our own part by publication, yet we shall try not to be a medium for publishing anything untrue or misleading, so far as we can. Our publishers' prospectus is given in another column, and a statement from them finds place below. The editor of this paper has the interests of amateur wheelmen and bowmen everywhere at heart, and has no interests to conflict with them. He has many shortcomings to acknowledge, and can only promise his best endeavors. As he has so often intimated before, he cannot make the paper alone; its readers, everywhere, must give him their friendly aid. "Many a little makes a mickle," and the little facts and hints and comments sent in from scattered readers are so many grains contributed to the field which will return each one his full sheaf.

In a broad sense we have no rival in our chosen field; in some respects we have several: but while we are emulous, and mean to excel where there is competition, we shall disparage none and flatter none, — not even ourselves. We intend to hold the field which we have chosen, and to enlarge our scope. We go hopefully on, and we give you our hand. Let the Wheel and the WORLD spin together.

A SLIGHT CORRECTION.

THE election is over, Garfield is elected, the country will gradually settle down to its usual quiet manner of living, and slanders and misstatements will soon be at a discount.

There has been, however, an erroneous impression, circulated somewhat widely, to the effect that this paper is "supported by the Pope Manufacturing Company, and is so evidently published in their interests that it deters many of our friends from giving it the support they desire." We have regarded this statement merely as a campaign lie, but on investigation find that that impression actually exists in the minds of a considerable number of bicyclers.

Now we *have* been suspected of being "in the inside" of the A., T. and S. F. R. R., the Bell Telephone Company, and several other side speculations, but not till lately has the suspicion been forced upon us that we were "backed" by any one.

We modestly imagined that we were doing the backing ourselves, and shall still continue to think so as long as our balance remains in the same position on our books that it now occupies. And as we wish to be plain and settle any doubts that may remain in the minds of our friends, we wish to say emphatically that neither Col. Pope or the Pope Manufacturing Company have, or ever has had, a dollar in this enterprise, nor has any member of this firm any interest whatever in the Pope Manufacturing Company.

They have, however, shown us many kindnesses, and helped and encouraged us in our labors; and we take this opportunity to publicly thank them and all other friends who have extended to us a helping hand and aided us in making Volume I. of this paper what it has been.

E. C. HODGES & CO.,
Publishers.

EXCURSIONS

A TRIP TO THE ISLE OF WIGHT.

HAVING decided that a trip to the Isle of Wight would be a very enjoyable way to spend a day, we retired, after ordering breakfast to be ready at 7.30. On awaking the next morning, the day bade fair to be all that could be desired, except that there was a strong wind blowing from the south, which would make the first part of the ride hard work. Mounting at the hotel, we rode to the pier, where we dismounted at the earnest request of an official, who announced to us the interesting fact that our bicycles were worth more than we were, and that we would have to pay a penny for ourselves, and twopence to wheel our machines on the pier; but as this was the custom of the country, of course we submitted. The trip on the steamer from Southampton to Cowes was enjoyed by all, until we took a breaker over the side, which spattered our wheels well with salt water, and brought to our

minds unpleasant visions of oil, cotton waste, and emery cloth. On entering the harbor of Cowes we were much pleased to see the American flag flying at the stern of a yacht, which we afterwards learned to be the "Intrepid," of New York. The patriotic feelings which had slumbered in peace were awakened by the sight of the good old stars and stripes, so dear to all Americans, especially when seen in a foreign land.

"And many an eye has danced to see
That banner in the sky."

On reaching Cowes, a ride of a quarter of a mile brought us to the ferry which crosses the river Medina, dividing East and West Cowes. Mounting on the other side, we rode through very pretty country to Newport. A short stop was made for refreshment, and to make inquiries about the roads. One peculiarity of the residents of the isle is that only one answer can be obtained from them in relation to the direction or road to take, — the invariable answer, "straight an," no matter how many times the road may branch before you get to the destination inquired for; but this is better than positive directions which prove to be wrong. A short detour was made from here, in order that Carisbrooke Castle might be visited. The road from Newport to the castle is quite rough and hilly, but one is well paid for the extra labor, as the castle is interesting, and the view charming.

The entrance to the castle is very picturesque, and was at one time protected by a drawbridge, but this has given way to a regular roadway. Carisbrooke was quite a favorite resort of Queen Elizabeth, and it is not to be wondered at, as it is one of the prettiest places I ever saw. On regaining the high-road — which was done by cutting across the fields which surround the castle — we mounted, and proceeded to Blackgang, where we stopped a few minutes to allow some of the party to come up. The view from Blackgang is exceedingly pretty and impressive. On the arrival of the rest, the captain and myself mounted and rode on, expecting the rest to follow; but after frequent stops by the roadside we became satisfied that they had concluded to take lunch at Blackgang, so we concluded to push on to Ventnor, and wait there for the remainder of our party. The ride from Carisbrooke was one which I shall never forget: the road was hard and smooth; the scenery was beautiful, and the air exhilarating. On the one side, tall cliffs towered far above, while on the other the blue sea danced and sparkled so far below that boats which dotted its surface looked like mere toys. The sides of the road were lined with hedges intertwined with honeysuckle, which filled the air with its fragrance. On arriving at Ventner we had lunch at a very good public-house, and then sauntered out into the street, in expectation of the arrival of the rest of the party. While waiting, we went into a neighboring pastry shop, and regaled ourselves with sweets, by way of a little dessert. After a short wait our friends rode up and dismounted. The machines were put in a secure place, and their owners strolled on to the esplanade, where half an hour was spent in watching the bathers and boating parties, buying photographs, etc. From Ventnor we had to walk a mile or two up and down hills, which it was impossible to ride: but at last we struck some good road, and mounting, pushed on to Shanklin, where a stop was made to enjoy the fine view from this place; thence on through very pretty country to Ryde, where we arrived about 7 P. M. After a good deal of trouble, and several stiff hills to ride, we found the B. T. C. House, where we had supper, which having been disposed of, we walked our wheels to the pier, and took the boat to Portsmouth, where we passed the night. The day's trip, including a ride of thirty-five miles, was one of the most varied and enjoyable I ever spent. It was the unanimous vote of the others that we had been more than repaid for the little detour we had made.

LONDON W.

PROVIDENCE TO BOSTON.

AFTER the Providence races and a good night's sleep (?), several gentlemen, consisting of representatives of the Boston, Attleboro', Framingham and Waltham Clubs, mounted their wheels, and under the skilful guidance of Messrs. Churchill and Tole, rode on the sidewalks out of Providence until the road leading to Pawtucket was reached. The spin from Providence to Pawtucket is over a magnificent and smooth surface, and one on which a pace of about twelve miles an hour can be maintained without much trouble. Just before reaching Pawtucket, Mr. Churchill left us to return to Providence, while the rest continued on until the centre of the town was reached, where a dismount was made to obtain some soda-water (some of them, no doubt, felt the need of it) at a convenient drug store, "Mr. W-e-e-l-l-l," and the 46-inches, without either the order or permission of their acting captain, continued on over the bridge, around the corner, and out of sight for that day; but they missed more than we did, as I hope the sequel will show. On leaving Pawtucket we were led by the Providence Infant, closely followed by the "little 'un" from Waltham, and a good pace they set for about ten miles, when we came across some people coming from church, one of whom was so religiously observing Sunday that he would not heed the polite and civil request of Mr. Stall to allow him to pass, but kept in the only fit place for a man to ride, thereby compelling Mr. Stall to turn sharp into some heavy ruts, causing his front fork to crack at the weld two or three inches below the neck of the backbone. When I looked at that scowling, sulky-looking man, just from the house of God, I thought that if he would only promulgate the golden rule more, instead of preaching narrow, bigoted doctrines, we would get through this world with less profanity than we do. But to proceed. After giving the gentleman (?) a little piece of his mind, Mr. Stall mounted, as did the rest, and rode along smoothly enough until another mile had been covered, when, crash! down the "little 'un" came right on his nose, which, not being able to withstand the concussion, wept profusely; thereby necessitating a stop of about half an hour at the house of Mr. G. W. Stone, who not only provided water, etc., for the injured one, but furnished us with apples and cider *ad libitum*. On investigating damages it was found that the broken machine was so far injured that it would not bear riding; so, sending on the rest, Mr. Stall and "nibs" walked to Attleboro', a distance of about a mile. On arriving there we were taken immediately to the club room, where a man was found who was able to repair damages While waiting for the machine to be mended, and the dinner which the Attleboro' Club had kindly ordered (and paid for) at the Park Street Hotel (notice pretty girl in the kitchen, discovered by G. B.), we amused ourselves by talking "wheel," smoking cigarettes, and watching the graceful evolutions of the Providence Infant (who, by the way, can ride twenty miles an hour; fact — he says so himself) in trying to jump ditches, fences, and all the country obstructions which he could find any where within ten miles. After a delay of two hours and forty minutes we mounted under escort of two or three Attleboro' men. The first five miles was done in twenty-one minutes, including one dismount to pick up the "old man" from Framingham, who had been thrown by a stick between the spokes. We then proceeded on at a good round pace until we reached the forks near Easton, where our Providence escort left us to go no one knows where. On mounting again we took the left-hand road and proceeded more to the northward, with the strong cold wind in our teeth, until we got to the dividing line between Sharon and Canton, where we found a hotel ("Cobb's") and put up for the night. After the advance guard had got warmed through and waited about half an hour, the rest came riding up in the dark; one the member from Braintree, in a team which he had procured about five miles back. After a good hearty supper, we sat the rest of the evening before a blazing wood fire, eating apples, etc. The "slave to duty," however, had to get home, so another team was procured, and off he started on a ten-mile ride in a buggy. After the majority of the boys had retired the wise ones adjourned to the sitting-room and spent an hour or two in pleasant conversation with the two pretty and interesting daughters of the landlord. After a good night's rest and a good breakfast we bade good by to mine host and the girls, and rode through Canton and Blue Hills to Boston, having no mishaps except a few headers and one bad fall, which broke the seat of the "old man," and necessitated a ride for him in an express wagon. The rest of the party arrived in good season at Oakland Gardens, where we separated after mutual congratulations, all wishing that the pleasant parts of our trip could be gone over again.

LONDON W.

THE RUN TO YONKERS. — Election-day morning the New York bicycle headquarters at 791 5th avenue was a scene of the wildest excitement. Bicyclers were scurrying to and fro, making demands for wrenches, oil-cans, badges, and a dozen other necessaries too numerous to mention. Knots of wheelmen were talking and laughing, while others were oiling their hind wheels in attitudes it would take the pencil of a Cruikshank and the pen of a Dickens to describe. In the midst of it all a voice shouted. "Here's Pach, the artist"; and again, "Form in line on the Scholars' Gate plaza for the photograph." And form they did, with more chaffing and joking than could be written on a

ream of foolscap. Pach put his sou'wester over the nozzle of the camera, and in beseeching tones begged for a few moments' steadiness. "Silence be ——," some one shouted, and it took three minutes for the laugh to subside, after which the first negative was taken. Between the first and second pictures a 240-pound bicycler made his appearance. Immediately the cry arose, "Give Dr. Tanner a place"; and blushing a Turkey red, the embarrassed wheelman was escorted to a position on the grass. Another straggler in red stockings put in an appearance, and three cheers were given for the "color of his hose and nose." After negative No. 2 had been taken, a general rush was made for 5th avenue, where the line, composed of 129 wheels, was formed by Commander-in-Chief Bruner, the unattached being under the command of Acting Captain F. C. Thomas.

Every man had flying from his buttonhole a little memento of the run, consisting of the picture of a wheel printed upon a square card, suspended from one corner by a blue and gold cord, the colors of the Mercury Bi. Club, by whom it was presented. When each rider had taken his proper distance, the clear notes of Bugler Burrill's horn were heard, and the happy wheelmen mounted and were off.

KNICK O'BOCKER.

2 NOVEMBER, 1880.

NEW YORK TO BOSTON ON WHEEL. — Mr. James Revell, of New York, paid us a call Monday, on his arrival in Boston, and gave us an account of the route over which he had passed. He left the well-known club-rooms, at 5th avenue, at 7 A. M., on Wednesday, the 3d inst., and rode to New Rochelle (a distance of 6½ miles), accompanied by Mr. Fred Jenkins, Manhattan Bi. C. After taking breakfast there he went to Port Chester; from there to Greenwich, and thence to Stamford, reaching Stamford at two o'clock; then to Noroton, Norwalk, and Westport, the end of the first day's run, a distance of 51½ miles, over very sandy roads. The next morning started at eight o'clock, running to Bridgeport (10 miles), and after breakfasting, passed through Stratford, Milford, Orange, New Haven, North Haven, and Wallingford, arriving at Meriden at 5.30 P. M., having accomplished a distance of 101 miles. Stopped at the Meriden House, and met there Dr. T. S. Rust, an enthusiastic wheelman, who would be a model consul for the L. A. W., and who showed Mr. Revell every attention. It is said that a club will shortly be formed in Meriden. Dr. Rust's brother, Mr. Charles N. Rust, accompanied Mr. Revell about 14 miles out, in the rain, the next morning. From Meriden to Berlin (11 miles) the road was very good; through Berlin, New Britain, Hartford, Windsor, to Windsor Locks, arriving there at two o'clock. A stop was made over night, as it was raining so heavily. Started from Windsor Locks the next morning (Saturday), and passed through Thompsonville, Springfield, Palmer, to West Brimfield, arriving at night, having gone over a distance of 78 miles. Sunday started from West Brimfield at 8 A. M., passed through Warren Centre, West Warren, West Brookfield, Spencer, Leicester, and from there to Worcester. Intended to call at Hill & Tolman's, but on entering the town met Mr. Darling, of the Worcester Bi. C., who kindly offered to carry Mr. Revell's message to Mr. Tolman, as he wished to reach Boston that night, and it was a little out of his way. Mr. Darling pointed out the best route to Boston, which was through Shrewsbury, Northboro', Southboro', and Framingham. On reaching Westboro', unfortunately the backbone to Mr. Revell's machine gave way, compelling him to take the train to Boston. The cyclometer gave the whole distance at 208 miles. The first part in drouth and the last part in rain, it was rather a plucky than an enjoyable ride; and some of the roads passed over would strain the English language for description, — at least so says Mr. Revell.

BICYCLE RACES

MALONE, N. Y. — A one-mile brief race on the trotting track, 1 October: F. S. Rollinson, first in, 3.20; other entries were Gleason and Styles, who did not finish the race.

JERSEY CITY. — At the annual games of the Montgomery Athletic Club, 20 October, at Caledonian Park, a two-mile bicycle handicap race resulted as follows: P. F. Bruner, 50 yards, 8.23⅝; W. H. Blight, 75 yards, second. E. P. Matthews, 75 yards, fell at sixth lap: G. W. Young, 75 yards, fell twice in the first two laps. Mr. Lazare, 50 yards, fell on the first lap: and the latter unfortunately broke the bones of his leg near the ankle. An esteemed contemporary pointedly remarks, "If hereafter a bicycle race is announced on this track, the committee should be indicted for manslaughter."

JERSEY CITY. — The Scottish-American Athletic Club provided in its games of 26 October, on its club grounds, a two-mile bicycle race, and P. F. Bruner, Manhattan Bi. C., being on the ground when the race was called, had a walk-over in 9.19⅝. A. F. Camacho, Manhattan Bi. C., arriving late, rode two laps to secure second medal.

STENTON, PA. — The annual fall athletic games of the University of Pennsylvania were held at the Young America Cricket Club Grounds on 23 October. The two-mile bicycle race was won by A. W. Robinson in 9 minutes, L. Barry being second.

NEW HAVEN, CONN. — The Yale University Athletic Association, at its fall meeting, on 20 October, bicycling was represented in a one-mile race, which was won by Bishop of '84 in 3.33½.

NEW YORK. — At the annual election-day games of the Manhattan Athletic Club, on 2 November, a one-mile bicycle race gave G. H. Taylor a ride-over alone in 3.40⅝. On the same date the Bates Athletic Club, composed of the employés of Bates, Reed & Cooley, held their annual games in the forenoon. A two-mile bicycle race was won by I. N. W. James in 9.59; H. G. Young, 10.27.

MANHATTAN POLO GROUNDS. — The postponed fall games of the Short Hills Athletic Club were held on 1 November, and included two bicycle races. The one-mile handicap resulted as follows: First heat — W. Woodside, 30 yards, 3.46½; L. Stearns, 45 yards, second; H. Shriver, 75 yards, third. Second heat — C. A. Read, 35 yards, first in, 3.58; R. Underhill, scratch, second; C. Duane, 50 yards, third. In the third heat, J. Stearns, 70 yards, first in, 3.30½; E. Weber, 75 yards, second; J. Richards, 75 yards, third. In the final heat J. Stearns was first in, 3.33⅜; Reed, second by two yards; Woodside, third by one yard; Weber, fourth by three yards; L. Stearns, fifth. The two-mile bicycle race was won by L. H. Johnson in 7.36⅝; W. M. Woodside, second by 140 yards.

HARTFORD, CONN. — A one-mile bicycle race occurred at Charter Oak Park on Saturday, 30 October, and was won by George W. Smith in 3.53½; other times not given. Mr. Smith rode a 52-inch "Harvard Roadster."

PLAINWELL, MICH. — The time made in the three-mile race here on 7 October, was 13.12½, and not 11.12½, as published.

WHEELING ABOUT MALDEN. — We northern-suburb wheelmen, as we call ourselves, seldom get round to our colleagues south of the Charles, probably because we have such an inexhaustible supply of good roads before and around us. Our Malden roads are unsurpassed, as is well known, and we can start off on miles of good wheeling either to the westward, northward, or eastward, particularly the eastward.

It is a superb stretch from Malden to Revere Beach, and along the beach road to the Ocean House. The roads in Saugus and Revere are mostly remarkably fine, — hard as granite and smooth as silk. I suppose it lies in the quality of the gravel used. Road builders in other towns ought to import it. In these days of mining stocks, how would a Saugus gravel mine strike the market? We have enjoyed many delightful runs to Lynn, Swampscott, Marblehead, and Salem, keeping along near the shore, with glorious glimpses of the ocean. In going from Lynn to Salem, let every wheelman keep to the road through Swampscott, taking in Ocean Street in Lynn. Ocean Street is a segment of Newport.

Sunday is a good day for a run, for we get good dinners at the hotel. We were well served at the American House in Marblehead, getting a good, hearty meal for 50 cents. But the best thing for style and cheapness is the fine old Essex House in Salem, where we were given a

first-class dinner for 50 cents. Let wheelmen bound eastward take note of this! One Sunday two of us took a run as far as Manchester-by-the-Sea, being hospitably entertained on the way by a Boston gentleman who has a fine villa on that North-Shore paradise, the Beverly strand. The scenery is glorious the entire way, woodland and seashore in enchanting harmony. The day of our trip it had not rained for weeks, so the road was not so good as we had been led to believe. It was horribly dusty and bumpy; it was simply unpleasant, not impracticable, like the roads of sandy Sharon. If any wheelmen want to get first-class riding, let them come out to Malden and take a trip with us boys of the MIDDLESEX.

WHEEL CLUB DOINGS

BROOKLYN BI. C. — Eight members of this club, under the leadership of a captain, made an excursion to Tarrytown and return on election day, 2 November. The weather and roads were superb; distance, 48½ miles. As the time and distance taken of this run is very conveniently and creditably compiled, it is given place below as follows: —

Runs, 2 November, 1880.	Programme.		Miles.	Actual.		In Saddle.	Stoppages.
	Arrive.	Leave.		Arrive.	Leave.	H. M.	H. M.
Fulton Ferry, Brooklyn . .		6.50			6.50		
By Ferry, Peck Slip, N. Y. .		7.25			7.25		
By Boat, to Harlem . . .		8.00			8.15		
Via 7th and Jerome Avenues,			8½	9.07	9.20	0.52	0.13
To Kingsbridge, on wheel,		9.15	5¾	10.05	10.15	0.50	0.15
To Yonkers		10.15	7	11.10	11.25	0.55	0.15
To Hastings Ferry, . . .			1.15	11.52	1.25	0.27	1.33
To Tarrytown, ...			11.45	2.55	3.15	1.30	0.20
To Yonkers, ...			2.45	3.40	3.50	0.25	0.10
To Kingsbridge, . . .			3.40		5.10	0.58	
Via 6th and Jerome Avenues,			8½	4.48			
To Harlem Bridge, . . .		5.45		6.05			
To Peck Slip and by Ferry,		6.05		6.30			
To Fulton St., Brooklyn .							
			48¾			5.47	2.46

BOSTON BI. C. —At the regular monthly meeting of this club, on the 1st inst., the secretary reported that he had corresponded with T. N. Hastings, and that he acknowledged riding in a race for money, and sent his resignation, with regrets that he had been so inconsiderate as to do so. His resignation was accepted. The matter of adopting a new uniform was postponed until the next meeting. From the unanimity of opinions expressed in regard to the recommendations of the committee, it is probable that the matter will be satisfactorily settled at the next meeting. The club adopted headquarters at 38 Providence street, Boston, and the new rooms which it takes, in connection with the Massachusetts Bi. C., will probably be opened and furnished and warmed within a very short time.

BUCKEYE BI. C. — A club was organized under this name at Columbus, Ohio, about the 1st inst. The following are the officers: President, W. H. Miller; Captain, G. W. Rhodes; Secretary, W. B. Waggoner; First Lieutenant, H. B. Hutchinson; other details not stated.

LENOX BI. C. — A meeting was held on the 4th inst. for election of officers. The following gentlemen were elected: President, E. Weber; Captain, F. F. Ames; Sub-Captain, G. Bartlett; Secretary and Treasurer, John Stearns; Committee on Arrangements — G. Flanders, G. Gray, and L. Stearns. It was then decided to spell the name Lenox the new way, — that is, with one *n*, — and the motion to adopt a winter uniform was carried, and the material and cut of the same was left for the committee to choose.

M. A. C. WHEEL CLUB. — This club was formed at the Massachusetts Agricultural College, Amherst, Mass., on 6 October, with seven active members, and (as usual) "additions are expected soon." Officers: President, F. P. Taylor; Captain, A. Whitaker; Secretary and Treasurer, C. E. Beach; Sub-Captain, H. E. Brown. Other members are Boonzo Hashiguichi, A. H. Taylor, and F. A. Wilmarth. Costume: Gray cap, coat, and breeches; gray shirt stitched and laced with maroon, and maroon belt and stockings. The members think that, though they are not as old and strong as a club as their Amherst College brethren, they will be able to compete with the latter in many ways.

MILWAUKEE BI. C. — Milwaukee, 4 November, 1880. *Bd. Bicycling World;* — The Milwaukee Bicycle Club appeared in a new and novel "roll," on the evening previous to the election of James A. Garfield, fifteen of our members participating in a grand Republican torchlight procession, our connection with the affair proving a noteworthy success in every respect. We formed in line in front of the Newhall House, each wheel being supplied with a torch fastened to the fork, which, however, was found to be of some inconvenience in consequence of some rough pavements which the column passed over, some of the members being obliged to discontinue the carrying of the same before the end of the line of march was reached. The many thousand torches and the numerous illuminations along the line made our brigade one of great beauty and attractiveness. It was thought that the slow moving of the column would make it difficult to ride, but such was not the case; we were only obliged to dismount when the column halted. Our uniform consisted of blue cap and regalia of bars of red and white passed across the breast and around the waist. We bore a circular banner with the inscription, "Our Votes roll in for Garfield and Arthur." The following are the names of those who participated: A. A. Hathaway, Capt. Angus S. Hibbard, Lieut. F. G. Stark, H. C. Haskins, L. M. Richardson, Arthur Young, A. Meinecke, C. B. Fowler, Wm. Wellar, Otto Frank, Charles Ilsley, H. D. Nichols, P. Sercombe, R. B. Johnson, J. B. Gifford.

Our club have been making quite a number of runs into the country of late, and have enjoyed them hugely; the weather and roads have been fine for the past month. On election day thirteen members made a run to Hale's Corners, a distance of about ten miles and had a jolly good time. On Sunday the 24th inst., five of the boys took a spin to Cedarburg and return, starting from the Chamber of Commerce at 11 A. M., and returning at 6 P. M., making in all forty-four miles.

The outlook for the wheel in our city is very encouraging. There is no ill feeling expressed against it, and our streets and surrounding country roads are the best that can be produced, and the wheelman is always welcome to all and any of our streets and parks. There has been no kicking from any source, and every wheelman in the city is considered a gentleman. Our County Treasurer, Mr. Lem Ellsworth, is one of our most enthusiastic riders. L. M. R.

STAR BI. C. — This club had an election of officers Friday evening, 5 November, which resulted as follows: President, Frank J. Faulkner; Vice-President, William West; Secretary, Frank S. Winship; Treasurer, Walter I. Tapley; Captain, Walter O. Faulkner; Lieutenant, Albert W. Fuller; Chairman Club Committee, Frank Watson; Club Committee — Elmer F. Davis, B. Frank Clemens, Charles P. Howard, Frank Bamford.

After the election the club had an oyster supper. The last party given by the club, on 27 October, was quite well attended, nearly all the gentlemen appearing in bicycle costumes. A run is proposed for Thanksgiving day, particulars of which will be given later.

D. Y. C. ANNUAL DINNER. — The Dorchester Yacht Club has a strong reserve of bicycling members, and its pleasant club house is known as an attractive resort by many others. Its tenth annual dinner was held at Young's Hotel on the evening of 4 November, and was a most enjoyable one. The *menu* was well arranged and well presented. Commodore F. E. Peabody held the tiller with grace and skill, and the few toasts sprung upon members without warning were happily responded to by the Commodore and by F. W. Weston, H. Davenport, H. Farliss, L. M. Clark, C. E. Pratt, B. L. Arbecam, and others. There were songs and stories interspersed and following, and the enjoyment continued until a late hour. Considerable merriment was caused by the reading of an improvised ballad by Mr. Pratt, which those acquainted with the yacht "Mist," owned by F. W. Weston (B. Bi. C.), and run last year by a crew of yachting wheelmen, could best appreciate. It was as follows: —

A BALLAD OF MARBLEHEAD.

'T was evening, and the tide was low,
And long the shadow lay,
From one square tower which sailors know,
Far out across the bay,
And a Mist settled down in the harbor.

The sky was fair, and fair were maids,
And virtuous was the town;
Still was the town, and free from raids
The sidewalks leading down.
But the night is uncertain, and the morn, perhaps,
When a Mist settles down in the harbor.

At anchor rode a gallant craft,
A gallant crew on board;
Her tender, floating oarless aft,
Was quickly manned and oared.
For the Dorchester sailors are jolly chaps,
And the night is uncertain, and the morn, perhaps,
When a Mist settles down in the harbor.

Oars kissed the waves; the silent air
Knew noiseless steps on shore;
The night was dark, the maids were fair,
And red were the caps they wore.
Oh, those canvas slippers and the red-knit caps!
But the Dorchester sailors are jolly chaps;
And the night is uncertain, and the morn, perhaps,
When a Mist settles down in the harbor.

The rays of early morning shone;
The Mist had earlier sped.
Where had her crew and skipper gone?
Where, maids of Marblehead?
Oh, the oars kissed the water, and the rowers — did not,
And the dories lay quiet at the pier,
Oh, the oars kissed the water, but the maidens — did not,
And the dories lay quiet — "for the beer."
Oh, those canvas slippers and the red-knit caps!
But the Dorchester sailors are jolly chaps!
And the night is uncertain, and the morn, perhaps,
When the Mist settles down in the harbor.

NEW YORK NEWS AND NONSENSE.

AT a meeting of the Lennox Bi. Club, held 24 October, S. Conant Foster was unanimously elected an active member. Other business relating to the private affairs of the club was then transacted, after which the meeting adjourned. Two pictures in polished oak frames, 12 x 14, done in charcoal, and drawn by Miss A. Shriver, have been presented to the Lennox. Both the sketches relate to bicycling and are admirably executed, showing the young lady to be well schooled in the use of the crayon. Some one, not known to the writer, has given a carpet, and still another noble-hearted, wholesouled individual has donated a beautiful table. If this presentation business increases, Secretary Weber will have to employ a clerk to assist in sending letters of thanks. At the next meeting, the question whether to spell Lennox with one or two n's will probably be discussed, either way being correct. For our part, we favor the twins. The latest addition to the club uniform is a band of silver braid down the seam of the breeches and around the sleeves of the coat.

There is no rider in this city who understands keeping a bicycle better than P. D. Johnston, of the Manhattan. He is a thorough machinist, and thinks nothing of working a hunk of pig-iron into a pair of steel pedal-cranks in the short space of half an hour. The boys say he waxeth fat on brass filings, nuts, bolts, and the like, washing down the same with sperm oil; but this is probably exaggerating his digestive powers.

Mr. Wright has taken the agency of a new tricycle manufactured by the Bridgeport Gun Implement Company, and known as the "American Roadster." It is the neatest thing in the tricycle line we have seen, and when some new improvements have been added, will excel anything made abroad. One feature of the machine will be a spur, attachable to the wheels, which will enable the rider to run on ice.

A statue of Mercury graces a corner of the Mercury Club Room, and a neat *portière*, presented by Mr. Harry Blake, hangs across the doorway. But this is not all. Surgeon Neergaard provides the boys with lavender water in which to wash after a ride, and in case of sickness keeps several black bottles in his locker. After last Thursday's ride he had seven patients. Neergaard's locker is No. —; you will find the key behind the ——.

Mr. Jas. Revel, the trainer of the Manhattan Club, has tried his artistic hand at mural painting; and now, after a week of chaos indescribable, the Manhattan room is a "thing of beauty and a joy forever." Jimmy's perspective on the starboard wall has an independent look, and shows the supreme contempt this great artist has for a straight line.

Now that Charlie Noel neglects his evening rides, there is no one to light the bicycle sign over the door of 791. The nine-foot torch used for that purpose was broken some time ago.

"Mr. O'Bocker, did you see Lip's poem in the last WORLD?" We replied in the affirmative. "Well, see here, I think I can do as well as that; just listen to this"; and then Sledge read in nervous tones: —

A slim-looking youth of Manhattan
Bought bicycle breeks of tight pattern;
But he soon took 'em off,
And remarked with a cough,
"I think I will wait till I fatten."

The Mercury boys did not take their usual ride on Thursday, the 4th, owing to the inclemency of the weather.

Mr. Sydney Wright is the latest addition to Mr. Wright's Fulton-street establishment. He has accepted the position of cashier and general assistant, and says he expects to be enough over in his cash every night to keep himself in cigarettes.

The Lennox Bi. Club pays very little attention to parliamentary laws at its meetings, but seems to thoroughly understand what enjoyment is. During the evening of 4 November three camp-stools were broken, and Gray, the club wag, was sat upon no less than fourteen times.

Mr. Wm. M. Wright had a deal of hand-shaking to perform on his arrival from Europe. His personal baggage numbers thirty-five pieces, yet he told the revenue officer he hadn't brought anything back with him but his appetite. What a fortunate thing it is for Wright that there is no duty on appetites! His 60-inch Special Columbia was overhauled and examined by the European manufacturers with much interest. M. Mèyer, perhaps the best judge of metal in France, was especially warm in his praises of the material and also of the construction of the pedal, which he means to copy in future. The French custom-house officials were at a loss to know what charge to make on the machine, it being the first one introduced from America; and while they were shrugging their shoulders in doubt, the wheel was trundled through, somehow, scot free.

On Wednesday evening, the 17th inst., there will be an auction at 791 5th avenue of from fifteen to twenty second-hand bicycles.

"You are Mr. O'Bocker, I believe?" "Yes, sir." "You have lately been forwarding to the WORLD short poems, the brilliant compositions of some of our most talented wheelmen?" "Yes, sir." "Well, sir, I was the unfortunate witness the other day of a most bloodthirsty joke. My better self fairly revolted at the atrocity of the deed, and in the bitterness of the hour my soul oozed forth in song; yes, sir, song — here it is — my name is Wm. Erlanger Wilmerding; but I prithee, sir, give it not for publication." Below is the oozing of Willie's soul: —

A mischievous urchin of Lynn,
Concealed on a saddle a pin,
And the poor rider's fright
He observed with delight,
And a most diabolical grin.

KNICK O'BOCKER.

GLANCES ABROAD

SWISS VELOCEMEN.

Editor Bicycling World: — I give you to-day some later account of our club. The season has been very good. The club has several new members, and its list now contains forty names. We have given one race on the road around the Lake of Geneva, which resulted very satisfactorily, and in which Monsieur Grandjean (champion of the club for the current year) made the distance in nine hours and twenty-five minutes, gaining one hour and sixteen minutes over the time of the winner in the previous race. Out of thirteen competitors starting, seven accomplished the circuit (110 miles) in the required time (12 hours) and received each a commemorative medal. Again three members of our club took part in some grand races which were held at Grenoble, and there carried away prizes, among others in the tricycle and quadricycle race, the first on the Continent.

There have been several parades during the season. In April we had at Aixles-d'Ains a reunion with the bicycle club of Lyons, with which we maintain excellent relations of friendship.

In July we made, with two members of the club, a tour of 300 miles in Switzerland; but I have performed afterwards, on my quadricycle "Salvo," a part of France in the east (Grenoble, Uriage, Bourg, d'Oiseus, Grand Chartreuse). The bicycle is growing in favor here. Besides the members of our club, there are a great number of unattached. Our

bicycles are for the most part of English manufacture (principally Excelsior and Premier); the tricycle is equally increasing. Up to the present time we have only seen Coventry tricycles in a very small number, and mostly of quadricycles, the "Salvo," an admirable machine. Latterly I have been on a "Salvo" about eighty miles in a day without great fatigue. My opinion is that the tricycle is the coming mode of locomotion, with or without steam or compressed air. I have always much pleasure in reading your estimable journal, which keeps me informed of the remarkable progress of the bicycle in America. Hoping that some time an American team will visit us, I beg you, monsieur, to transmit to your honorable club the salutations of Vello Club de Genève, and to take for yourself an expression of our fraternal regards.

LOUIS DELAPRAZ,
Prest. Vello Club de Genève,
Consul B. T. C.

GENEVA, 12 September, 1880.

CORRESPONDENCE

MUNCIE, Indiana, has two lively wheelmen, and the prospect of more. The roads are common turnpike, on which the new riders have made 25 miles in 2½ hours, and on another run, 18 miles in 1½ hours, including up hill and down.

MOONLIGHT MEET. — On the evening of 15 October twenty-two riders, including eight of the Massachusetts and five of the Crescent Clubs, met at the Chestnut Hill Reservoir for a drill; and as the excellent bugler of the Mass. Bi. C. was present, they were drilled by the bugle.

Nearly every rider carried a lamp, and the effect was very pleasing All were well satisfied with the ride, and expressed a desire to repeat it at an early date.

Those who have not tried a moonlight run in company have not learned all the pleasures of bicycling.

MILFORD, Mass., is heard from again this way: "We have three bicycles here, and are getting up quite an interest. We expect to number eight or ten in the spring, when we shall organize a club."

BRATTLEBORO', VT. — Referring to bicycling in this town, the Secretary of the Brattleboro' Bicycle Club writes: —

"Although we have the Green Hills to contend with, that fact does not tend to discourage us in the leading out-door exercise of the country, for there are already ten Columbia steeds in the place, and a fair prospect of as many more, considering the fever which is prevalent all about this neighborhood. For me there is nothing like the wheel exercise. I would not be deprived of it for a small farm.

"We have club meets once a week, and have taken several twenty-mile journeys this summer. We had a distinguished guest in the presence of Mr. A. S. Parsons, corresponding secretary of the L. A. W., a short time since, and through his influence the club voted to join the League. The Amherst Bicycle Club paid us a short visit once this summer."

GLOUCESTER, MASS., 26 July, 1880. — *Editor Bicycling World:* — Once again I have the pleasure of communicating a little item to your interesting journal. Saturday, 17th inst., a party of four, consisting of C. W. Sewall, Fred E. Draper, W. W. Stall, and Lewis Damareau, representing a portion of the Waltham Bicycle Club, came down over the road from that town, and were met at the cut road, this city, by C. S. Nauss, Lewis Fewkes (both members of the club on a visit to this city), and our local bicyclists, A. T. Dodd and "yours truly."

After an exchange of courtesies, our party remounted. Then, amid the clanging of the deep-toned alarm, we pursued our way farther into the city. A beautiful moon above gave to the beholders a novel and most enchanting sight.

At Mr. Nauss's house the dismount was made, and here we partook of an appetizing fish chowder; after which a ride to the store of Brother Dodd was taken, and the machines stabled.

Sunday was pleasantly passed in a trip down the harbor to Eastern Point, and dinner taken at "Camp Clifford," the summer residence of your humble correspondent. At 4.30 the mount was taken on Main street, and amid a crowd of lookers-on, the start for Beverly began, for the visiting wheelmen, accompanied by Nauss, Dodd, and the writer, as far as Magnolia.

We trust it will not be long ere this city sports a club. Gentlemen of the "fraternity" will be ever welcome as it is, and may be always sure of a cordial greeting whenever they may choose to visit us.

We wish the Waltham boys to come again soon.

JOHN S. WEBBER, JR.,
Gloucester, Mass.

HAVERHILL, MASS., 23 July. — *Editor Bicycling World:* — For the benefit of all wheelmen, I would warn them against taking a trip from Lawrence to Worcester, *via* Lowell, Chelmsford, Acton, South Acton, Stow, Hudson, and Marlboro'; for the roads are, with few exceptions, very sandy, and, particularly at this time of the year, made worse by the so-called "repairing!" From Marlboro' on, as you no doubt know, the roads are hard and good travelling.

Returning, I came through West Boylston, Oakdale, Sterling Junction, Clinton, South Lancaster, and Still River, to Ayer Junction, where I found twenty-five miles of as good roading and through as pretty a country as one would wish. From Ayer Junction I took the cars home, well satisfied with my first "trip" on the wheel.

Yours, J. FRED. ADAMS.

MARLBORO', MASS., 26 August, 1880. — *Editor Bicycling World:* — Can any of your readers give me the distances between the following-named places? So. Framingham to Wellesley via Natick; Wellesley to Dedham via Needham; Dedham to Hyde Park; Hyde Park to Milton; Milton to Quincy; Quincy to Hingham via East Weymouth; Hingham to Cohasset.

If any one will send me the distance between any of these places, it will do me a great favor. I will remit postage to any one addressing me on this subject.

A. L. ATKINS.

[Look in the *American Bicycler* for most of them. — *Ed.*]

AN ALBANY subscriber suggests the value of "such information as to cost per day of travelling in England on a bicycle as could be furnished by the member of the 'fortunate five' who is now writing up the trip."

PERSONAL

THAT A PROFESSIONAL bicycler may also be a gentleman, we have long contended; and Mr. James Revell is an illustration of that idea. In our last issue "Manhattan Bi. C." was added to his name. It was a mistake, but a natural one, as his relations with that club have been constant, and next to membership.

A HAPPY MAN is T. K. Longstreth, Esq., the accomplished president of the Philadelphia Bi. C. He has been so ever since the end of a seventy-mile spin. He rode for a prize, and won her, and the tasteful cards are just received.

SECRETARY FOWLER, of the Capital Bi. C., paid us a call the other day on his return from a visit to New Hampshire, and he gives very charming accounts of his club and its prosperity.

WALTER D. WELFORD, editor of *Cycling*, has also taken a wife. We extend our best congratulations to both halves of him. An editor needs some one to make him happy and keep him so.

"LONDON W." will be recognized as the "F. F." of previous numbers. He was one of the fortunate five, and his communications are always welcomed in our pages, not only on this but on the other side the water — as we happen to know.

MR. GEO. R. BIDWELL (Buffalo Bi. C.), the gentlemanly superintendent of agencies for the Pope Manufacturing Company, made a flying visit to Milwaukee on the 5th inst. Capt. A. A. Hathaway and Lieut. Angus S. Hibbard (of the Milwaukee Bi. C.) made inquiries for him after his departure, in hopes of tendering him a spin through the city.

MR. CHARLES R. PERCIVAL, who has lately returned from England and opened an "emporium," will hold an informal opening on Saturday evening, the 13th inst., at his new rooms, 96 Worcester street, Boston. Mr. Percival knows well how to anticipate and supply the wants of wheelmen, and his many friends will be on hand, not as much for the "lunch" as for welcome and encouragement.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America. — clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 12 NOVEMBER, 1880.

THE CLUB IDEA. — Webster defines a club as "an association of persons for the promotion of some common object." An athletic club is for the promotion of athletics; a social club is for the promotion of sociability, which, as has been said, "is a great source of enjoyment"; an archery club is for the promotion of archery; and so forth. But it often happens that a club is not solely for the promotion of a single object. The object may be complex; the objects may be several. The archer has more than one arrow in his quiver, and his club has more than one object in its organization. One of these objects is shooting. Upon this topic, and particularly upon the complex object of shooting, *per se*, we ventured some observations in a previous editorial; but good shooting may be accomplished without clubs. What, then, is the idea on which they are founded?

No longer are the bow and arrow considered weapons for deadly warfare, or expertness in their use a manly art for defence or offence. Not here are archers knighted for remarkably well-shot arrows; but

> "Used as a game, it pleases;
> The mind to joy it raises,
> And throws off all diseases
> Of lazy luxury."

The practice of archery is as commendable now as in historic days; as then, so now, it is rightly pursued as a means and not as an end. But where shall we look for the stimulus of this art and promotion of the objects of its exercise? Why, to the social associations, to contagion, to example, to fame, the great inciter, to distinctive mementoes of excellence and honor, and the necessary multitude for recognition to make these valuable. The great societies, like the National, Eastern, Pacific, and State associations, furnish these incentives to an eminent degree; but the very existence and usefulness of these depend upon the smaller societies of the clubs.

The archery-club idea combines those of the athletic, the social and æsthetic, and the toxophilitic; it means association of persons for manly and womanly development, for sociability and artistic enjoyment, and for the promotion of the art of bowmanship. A lone archer is an impossibility. Where two or three are met together in this name, there is a club, or the nucleus of one; and the true spirit of archery will prompt its increase. The spread of archery clubs in this country since the first was formed has been scarcely less remarkable than that at the revival of archery in England. There has been, especially during this year, not only a large increase in the number of clubs, but a marked growth in efficiency and strength of the old ones. The latter are not now our immediate object of solicitude, however; it is the formal and active organization of new clubs which we wish to encourage. The club idea needs but to be examined and appreciated to be approved. It is, moreover, an honorable thing to found or promote an archery society. Before our clubs shall have numbered a tenth of the years of the Royal Toxophilite, or the Kilwinning Archers, it will be deemed an honor worth claiming and cherishing to have been on the first roll of any one of them.

ARCHERY WEAPONS.

ONE of the most useful lessons to be learned at a large meeting is what bows and arrows are the best to use. At the Beacon Park match last year the split bamboo made its appearance, and a great many were favorably impressed by it. The particular feature of the Wellesley match was the introduction of the "Express bow," or, in archers' language, the "taffy-back." This bow has, for its special merit, its durability. Its owners seem willing to subject it to the roughest usage. We saw one tested by drawing it five feet, and the owner also expressed his willingness to string it back to. These are no doubt valuable qualities, but there are other more important ones in a bow. The rawhide on the back makes the bow spring back very quickly, thus giving a powerful cast and flat trajectory, but it also gives a vibration that injures the accuracy of the shot, and is very unpleasant to the hand and wrist. On account of this no archer uses an Express of the same weight that he uses of another bow. Because of its non-breaking qualities, the Express may be valuable to a beginner; but as he improves in skill he will discard it for something better.

Horsman was better represented at Wellesley than any other American manufacturer. All grades of his bows were shown, and I should hardly know which to prefer, his or Spaulding's backed yews. Neither are yet up to the English makers, but both make remarkably good bows for their short experience. One trouble of American makers is, that they try too many varieties of wood. If they would limit themselves, as Aldred does, to yew and lance, and try to do their best with them, we think that they would meet with greater success. But I do not mean to criticise Mr. Horsman severely. Too much cannot be said in praise of his endeavor to supply American archers with good bows at reasonable prices; and without doubt we shall in a few years have American bows equal to imported ones.

There was great rivalry among the yew owners over their bows; and in spite of all that was said, no one was convinced that he did not have the best bow in the field. It was impossible to decide what make was the best from the showing at Wellesley; for selecting the three best bows out of the twenty or thirty, one was an Aldred, another a Gordon, and the third a Buchanan. All three were about the same value, but there was a great difference in their appearance. The Buchanan had less knots and was the straightest grained; the Gordon had beautiful curves, and was remarkably quick; while the Aldred was unquestionably superior in fineness of grain and finish. Probably neither one would be considered better than the others, except by its owner. But without deciding the question of superiority, it was pleasing to see how large a number of Eastern archers have reached the point of taking pride in their weapons. When an archer goes to the expense of a Spanish yew, it is a sure sign of a great interest in the sport. The possession of a valuable bow makes the owner practise harder so as not to disgrace his weapons, and he keeps his arrows and tackle in corresponding condition with his bow; but he may hear the cry of "patch on both knees and gloves on."

There is not so much to be said about arrows, there being very little difference

in the best makes, and the question of balloon or triangular feathers being more important than who cuts them. Breaking arrows seems more a matter of luck than anything else, though some makes do last longer than others: for instance, the writer has on his score books a record of 6,000 shots made at the York round with one dozen of Aldred's arrows; and of that dozen, nine are in perfect condition, one has lost its pile, one was broken by striking a stone, and another was split by another arrow while in the target. Three of these arrows served me all through the Wellesley match, while an archer who shot at the same target broke eight out of a dozen Conroy arrows. As a rule, English arrows seem a little stronger than American, though I cannot say positively that they are; but while Horsman, Conroy, and Granger arrows were broken at Wellesley, there were no English heard of as broken. The English makers prefer beef to any other wood for footings, and next to that, lance, while our American makers, trying more for beauty, use snake and rosewood, and also palm, mahogany, and various other kinds. In such matters it would seem wiser to adopt the English experience, and not waste our time in experimenting with woods that they have long since discarded.

A great many archers make up their minds as to what weapons to get by what they learn at the annual tournament; and if any have learned different ideas from these, I should be glad to see them published in these columns, which are always, I believe, open to free discussion of all matters pertaining to archery.

CAPTAIN JACK.

THE BRIGHT SIDE.

Editor of the Archery Field: — Having noticed in your recent issue some of the growlers' comments, I am led to ask, Is there not another side, and why cannot the many pleasant features be presented rather than those in which one is disappointed? And then it is often found to be the case that the growlers are as much, if not more than others, responsible for that which causes their dissatisfaction. Even if there are members of a committee who shirk their work, it is not fair to those of such committee who do their work (and as much of that belonging to the others as it is possible for them to do) that the committee as a whole should be continually found fault with.

"Oritani" compares the E. A. A. meeting with the little meeting of one day at Waverly, and to his great satisfaction with the latter (probably because he was one of the committee). As one not so favored (?), I could, if disposed, make quite a growl over the matter in which I was disappointed. I attended the meeting solely for the long-distance match, and probably at as much expense, in time and money, as any one present. But what did that match amount to? Any archer would think little of such a match crowded into the last half-hour of daylight, when time was wasted at midday, compelling the contestants to shoot six arrows at an end, and the five or six at a target to all shoot at the same time: really, I was quite disappointed over it; but having had so much pleasure in other ways during the meet, I had quite forgotten it until "Oritani's" growl brought it to mind.

If "Oritani" and his team chose to locate at a hotel in the city during the E. A. A. meeting, rather than at the Hotel Wellesley, a short half-mile from the ground, or at the Student's Castle, within a stone's throw, — and by the way, where they had one of the jolliest of times for the three or four days, — I do not see why the committee are responsible for their inconvenience; and for their going away and leaving their prizes lying around loose, they have only themselves to blame, for all others looked after their prizes.

It was unfortunate that the E. A. A. committee should have been reduced to only two real working members, Mr. Brownell and Mr. E. R. Dwight, while the time spent by them in trying to hunt up the targets, which were to have been at the ground on Monday, and to get others in their place, prevented their attending to many little details: but after all, the general feeling was that it had been on the whole three days of pleasure. Many pleasant acquaintances were formed, and many of the previous year renewed.

Now, why cannot the bright side be held up to our view rather than the other? Surely there is more of it, and it will make ourselves and all others the happier to think of the pleasant incidents.

I am pleased to see by the scores in your last issue that the Brooklyn Club have admitted ladies to membership, and are shooting matches with lady representatives.

SIM.

NEW YORK, 1 November, 1880.

HIGHEST SCORES. — *Editor Archery Field:* — I notice in your issue of 16 October a note from Eaton, O., claiming for the "Merrie Bowmen of St. Claire" the highest score on record for a team of four gentlemen, at the American round. If the gentleman will refer to the *Forest and Stream* for 25 September and also for 9 October, 1879, he will find records of two scores made by the "Wabash Merry Bowmen," of Crawfordsville, Ind., composed of Messrs. Booe, McMechan, Maurice, and W. H. Thompson, both higher than the one he names. The first was for 340 hits and 1,986 points, and the other for 339 hits, 1,965 score; the details are given in the papers. These are the two highest scores ever published, and probably ever made by any regular team of four. The conditions were practically the same, — *i. e.*, each club shot on its own range, the one for prizes and the other in a match, — and the scores are entitled to equal weight and credence. The Eaton score is very good indeed, — the highest published this year; but the "simplicity and modesty" are not called for yet, for theirs is not the "highest score on record."

L. Y. N.

RECORDS. — Boston, 3 November, 1880. *Editor Archery Field:* — As you have published almost every possible kind of a record, allow me to add my mite.

Yesterday, 2 November, two "Pequossettes" shot on the club grounds two rounds of 96 arrows at 60 yards, one supplementary round of 30 arrows at same distance, and two double American rounds, making, with sighting shots, over 600 arrows. If any of your readers can show more practice, than that condensed into one November day, I would like to see the record.

The scores were nothing to boast of, but fair for novices, this being our first season, viz.: Best single American, 354; second best, 348; best double American, 668; second best, 666; best 96 arrows at 60 yards, 253.

Next year we hope to do better, especially if we can find a hall for winter practice. Won't you kindly keep your eyes and ears open, and if you hear of such a chance, let me know?

Fraternally yours, TYRO.

P. S. — Many good counts were lost by arrows passing through or bounding back from targets.

AT THE YORK. — On 19 October a match at the York round was shot, in the usual manner, double ends and three arrows at an end, between Will H. Thompson, of Crawfordsville, Ind., and Frank H. Walworth, of Saratoga Springs, N. Y., the latter gentleman being allowed to add to his gross score the number of points his score at 80 yards exceeded his score at 100 yards. Each archer shot on his practice ground. The scoring of both archers at 60 yards was materially lessened by the arrival of darkness, and a cold wind blew across the range at Saratoga. Practising at 60 yards the day before the match, Mr. Walworth made 24 hits, 122 score, and 24 hits, 154 score. Mr. Thompson's score at 100 yards is exceptionally fine. With his last 30 arrows at that range he scored 112 points. The following are the details, Mr. Thompson winning by 69 points: —

	100 yds.	80 yds.	60 yds.	Totals.
Will H. Thompson	45-220	36-144	21-109	105-473
Frank H. Walworth	26- 98	36-162	20- 80	82-340
Add excess at 80 yards,				64
				404

ARCHERY CLUBS

NEW YORK ARCHERY CLUB. — The annual meeting of the club was held on the evening of Wednesday, 27 October. A large number of the members being present, officers for the ensuing year were elected as follows: President, A. B. DeLuna, M. D.; Vice-President, Mrs. L. R. Hill; Secretary, S. S. Roper; Treasurer, H. T. Elliott, M. D.; Field-Captain, Malcolm McLean, M. D.; Assistant Secretary, Miss Ida S. Bailey; Assistant Treasurer, W. M. Frazier. Executive Committee: Mrs. Susie N. DeLuna, Miss E. T. Morton, George H. Sheldon, George D. Pond, L. R. Hill. The club practice will be continued in the Archery Lawn, Central Park, on Monday, Wednesday, and Friday, in the afternoon, as long as the weather permits, although arrangements are already being made to locate indoors for the winter season. The club enters on its second year prosperously, with a large and active membership, which steadily increases.

ANOTHER GOOD SCORE. — *Cincinnati, Ohio, 22 October*, 1880. — I take pleasure in enclosing herewith scores made by the Merrie Bowmen of St. Clair, of Eaton, O., and the College Hill Archery Club of Cincinnati, in a match of four gentlemen from each club at the American round. To my best recollection it is the highest score I ever heard or read of, being made at the American round by any team of four gentlemen. The following is the score: —

Merrie Bowmen of St. Clair.

	40 yds.	50 yds.	60 yds.	Totals.
Col. R. Williams	30-186	30-178	28-140	88-504
J. W. B Siders	30-194	29-141	22- 98	81-433
W. B. Robinson	30-178	29-153	27-131	86 462
C. H. Moore	30-174	27-141	24-114	81-429
Grand total,				336-1828

College Hill Archery Club.

	40 yds.	50 yds	60 yds.	Totals
Adam Gray	30-218	30-152	18- 72	78-472
L. E. Aiken	28-138	19-109	16- 80	63 327
W. H. Wilder	29-183	23-123	20- 74	72-380
C. R. Weld	30-196	30-160	27-115	87-471
Grand total,				300-1650

The following is a score made by Col. R. Williams, at the double American round: —

	1st Round.	2d Round.
40 yards	30-208	30-212
50 yards	28-190	30-220
60 yards	29-187	30-200
Totals,	87-585	90-632

Total on double American round, 177-1217.

I consider this an immense score, and have no doubt that Col. Williams will make a strong fight for the national championship at the national meeting at Brooklyn, N. Y., July next.

Truly yours, CHARLES WELKER.

THE PEQUOSSETTE ARCHERS of Watertown, Mass., at their last business meeting, voted to make application for membership to the National Archery Association, and it is expected that they will be represented by a strong team of ladies and gentlemen at Brooklyn next season for the Grand Meeting.

HIGHLAND PARK, ILL., 25 October. — *Editor Bicycling World and Archery Field:* — Our third 60-yards match with the Oakland Bow Club, of California, resulted as follows: —

Highland Park Archers.

Dr. Weston	22- 98	23-153	20- 98	20-104 85- 453
Mr. Swartwout	21-103	22-104	22-108	20-112 85- 427
Mr. Hammond	19- 73	20- 92	22-124	23-119 84- 408
Mr. Street	19- 99	20-100	24-134	19- 73 82- 406
Total,				336-1694

Oakland Bow Club.

Mr. F. C. Havens,	23-121	22-118	21-109	23-155 89- 503
Mr. Cook	15- 67	20- 78	17- 69	18- 94 70- 308
Mr. A W. Havens,	17- 63	17- 61	16- 84	16- 84 66- 292
Mr. Coffin	14- 60	13- 59	14- 54	20- 86 61- 259
Total,				286-1362

Highland Park Archers won by 50-332.

Last Thursday the gentlemen of the Society shot for our champion medal. It is awarded by points, the shooting being done at our double-club round, which is the last half of the double-York round, — two points for gross score, two for gross hits, one point for score, and one for hits at 80 yards, and the same at 60 yards, making eight points. The medal was won by Mr. H. S. Taylor, with four points, two being taken by Mr. Swartwout and two by myself; and I desire to call particular attention to Mr. Taylor's shooting, for the encouragement of beginners. He began the use of the long bow only last July, and now wins the championship of the club, and has to make a fine score to do it, too: and lest some one may say, "Well, probably he has practised all the time since July," I would state that, with the exception of a two-weeks' vacation, he has shot not very much, as he is in the First National Bank of Chicago, and has a car-ride of forty-four miles a day. So let any one who is thinking of beginning the practice of archery "go ahead," for in a few months he may be among the first; but if he is not, he should not be discouraged.

The following scores were made in our championship shoot: —

	80 yds.	60 yds.	Totals.
H. S. Taylor	27-127	20- 90	47-217
	31-127	22-114	53-241
	58-254	42-204	100-458
E. B. Weston	26-100	18- 70	44-170
	34-126	22-114	56-240
	60-226	40-184	100-410
N. E. Swartwout	24- 84	23-121	47-205
	25-101	21-101	46-202
	49-185	44-222	93-407
F. P. Hall	25-101	15- 55	40-156
	18- 56	11- 47	29-103
	43-157	26-102	69-259

Next July the National Archery Association will, as all archers know, hold its grand annual meeting in Brooklyn; and all archers should know that if they intend to take part in the meeting, — as of course they do, if they reside within a thousand miles of Brooklyn, — the clubs to which they belong *must* join the National Association. This year, archers not members took part in the Buffalo meeting, but the constitution does not allow it, and next year only members can shoot; and I am sure the Brooklyn gentlemen, on whom will devolve the work of arranging for the meeting, will be very glad to have all clubs send in their applications for membership as soon as possible. Don't wait until spring.

EDWARD B. WESTON.

SARATOGA SPRINGS, N. Y., 4 November, 1880. — On 2 November the following match was shot: Mrs. Townsend Davis and Mr. Frank Sidway, of the Buffalo Toxophilites, against Miss Corinne B. Bramlette and Mr. Frank H. Walworth, of the Saratoga Bowmen. Each team shot on its own range, — ladies 96 arrows at 50 yards, and gentlemen 96 arrows at 60 yards. The match was to be decided upon the greatest gross score.

Buffalo Toxophilites.

Mrs. Davis	19-103	19- 91	16- 84	20-102 74-382
Mr. Sidway	22-106	21-119	23-141	21- 97 89-463
Total,				163-845

Saratoga Bowmen.

Miss Bramlette	22-122	18- 80	19- 91	20- 94 79-387
Mr. Walworth	23-115	24-136	24-148	23-135 94-534
Total,				173-921

The Saratoga Bowmen won by 76 points.

The ladies' share in the match is too great a credit to themselves and to their respective clubs to admit of any apology; but it must be stated, in justice to them, that their scores fell quite below their better practice, by reason of their having to shoot at a disadvantage. Mr. Walworth, after discharging but two arrows of his third dozen, turned to speak to a friend, and Miss Bramlette, supposing he had completed his end, stepped to the line ten yards in front of him, while he was in the act of aiming his third arrow. The sudden warning which the lady received from several different quarters at once so startled her that she scored but a few points with her next dozen arrows, and could not recover her equanimity to the end. Thanks are due to Mrs. Davis for having shot at all, as she has had but little more than nominal practice since winning the distinguished title of championess over the most accomplished lady archers in the country, at the Grand National, last July.

AIMING ARCHERS: CHAMPIONS OF OHIO BEATEN. — Eaton, O., 13 October, 1880. *Mr. Editor:* — As I promised to send you a full report of the match shot between the College Hill (O.) Archers and the Merrie Bowmen, of Eaton, O., I take the present opportunity to comply.

At the State tournament, the Merrie Bowmen lacked only one hundred points of being champions, and they had worked under difficulties all day. They knew their real strength: hence the challenge.

Attempts were made by both clubs to have the lady teams shoot in the last match, but owing to unfortunate accidents they did not shoot; so the gentlemen shot a team of their best four at the single American round.

The day was fine, with the exception of a high wind, which is detrimental to the progress of the archer.

The College Hill Club did about their usual shooting, save Mr. Adam Gray, the ex-champion of Ohio, who did very poor work at 60 yards for *him*.

Williams, of the Merrie Bowmen, had a sprained arm, and lost about twenty-five points from this cause. He is the champion long-range shot.

Siders, who has the highest score at the short ranges of any one in the United States, was sick, but did very good work at 40 yards. His practice arrows were broken at 50 yards, and the game was interrupted by a horse becomming frightened and backing a carriage over the racks containing the tackle.

Robinson and Moore shot well, and even hit golds and reds at 60 yards.

Taking it all in all, it was one of the most excitable games of the season. Before the last arrow was shot, night had begun to draw her sable curtain over all, and the merry archers left the range as the sentinel stars were taking their places in the sky.

The following is the complete score, — 30 arrows at 40, 50, and 60 yards, respectively: —

Merrie Bowmen, Eaton, O.

1. Col. R. Williams	30–186	30–178	28–140	88–	504
2. J. W. B. Siders	30–196	30–140	21–	97	81– 433
3. W. B. Robinson	30–178	29–141	27–131	86–	462
4. C. H. Moore	30–174	27–153	24–114	81–	429
					336–1828

Totals: Hits, 336; Score, 1,828.

College Hill, Cincinnati, O.

1. Adam Gray	30–218	30–182	18–	72	78– 472
2. L. E. Aiken	28–138	19–109	16–	80	63– 327
3. W. H. Wilder	29–183	29–123	20–	74	72– 380
4. C. R. Wild	30–196	30–160	27–115	87–	471
					300–1650

Totals: Hits, 300; Score, 1,650.

ASTERISK.

DRIFT AND WAG

MR. FRANK H. WALWORTH has a practice score, with 96 arrows at 60 yards, of 93–579. He don't need a peep sight.

MR. A. S. BROWNELL has handed us his 50-cent contribution to the Chieftain's Badge Fund, mentioned in our last issue, and says he is going for it.

"ATALANTA," so gracefully introduced in the article on "Saratoga Bowmen," in our last issue, made recently, in a match with Mr. Walworth, at the Columbia round, this score: —

50 yds.	40 yds.	30 yds.	Total.
20–120	24–140	24–160	68–420

ARCHERY on the Pacific Slope is increasing and showing excellence at the older ranges. The vivacious *Olympian* tells all about it every month. I. P. Allen, of the Pacific, and A. W. Havens, of the Oakland Bow Club, indulged in a match at the double York last month, and figured up 131–529 and 117–485 respectively.

THE ARCHERY FIELD (that's we) would like to have the name and address of every secretary of an archery club in this country. We are called upon often for information and directions; and in fact, are expected to be a kind of universal directory. Will our readers kindly help us out in this direction, and take our assurance that they will reap a reward?

TARGETS. — *Editor Archery Field:* — Won't you advise archers to use 48-inch targets altogether in practice? I commenced with and for some time used a smaller size, and am therefore prevented from making proper comparison of scores then made with those of a later date. It is a real annoyance, as I know from experience, and the cost of a full-sized target is not so much more than of one or two sizes smaller that any one need hesitate on that account.

While writing, let me protest against the use of targets which allow arrows to go entirely through. I have had cut down many a score in that way, and a little trouble and trifling expense would remedy the defect altogether.

Yours truly, TYRO.

BOOKS AND PAGES

LYRA BICYCLICA is receiving the usual variety of treatment at the hands of critics. The New York *Sun* concludes an extended notice of the book and its author in this wise: "This person may be forgiven somewhere; but not here! As for ourselves, we have that opinion of him which prompts us to exclaim, —

'Oh, come, Father Time! come with *thy* sickle,
And cut off this fiend of the bicycle,
Who has no more soul than an icicle.'"

The Wheel, which is always bright and kindly in its treatment of wheel literature, confesses that "some of the poems are rather ambiguous, while their authors at times take severe headers in their metres, and wheel over more road than even a bicycle poet should have license for," but commends the book for many things of interest.

THE WHEEL WORLD, for November, is at hand with its diverting budget of facts and fancies, and has its funnies interspersed with more than the usual amount of the serious and valuable. This unique monthly is growing in interest, and Mr. Hillier is gaining in grace and skill on the editorial wheel.

HARPER'S YOUNG PEOPLE comes out in its second volume with a tasteful cover, and even better illustrated contents. Editor Munroe and Capt. Munroe sit with equal grace in the saddle, and it takes a good rider and a good writer to keep pace with him; but the charm of his editorial excursions is that he takes all the little people along with him.

BRENTANO'S MONTHLY for October is the first number of Volume IV., and is up to its usual interest in contents and illustrations. Unlike most other magazines, its October number is a number for October; it is n't dated ahead. There is no brighter or more entertaining exponent of all the amateur out-door recreations on land and water than this elegant monthly.

L. A. W.

THE RULES OF THE LEAGUE are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present.

Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary.

CONSULS in New Hampshire have been appointed as follows: Archie L. Jenness, of the Rockingham Club of Portsmouth, N. H., as consul at Rye, N. H.; residence, near Jenness' Beach, Rye. David Hunter McAlpine, of Phillips (Exeter) Academy, Captain of Exeter Bicycle Club, consul at Exeter, N. H. C. S. Clifford, consul at Dover, N. H.; residence, Washington Street. Earnest Peavey, consul at Farmington, N. H.

L. A. W. CONSULS APPOINTED. — Chas. A. Davis, No. 25 Austin or No. 15 Pleasant street, Portsmouth, N. H.; Chas. H. Leonard, Grand Rapids, Mich.; Jos. G. Kitchell, No. 345 Race street, Cincinnati, O.; H. Gaylord Wilshire, Third National Bank, Cincinnati, O.; Alfred Ely, Jr., No. 393 Prospect street, Cleveland, O.; Wm. J. Cotton, No. 13 Walingford court, Cleveland, O.; D. E. Barnum, Springfield, O.; Maxwell Wrigley, No. 19 Lefferts place, Brooklyn, N. Y.; Charles W. Minor, for Manhattan Bi. Club, No. 23 Park Row, New York.

AMATEUR BICYCLERS everywhere are cordially invited to join this organization.

Admission fee is $1.00 for individuals; 50c. each for members of clubs, *when the entire active membership joins.* No assessments.

Fees must accompany the application, and will be returned in case of rejection.

Make checks, drafts, or postal money orders payable to HUGH L. WILLOUGHBY, *Treas., Saratoga Springs, N. Y.*

Names of applicants should be written *very plainly* with first names in full, giving full address, and on *one side only* of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the undersigned (confidentially) if any professional or otherwise objectionable person applies.

APPLICATIONS, accompanied by the fees, as above, and other communications should be addressed to ALBERT S. PARSONS, *Cor. Sec. L. A. W., Cambridgeport, Mass.*

NOTICE TO MEMBERS. — The LEAGUE BADGES are nearly ready for delivery. They bid fair to be very elegant, and every member will doubtless desire one.

To secure one send full name and address and your league number to HUGH L. WILLOUGHBY, *Treas. L. A. W., No. 538 N. Broadway, Saratoga Springs, N. Y.*, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

CERTIFICATES OF MEMBERSHIP have been sent out. If you have not received one, or it is not correct, apply to your club secretary if a club member, or to the corresponding secretary L. A. W.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution. Applications for membership should be sent, accompanied by fees, — $1.00 for individuals, or 50c. each for clubs whose entire active membership joins, — to

ALBERT S. PARSONS,
Cor. Sec. L. A. W.,
Cambridgeport, Mass.

BROCKTON BI. C. — Bixby, Charles W., cor. Main and School streets, Brockton; Bryant, W. Herbert, cor. Main and Centre streets, Brockton; Churchill, Frank P., Montello street, Brockton; Field, George W., Main street, Brockton; Hartwell, Henry, Brockton; Hartwell, Jonas, Brockton; Holmes, George C., Centre street, Brockton; Holmes, Merton E., Bridgewater; Howard, F. Baylies, Home Nat. Bank, Brockton; Johnson, F. Hayward, Pond street, Brockton; Marshall, Charles S., Montello street, Brockton; Mason, George B., Campello; Severance, H. Chester, cor. Main and Ward streets, Brockton; Severance, William H., cor. Pond and Spring streets, Brockton; Shaw, Edmund H., cor. Main and Green streets, Brockton; Shaw, Kenelm W., High street, Brockton; Thompson, Edward M., Pleasant street, Brockton; Washburn, George R., Brockton House, Brockton.

ALBANY BI. C. — R. S. Oliver, Clarence Rathbone, C. W. Fourdrinier, A. H. Scattergood, F. B. Hubbard, John C. Neville, Samuel Ames, Edward Mix, C. V. Winne, George S. Weaver, Jr., George Stedman, A. M. Sweet.

CENTAUR BI. C., of Hartford, Conn. — Herbert O. Warner, 33 Capitol avenue; DeWitt P. Preston, 124 Garden street; E. William Colt, 10 Townley street.

CORRECTION. — W. S. Wardman, instead of W. S. Woodman, as printed, of Haverhill Bi. Club.

BALTIMORE BI. C. — J. L. Tomlinson, 212 Hoffman street: Thos. J. Shryock, 165 McCulloh street: Sam T. Clark, Biddle Street Rink: Jno. M. Keeler, 5 N. Calvert street; F. E. Waters, 225 Bolton street; Geo. F. Hussey, 142 Lauvale street: W. C. L. Price, 596 Fayette street: E. Clymer White, 58 Courtland street: Wm. C. Shaw, 123 Lauvale street: Blanchard Randall, Charles and Townsend streets: Henry N. Stokes, 123 Madison street: Harry Fisher, 32 South street: G. Wm. Coale, 215 Madison avenue: Herman Duker, 79 High street; Daniel M. Thomas, 146 N. Charles street.

UNATTACHED. — Arthur Cunningham, 20 Pearl street, Boston: Asa H. Richmond, No. 102 Friendship street, Providence, R. I.

SEND $3.00 FOR A BOUND COPY OF THE "BICYCLING WORLD AND ARCHERY FIELD," VOLUME I. A FULL RECORD OF A BUSY YEAR.

RATES AND TERMS

THE BICYCLING WORLD AND ARCHERY FIELD *is sent, postage prepaid, to any address throughout the world, for one year, on receipt of* $3.00, *or* 12 *shillings, or* 16 *francs, or any equivalent of* $3.00 *in current foreign money or exchange, always in advance.*

Our charges for advertising are at the rate of $2.00 *an inch, in column this width, inside pages, for one insertion. Continued and larger insertions taken at special rates, a schedule of which will be forwarded on request. Spaces on first page, double rates.*

All remittances should be by bank draft, registered letter, post-office money-order, or bill of exchange, directed to E. C. HODGES & CO., 40 WATER ST., BOSTON, MASS.

JAS. NOTMAN,

Photographer,

STUDIO,

99 Boylston St. . . Opp. Public Garden.

Special attention given to taking PORTRAITS of Bicycles and groups of Bicycle meets.

BICYCLE EMPORIUM.

96 WORCESTER STREET, BOSTON.

AGENCY for all makes of ENGLISH AND AMERICAN BICYCLES.

BICYCLES AND TRICYCLES TO LET BY HOUR, DAY OR WEEK.

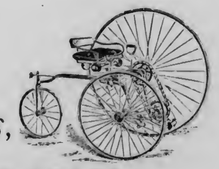
Good Stabling and Club Room, Repairing, etc.



CHAS. R. PERCIVAL,

IMPORTER OF

Bicycle and Tricycle Sundries,



BAGS, ALARMS, CYCLOMETERS, BUGLETS, SADDLES.

SOLE AGENT FOR

TYLER'S RUBBER HANDLES.

Open from 7 A. M. till 10 P. M., SUNDAYS INCLUDED.

Boys' and Children's Bicycles and Tricycles for Sale and to Let.

WILLIAM M. WRIGHT,

(P. O. BOX 1227,)

No. 160 Fulton Street, corner Broadway.

Branch, 791 5th Avenue, between 59th & 60th Sts.,

NEW YORK.



TRADE MARK.

BICYCLES.

American Bicycles and English Bicycles.

Bicycles Exchanged and Bicycles Repaired.

Bicycles Nickeled and Bicycles Stored.

Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought.

Second-hand Bicycles for Sale.

Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS.

Price, $1.50 per pair.

THE WRIGHT STANDARD HOLDER.

Price, $1.50 each.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

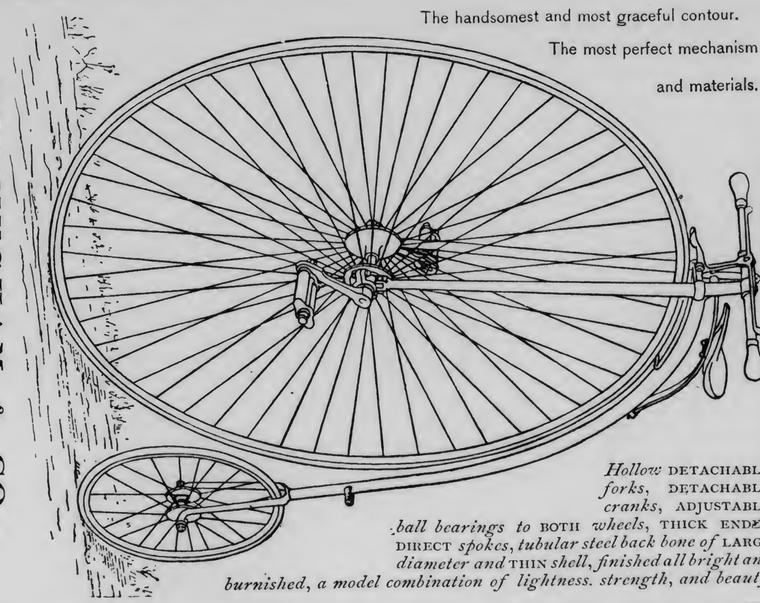
A Machine especially constructed to meet the demand for a SAFE, LIGHT AND SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

THE "H. F. H." (HOLLOW FORK HARVARD) ROADSTERS AND RACERS.

The handsomest and most graceful contour.

The most perfect mechanism and materials.



Hollow DETACHABLE *forks*, DETACHABLE *cranks*, ADJUSTABLE *ball bearings to* BOTH *wheels*, THICK ENDED DIRECT *spokes, tubular steel back bone of* LARGE *diameter and* THIN *shell, finished all bright and burnished, a model combination of lightness. strength, and beauty.*

CUNNINGHAM & CO.,

(ESTABLISHED 1877.)

IMPORTING BICYCLE MANUFACTURERS,

18 & 20 Pearl Street, - - - - - Boston, Mass.

Send three-cent Stamp for our Illustrated Catalogue.



THE

UNION BICYCLE.

A Light, Stanch, and Elegant High Class Machine.

Ariel or open head, parallel bearings, detachable cranks, gun-metal hubs, suspension saddle, lever grip spoon brake, and other special details of construction.

Best Materials.

Best Workmanship.

Best Model.

Send three-cent stamp for Catalogue and Price List to

McKEE & HARRINGTON,

MAKERS,

173, 175, 177, 179 Grand St., cor. Baxter St.,

NEW YORK.

PROSPECTUS

FOR 1880-1.

THE BICYCLING WORLD was established one year ago as a fortnightly journal, devoted especially to the interests of bicycling, and generally to the interests of the manly and womanly recreative out-of-door arts not recognized as "sports." The *American Bicycling Journal* was purchased and merged in it.

IN THE ARCHERY FIELD they found no journal devoted especially to the interest of that ancient and noble art, but saw in it a next of kin to bicycling, and many assurances that an organ for it, a record and a voice of the movements, experiences, humors, and opinions relating to it, would be welcomed and supported by its devotees.

In their earnest endeavor to promote the best in each of these two fields, and to furnish each with a permanent, reliable, attractive, and frequent paper, the publishers united the two departments; and the cordial support and many encouragements they have received approve the wisdom of their action.

THE BICYCLING WORLD AND ARCHERY FIELD enters upon its SECOND VOLUME as a WEEKLY. It will thus meet the wishes of its increasing circle of readers for more frequent and speedy dissemination of news. This change will also make it possible to expand the space given to some departments and to add new features. It will remain in the same editorial hands as in the past, the services of Mr. Charles E. Pratt as editor having been secured for the ensuing year, in such a way that he will be able to devote his time, energy, and enthusiasm more exclusively to editorial work. The able and brilliant contributors who have aided him heretofore will continue to assist him, while others will be secured. Some new features of interest are in contemplation by the publishers and editor, and will be added from time to time.

OUR READERS may see that they are to be gainers for the coming year in many respects. While we give them the paper twice as often, we have only advanced the subscription rate one fifth, making it $3.00 instead of $2.50. In returning them thanks for the support given in the past, we bespeak also their favors for the future.

OUR ADVERTISERS may be interested to know that the first twenty-six issues of the paper amounted to 78,500 copies, or an average of over 3,000 copies of each number, and that our average actual circulation since the beginning has been but three hundred less. With the issuing of it weekly, followed by other efforts on our part to make the paper more attractive and more widely known, we expect at least to double our circulation during the coming year.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster or racer, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

PRICE-LIST OF SPECIAL COLUMBIA.

Length of Leg, inside measurement, to Ball of Foot, under the sole of shoe.	Diameter of Front Wheel.	Diameter of Rear Wheel.	Half bright, and painted in two colors.	All bright, every part, including tellocs.	Full Nickel, every part, including tellocs, nickel-plated.	Weight, complete, with Saddle and Pedals.
31 in.	46 in.	18 in.	$105 00	$115 00	$130 00	40
32	48	18	107 50	117 50	132 50	41
33	50	18	110 00	120 00	135 00	42
34	52	18	112 50	122 50	137 50	43
35	54	18	115 00	125 00	140 00	44
36	56	20	117 50	127 50	142 50	45
37	58	20	120 00	130 00	145 00	46

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

PRICE-LIST OF STANDARD COLUMBIA.

Length of Leg, inside measurement, to Ball of Foot, under the sole of shoe.	Diameter of Front Wheel.	Diameter of Rear Wheel.	Half bright, and painted in two colors.	Full Nickel, all parts excepting tellocs.	Weight, complete, with Saddle and Pedals.
30 in.	42 in.	16 in.	$80 00	$102 50	43
31	44	16	82 50	105 00	44
32	46	16	85 00	107 50	45
33	48	18	87 50	110 00	46
34	50	18	90 00	112 50	47
35	52	18	92 50	115 00	48
36	54	18	95 00	117 50	49
37	56	20	97 50	120 00	50
38	58	20	100 00	122 50	51

We also have a few Mustang Bicycles, sizes from 36 to 46 inches, for $50.00 to $65.00.
Send 3-cent stamp for catalogue with price lists and full information.

THE POPE MANUFACTURING COMPANY,
87 SUMMER STREET - - - - - - BOSTON, MASS.

SOME OF THE ADVANTAGES of this paper for the future to all our patrons, subscribers, and advertisers, are the following: —

1. It is the only weekly paper devoted to Bicycling in America.
2. It is the official organ of the League of American Wheelmen.
3. It is the special organ of the Archery Associations.
4. It contains more matter relating to either Bicycling or Archery than all the other papers of the country.
5. It gives stenographic, full, and official reports of all important meetings and events.
6. Its editorial and contributed departments are in such hands as to make their contents official or authoritative and reliable.
7. It is racy without being ridiculous, and conducted so as to elevate and render attractive the arts to which it is devoted.
8. It is tasteful and elegant in mechanical make-up, and is free from all objectionable contents for ladies and families.
9. It is responsibly and firmly established, and can and will fulfil all its promises and contracts.
10. It is entirely independent in tone and judgment, neither our editor nor our firm being in any way connected with the trade or manufacture of bicycles or archery goods.

With regular correspondents at home and abroad in the principal places, with friends and occasional correspondents in every club and in almost every town in the country, and with the experience gained heretofore, and greater space and resources for the future, we shall endeavor to make THE BICYCLING WORLD AND ARCHERY FIELD, VOLUME II, not only the best paper of its kind extant, but a satisfactory visitor, constantly improving; and we appeal to all our friends for a continuance of their generous aid.

E. C. HODGES & CO.,
Publishers.

BOSTON, November, 1880.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling & Archery World

$3.00 a Year. 10 cents a copy. — *A WEEKLY JOURNAL OF POLITE ATHLETICS* — [Volume II. Number 2.

CHARLES E. PRATT, Editor. E. C. HODGES & CO., Publishers. | BOSTON, 19 NOVEMBER, 1880. | Entered at the Post Office as second-class mail matter.

VOL. II] **CONTENTS** [No. 2

Currente Calamo 17
Reports of Bicycle Races 17
Editorial — Bicycling World 19
Tricycling. — Thanksgiving 19
Excursions — In the Hampshire Hills. II. . 19
Springfield to Columbus, O. 20
Washington to Baltimore 20
Glances Abroad 21
Spokes from Foreign Wheel Papers 21
New York News and Nonsense 22
Wheel Club Doings 22
Correspondence. — Detroit 23
Albany Wheeling. — Brooklyn, etc. . . . 23
Cost of Travel in England 24
Providence and out of It 24
The Bicycle in England 24
Editorial — Archery Field 25
Autumn Archery Abroad 25
The Archery Meeting 25
Archery Notes — Interesting Notice . . . 26
The System of Scoring. — Sacramento . 26
Drift and Wag 26
Books and Pages 27
Personal 27
Manufacture 28
L. A. W. — Headers 29
Prospectus for 1880-1 32

ADVERTISEMENTS

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address
A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

BICYCLING WORLD AND ARCHERY FIELD,
Volume I. November, 1879 — October, 1880.
Well bound. Full Index. Valuable for Reference. 442 Entertaining and Instructive pages.
Sent by mail, postpaid.....$3.00.
By express, C. O. D. .....$2.75.
E. C. HODGES & CO.,
40 WATER STREET - - BOSTON, MASS.

THEORY & PRACTICE OF ARCHERY.
BY HORACE FORD.
Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.
PRICE - - - - - $1.50.
E. C. HODGES & CO.,
40 Water Street, Boston,

CURRENTE CALAMO

Renewed your subscription yet?

These fine autumn days afford precious opportunities to wheelmen.

It is said that there were some cigars in the back room at Percival's the other night.

Now doth the silent wheel rustle the wayside leaves and tilt at the hidden stone beneath.

The third international geographical congress will be held in Venice in September of the coming year. The designer of the L. A. W. badge ought to be sent as a delegate.

Good intentions are the flowers of life. If they do not all develop into wholesome fruit, the beauty and wonder is that so many of them do. If it be true, as the adage has it, that hell is paved with them, it is pleasant to believe that they are known even there.

They all make a "par" for Bernhardt, so here 's ours: —

Sarah had a little cane,
Its twirl was light and low;
And everywhere that Sarah went
The cane was sure to go.

It followed her until one day
It came to be the rule.
The ladies said, "It's nice and gay!"
The gentlemen, "It 's cool!"

And so dame Fashion turned it out;
But still it lingered near,
And twirled coquettishly about
When Sarah did appear.

What makes the cane suit Sarah so?
The eager ladies cried.
"Why, Sarah suits the cane, you know,"
The gentlemen replied.

"Several prominent gentlemen in this city," says the Boston *Home Journal*, "are interested in getting up a horse dinner at the Parker House. The meats will be served in all styles." No danger but horses will still be put to some good use; and if eating horse be not too severe punishment, we should like to see some horsemen put at it on a six-months' sentence.

It was a broad honor conferred upon Frank Weston in making him chief consul B. T. C. for this country. Indeed, he is scarcely more cramped for territory than the "Czar of all the Russias."

The Chicago *News Boys' Appeal* has it about right: "The bicycle is becoming such a favorite in England that the old inns are beginning to look up as they have not done since the old stage-coach went to rust and rot. An English paper chronicles hundreds of excursions taken every week by enterprising riders, and their journals and hand-books mark down the best routes and their favorite inns. The English roads are far superior to roads in this couutry. The demands of commerce and transportation before the invention of the railroad made them so; whereas in this country the railroad came before the common roads got into a good condition, or the people into the habit of keeping them so. If the American bicyclists succeed in giving the country better common roads than we now have, they will be filling a sphere — or ought we to say cycle? — of usefulness with which the public does not now credit them."

BICYCLE RACES

REPORTS OF BICYCLE RACES in this country have been furnished in these columns from our own correspondents in most instances, supplemented by reports in the daily and weekly press from those points not reached by us; and it is believed that we have given a substantially full list of the races and their results. It is desirable that this paper should furnish a full and complete record for reference; and if any of our readers have noticed omissions in this department, they will confer a favor not only upon us but upon many other readers by calling our attention to it specifically, or, what is better, by sending such account as they may be able to furnish of any races omitted. Except in the case of very important meetings, we have condensed our reports,

partly from necessities of space when our paper was a fortnightly, and partly because the extended reporting of races becomes somewhat monotonous and uninteresting. We recognize, however, not only the incidental advantage of racing as interesting to those who participate and those who witness, but also the fact that well-conducted races are calculated to bring the pastime of bicycling, as well as the availability of the machine for other purposes, before the public in an impressive way. While, therefore, we do not take racing to be the chief feature of bicycling, by any means, we do recognize it as an important one, and hope to see it encouraged. The racing season, so to speak, is pretty much over. There will be races in some places during the next three or four months, but probably in much less numbers. Whenever and wherever races occur, let our readers furnish us the facts relating to them, without relying upon our having special correspondents to report them. Often the unsolicited information which is kindly sent by those who think to do it, not only supplies a need on our part, but enables our report to be more complete and accurate, one account serving to correct another.

ADVERTISEMENTS

LYRA BICYCLICA:
Forty Poets on the Wheel.
By J. G. DALTON.
Sent by mail, postpaid, for **60** cents.
Address, HALL & WHITING,
32 Bromfield St., Boston, Mass.
N. B. Trade supplied at usual discount.

FOR SALE, A 50-inch Standard Columbia, almost new; two sizes too small for me. Price, $70.00. **BICYCLER,**
279 S. Irving Place, Chicago, Ill.

SECOND-HAND BICYCLES,
ALL SIZES.
SEND STAMP FOR PRICE-LIST AND DESCRIPTION.
PRICES LOW.
COLUMBIA BICYCLE AGENCY,
PITTSBURG, PA.

I have a few of my very nice
BICYCLES BICYCLES
for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.
A. J. PHILBRICK,
136 Bridge Street - - Salem, Mass.

BICYCLE HOSE.
JUST received from London, a full assortment of
HAND-KNIT LONG HOSE for BICYCLING USE,
Sent by mail, $2.50 per pair. Also, a full line of SHOES.
PECK & SNYDER,
124 Nassau Street, N. Y.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
Sole Proprietors of the Famous
HARVARD ROADSTER.
Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.
SEND THREE-CENT STAMP FOR CATALOGUE.
HARRINGTON'S PATENT **CRADLE SPRING** AND NASH'S PATENT **RUBBER BICYCLE HANDLES.**
These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from us or our authorized agents.

FINE CLOTHING
Gentlemen are respectfully invited to examine our
CHOICE STOCK
—OF—
FOREIGN & DOMESTIC
WOOLLENS,
FOR FIRST-CLASS WORK,
As this stock cannot be surpassed, and will be made at reasonable prices.
JOHN G. CALROW,
378 Washington St., cor. Franklin St.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

WANTED, A 46-inch English Bicycle, used but little, to buy cheap. FRANK LEWIS,
Lafayette, Ind.

THE AMERICAN BICYCLER,
By CHARLES E. PRATT.
New and Enlarged Edition for 1880.
276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.
THE TRADE SUPPLIED AT WHOLESALE RATES
FOR SALE BY E. C. HODGES & CO.

TO BE HAD,
Sent, postpaid, to any address,
THE VELOCIPEDE: Its History, etc., @ . . $0.30
STURMEY'S "INDISPENSABLE," @ . . . $0.50
THE AMERICAN BICYCLER (2d edition), @ . $0.60
LYRA BICYCLICA, @ $0.60
THE AMERICAN BICYCLING JOURNAL (bound), @ $4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @ $3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @ $1.50
The Trade Supplied at Wholesale Rates.
Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE.
ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.
E. C. HODGES & CO.,
40 Water Street, Boston, Mass.

THE AMERICAN BICYCLING JOURNAL.
Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of **Price, $1.00 a Copy, postpaid.**
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 19 NOVEMBER, 1880.

TRICYCLING is rapidly acquiring a recognized position in the world of pastimes. In the historical development—so to speak—of manumotive and pedimotive carriages, the tricycle has an ancient and multiform lineage. It is the true type of velocipede, and has practically, if not theoretically, been recognized as such. In saying it is the true type of velocipede, we use this latter word in a limited sense, but as we think a proper one, and mean to exclude the bicycle as a radically different instrument. The bicycle and the tricycle are only cousins; the former grew less rapidly to adolescence, but from that point onward to maturity outstripped the latter. Indeed, it has been in great part the success of bicycling as a pastime on the one hand, and of the manufacture of the tricycle on the other, that has stimulated both the improvements in its construction and the demand for it, not merely as a carriage, but as a means of recreation. It is every way to be hoped and expected that its career is to be one of constant increase and perfection.

In this country it has not yet become generally known. The attempts of makers to make a practicable carriage have not been very successful; at least not until lately, when the study of the tricycle has furnished useful hints. A few imported ones have, for two years or so, been seen here; and there may be a dozen or so in the United States. In England, however, there has been a rapid increase in the use of the tricycle within the past year or so, and this use has been stimulated in every possible way by manufacturers and others interested. There is considerable variety in details of construction, and great rivalry among the makers, which will probably result in something better than has yet been produced. Tricycle clubs are numerous, excursions and tours are often reported, "races," or more properly rides, are frequent, and an *esprit du corps* has been developed among the devotees of this new favorite, which has resulted in the formation of "The Tricycle Association," intended to unite all amateur tricycle clubs and unattached tricycle riders, to decide points relating to tricycling, to confer championships, and promote the interests of the sport.

THANKSGIVING.—The President of the United States has issued a devout proclamation appointing Thursday, 25 November, as a national day of "acknowledgments to Almighty God for his bounties and his protection." Amongst the things he assigns as specially worthy of thanks is the "firm and faithful adherence by the great body of our population to the principles of liberty and justice which have made our greatness as a nation"; and he calls on the people to meet in places of worship.

We respectfully suggest that wheelmen show their loyalty by obedience to the proclamation. Many will improve the day by quiet club runs or excursions on wheel. Let these arrange their recreative programme so as to arrive at appointed "places of worship," and show their observance of the day and their respect for the feelings of others by attending the services. The wheel has already carried many a good man to church: both it and its rider would gain in favor were it oftener put to that use.

EXCURSIONS

IN THE HAMPSHIRE HILLS. II.

THE vivid dashes of crimson and scarlet on the green hillsides are now a constant reminder that summer is past in this beautiful region, and that the season of idle enjoyment is nearly over. September brings with it, not only a gorgeous coloring of foliage, but an atmosphere as clear and bracing as champagne; oxygen that makes the blood tingle at each deep inhalation. It was on such a day that I wheeled out, for a last ride, my trusty roadster, tried by three hundred miles of roughest roading and found wanting in nothing desirable in a bicycle. I have learned this summer that heaviness and solidity of construction are neither essential nor desirable in a machine for rough roading, provided the material and workmanship are the finest.

Newport, the shire town of Sullivan County, lies nestling among the hills, fifteen miles east of the Connecticut River and seven miles west of Sunapee Lake. Here my bicycle and its rider have been domiciled for the past two weeks, and many trips have they taken together over the surrounding conntry. Crossing the bridge at the foot of the main street and turning to the right, I left the village behind and bowled along to the foot of a hill whose length was only exceeded by its steepness. I got the idea in my head about that time that somebody had said that walking was a healthful exercise. I tried it. Mounting at the top, I ran down a series of sharp little hills, ridable with a good brake but not a little exciting, on account of the inevitable bed of deep sand that lay at the foot of each incline. I once had a horror of sand in bicycling; but there is so much of it up here, that I find it pays better to lean back and shove through until your wheel refuses to turn, when leg over handles gives a perfectly safe dismount. After three miles of that sort of thing, I reached the valley of the Sugar River and struck a hard, smooth road, winding along its banks and completely sheltered from the sun by overarching trees. Now and then the sunlight would flicker through the light green leaves of some sugar maple and lie, like flakes of gold, on the damp roadbed; then, striking my nickelled wheel, would break up into a thousand dazzling scintillations.

About five miles from Newport, the road strikes the railway and runs parallel with it and with the river, for some distance; but as I had no fear of any shying at the cars by my steed, and the surface was good, I soon left them behind, and in half an hour was bowling along a superb sidewalk in Claremont (pronounced by the natives Clair-ey-mont). This town is about twice the size of Newport, has fine water-power, banks, academy, etc. I stopped just long enough to get a glass of soda and directions to Ascutneyville, Vermont, then rolled through the town and out towards the Connecticut valley. The beautiful peak of Ascutney Mountain came in sight before reaching Claremont; it was lost to view on entering the town, but reappeared now, as the road wound around the base of a hill. Solitary, majestic it stood, its wooded slopes rising from the gentle Connecticut valley into the deep blue sky. The changing foliage gave it a subdued russet hue, fading to drab higher up where the ledges cropped out.

How I regretted that I should be unable to ascend it! for next to wheeling, my weakness is climbing mountains. At last the covered toll-bridge came in sight and told me (no pun intended) that for the first time in two months I should leave the old Granite State; and I left it with a rush, for the keeper was inside, and I shot past and went whizzing through the dark sixth-mile tunnel at a fifteen-mile gait. At the end I dismounted and read this inscription: "$2.00 fine for any traveller to go through this bridge faster than a walk." That is comprehensive, thought I; and decided to fly it on the return as the safest and most economical plan.

Ascutneyville, instead of lying at the base of the mountain, as I had supposed, is nearly five miles from it, and only about half a mile from the Connecticut. It is a pretty little Vermont village, but without a hotel, as I found to my dismay on arriving hot and hungry at noon. A little energetic investigation, however, soon rewarded me in the shape of the kindly hospitality of an old resident, who entertained my approving ear with anti-slavery reminiscences, while I enjoyed a delicious lunch. As the afternoon grew cooler and the shadows lengthened, I bid my host good by, sprang in the saddle, and reached Newport without further adventure, in good time for supper. Now, *au revoir*, New Hampshire!

IXION.

SPRINGFIELD TO COLUMBUS, O.

In response to a notice in one of our local papers the day previous, four bicyclers met at the East Main Street Railroad Crossing, on Wednesday last, prepared for a day's recreation on the wheel. Although the bicycle has been in use for some time in our city, it is still an object of curiosity, and the mere announcement of a bicycle meet is sure to attract a crowd, this occasion being no exception. The wind being favorable, it was soon decided to turn our wheels Capitol-ward, and at 9.15 a start was effected. About five minutes were consumed in reaching the top of the hill leading out of the city, when as fine a stretch of hard macadam pike greeted our eyes as any cycler could wish. Although the trip was intended as a jaunt for pleasure and not for racing or running against time, the condition of the roads was such that we could not resist the temptation, and with a strong wind at our backs we sped along at almost railroad speed, reaching the little village of Harmony (5 miles out) in about 22 minutes. Riding more leisurely, we overhear comments of spectators, such as, "O Mary! here comes the circus"; "Well, what won't folks do next!" "Aint they big velocipedes?" "See that short-legged fellow; ain't he cute?" etc., etc. A little farther on we meet a sturdy Buckeye farmer on foot, who steps to the side of the road, and with hands thrust deep down in his pants pockets, a look on his face of utter astonishment, he says not a word until we are well past, and then, as if just coming to his senses, lustily shouts, "Hurrah for Garfield!"

We reach Vienna at 10.17, having made two short stops. We are now ten miles from Springfield, where a halt is ordered for ten minutes and our journey is again resumed. Five miles farther on our leader suddenly dismounts, and without giving us time to inquire as to the cause, points to a cider mill in operation in a field close by. No further explanation is asked, and we proceed to experiment as to whether new cider fresh from the mill is a proper beverage for the thirsty bicycler. Again on our wheels, passing through La Fayette and Summerford, we find the roads in rather a dilapidated condition, but manage to reach West Jefferson, 29 miles on our way, at one o'clock, the actual riding time being 3 hours and 5 minutes. Here we stop for dinner at the Mantel House.

At two o'clock we resume our journey, and, owing to the condition of the roads are obliged to ride slow the remainder of the route, occasionally finding a piece of fresh gravel, over which we are compelled to walk and trundle our machines. Shortly before reaching Rome we meet an old gentleman with horse and buggy, who has driven out next the fence, and is holding the horse by the head. He is so paralyzed with fear (the man, of course, for he could n't have whipped that horse out of a walk) that his knees tremble worse than did Belshazzar's when he saw the handwriting on the wall bidding him prepare for his coming doom. Without mishap or accident of any kind, and with some new experiences,—especially one of our party, who ventured too near the high bank at the roadside and endeavored to show us a new way of dismounting over the handles, landing first on his feet, then his hands, and finally all over down the bank, — we reach Columbus, forty-five miles distant frem Springfield: the whole riding time being about five hours. Here we meet a party of cyclers and enjoy a few minutes' ride over a splendid asphalt pavement, returning home on the evening train. The average road is good from Springfield to West Jefferson, and could some other route be found than the national pike, of good road from there to Columbus, this trip would be a most enjoyable one. There are no hills but what are easily ridden, but the last fifteen miles of the pike will not soon be again attempted by our party. It is a combination of ruts, dust, and gravel, and is anything but agreeable to the bicycler.

D. E. B.

WASHINGTON TO BALTIMORE.

Editor Bicycling World: — It was Friday, July 30, that our worthy Vice-President, Dr. Schooley, received his new machine, the Royal Challenge. Immediately it was planned for an extra meet the following afternoon in his honor; and as a result, at five o'clock, twelve wheels were driving toward the White House. Arriving in the grounds, the machines were stacked on a hill overlooking the gay crowd which one who braves a summer at the capital can see every Saturday afternoon moving about the "President's grounds," listening to the sweet music by the Marine Band; here we see hundreds of "fair ones," who, despite the music, are drawn towards the hill capped with shining steel, to admire the wheels and — envy the riders, in their white shirts, dark-blue knee-breeches, and light-blue stockings. "Why can't there be a bicycle made for us to ride?" we hear them say, with no little pity in our hearts. Just as we begin to tire of the music and the gay scene before us, we hear the band ending a beautiful waltz with Yankee Doodle, and know it is time to mount, for the crowd is fast dispersing. A ride about the city, over the smooth asphalt pavements, is but little less enjoyment than witnessing this enchantment.

One of the chief, well-known attractions in Washington is its broad streets and avenues, where the bicycle and carriage have plenty of room without the least disturbance to each other. There is not a hill in the city — although some are steep — which the rider cannot climb, and in no part of the city is the bicycle a strange object.

The occurrence of this evening is not uncommon, when twelve lights are seen moving side by side down Pennsylvania Avenue.

But this, like other meets, has an end; and that preparations may be made for a long run on the morrow, at nine o'clock we make the club dismount in front of our rooms on 11th street, where an early riser Sunday morning would have seen six young men, in uniform, mounting their well-oiled machines for a run to Baltimore.

All were in fine spirits when, at six o'clock, we climbed Capitol Hill, making our way out Maryland avenue, across the district boundary, over a fine road, past the famous duelling grounds and the battle-field near Bladensburg, and in forty minutes the cyclometer showed that 7¼ miles of the run had been made.

When the ten-mile post was reached, no halts had been made; but in the next five miles several hasty dismounts were indulged in. When we had covered twenty-five miles, one of our men, who was lame before starting, declared himself unable to proceed; with reluctance we left him to return on the cars.

Our road was not as good as we expected to find it for the remaining distance, there being much sand to push through, and numerous hills to climb, and but for the many fine springs of water by the wayside, the hot sun and sand would have persuaded more of our number to turn back by rail: but we took our time, and when, about twelve o'clock, we reached Wesley Grove, where a Southern Methodist camp-meeting was holding forth, we felt quite ready for a good lunch: but those Christian brethren were to disappoint us. After being seated in the dining-tent and ordering our coffee and whatever else they had, and just as we were about to partake of what was set before us, a Mr. Conn, the head of this eating establishment, appeared, and asking us what we had ordered, told us that we could partake of our lunch outside the tent.

This was the first insult ever received by a member of the Capital Bicycle Club from one who professed to be a gentleman; but this was not the only gentleman of that kind upon the grounds: for no sooner had we left this tent than we were accosted by a middle-aged man, with a profusion of flowers in his button-hole.

"Are you playing base-ball on Sunday?"

"No."

"Why do you wear that uniform?"

"We have been riding on a bicycle."

"What is a bicycle?"

"A machine which some call a velocipede."

"Well, as you may attract some attention in that costume, you may, after getting that water," — we were *paying* for the water, — "leave the grounds."

We did leave the grounds, and mounting our machines, which we had left on the road, made our way as fast as possible over the remaining eight miles to Baltimore, where we found people who were Christian enough to permit us to eat a good dinner.

The cyclometer now registered 42¾ miles, and we had been nine hours on the way, the running time being about 5½ hours. We were well received by several reporters, and nicely entertained at the Howard House until evening, when we took the train for home; and, after floating, as in water, over the asphalt-paved avenue from the depot to the club rooms, we decided that our trip was not *altogether* an unhappy one.

This is but one of the weekly and almost daily runs which we make, and over some of the pleasant ones we should be pleased to take the readers of the *World*, in person, at some future time.

CASTOR.

GLANCES ABROAD

SPOKES FROM FOREIGN WHEEL PAPERS.

Our foreign exchanges for October have been as usual full of matters particularly interesting to English riders, but containing some things of equal interest elsewhere. From them we cull the following paragraphs. The *Cyclist* has taken up

Tricycling as a specialty, and this is from an editorial: "Another sport, or perhaps more correctly speaking, pastime, has, however, now sprung up in our midst, if not with sudden, certainly with giant strides, so far as the season of 1880 has been concerned. We refer to tricycling. Now tricycling is composed of men of a somewhat different line of thought from bicyclers, and generally of those of more mature years, but they are not above taking a leaf out of the bicyclers' past book of experience; and the leading spirits in tricycling, comprised of the members of the two most important clubs of the kind in London, — the Finchley T. C. and the London T. C., — have determined to practically form a Union, in the form of a joint committee for the management of the amateur championship of tricycling, and the definition of what they consider an amateur tricyclist should be."

It seems that the riders of tricycles are taking steps to prevent any one who is engaged as a principal or employé in the manufacture, sale, or purchase of bicycles and tricycles from membership in tricycle clubs, which probably follows from the obtrusive methods of some of the dealers and their agents, in bringing their own makes into prominence.

It is said that two members of the London Tricycle Club accomplished a nine-days' tour in the South of England, during which they rode a distance of three hundred and fifty-five miles. Some ambitious hill-riding has also been done recently with tricycles.

Rob-Roy in the same paper observes: "Winter is drawing on so rapidly, — and all too soon, — our steeds must take a rest; annual dinners and balls will supplant monster meets and runs." As to drinks, the *Cyclist* has the following: "We certainly do believe in the principles of teetotalism, but not in its absolute practice. We have tried a day's riding on teetotal principles, and also one based on multiplicity of liquors: and we have no hesitation in stating that while we rode perhaps better on the liquor, we next day suffered from a languor or reaction which was absent in the former case. We consider that there are exceptional circumstances — such as being benighted in cold and wet — when liquor may be used as a sort of 'spur' to carry one on from the 'slough of despond' of heavy roads, or that liquor may be used as a stimulant after the work is done, but never while actually *en route*."

A new use for the bicycle is thus set forth: A short time since a fire took place in the city of Coventry, and on the alarm being given, one of the first to appear at the station, fully equipped, was a member living over half a mile off. Some surprise was expressed at this unexpected promptness, when it was found the gentleman in question, notwithstanding the encumbrance of thigh-deep boots, had pressed his bicycle into the service, arriving on the scene of action some minutes before several who lived comparatively close by.

The *Bicycling News* indulges in a humorous effort on

"Dufferdom." — "Happily for bicyclers generally, excessive duffers only form a dismal minority; this minority is, however, sufficiently numerous to relieve from utter absurdity the suggestion that competitions restricted to Dufferdom should be instituted. . . . Not only in racing could prizes peculiar to the denizens in Dufferdom be offered with advantage: mediocrity in any walk of bicycular life might compete for medals, which should be of some cheap and distinctive material, — as for instance, putty."

Re Courtesy. — The same paper has a "random note" to this effect: "To expect perfection in all delicate cases, amongst such a suddenly increased sporting body as bicyclists, would be to expect the development of a modern race of knights-errant, in a very short time. Such qualities as courtesy and presence of mind, however, are desirable in the practice of every sport, to promote harmony and good fellowship; and their cultivation is to be recommended to the bicycling world in particular, not only to promote its welfare as an institution, but as a duty and a necessity. There are undoubtedly many young wheelmen whose boldness were edifying if tempered with a little more delicacy."

"Personalities in a bicycling paper are a mistake," says the *Bicycling Times* in the course of a three-column editorial of its little quarrel with the *Bicycling News*. These two esteemed contemporaries take their little tilt with each other so often, that one is tempted to quote for them the nursery rhyme,

> "Let dogs delight to bark and bite,
> For 'tis their nature to," etc.
>
> "But editors should never let
> Their angry passions rise;
> Their pens and types were never made
> To tear each others' eyes."

The editor of the *Bicycling Times* rode across Wimbledon Common in October, and remarks: —

"Several lady tricyclists were seen, and appeared to be thoroughly masters of their iron steeds. They certainly looked very fetching, to say the least, the little dears seemed to take to it so kindly. We did envy those cyclists who were accompanying them."

Championship of Wales and Monmouth. — At Cardiff, on 23 October, a twenty-five mile race for the championship of Wales and Monmouth was contested by L. G. Edmund of Swansea, H. B. Williams of Cardiff, and others; and was won by the former in 1.30.18.

New Zealand. — The Pioneer Bi. C. of Christchurch held its annual general meeting at the Commercial Hotel, adopted racing rules, elected officers, and fixed runs for the month of October. It changed the uniform, and also changed the polo cap to helmet.

India. — The Bombay *Gazette* gives an account of a young man on a bicycle "flying along at the rate of about fourteen miles an hour, with an infuriated bull, head down and tail erect, a few yards behind. . . . On went the bicycle, but now the bull was only about one yard behind. Suddenly, with surprising skill and dexterity, the rider turned his bicycle round, and as quick as lightning was going in the opposite direction to the bull, amid the cheers of hundreds of natives, who could not help admiring the address of the hunted youth. Alas! a worse fate was reserved for him. A herd of buffaloes suddenly

turning a corner of the road received him, not with open arms but lowered horns. There was a cry, a groan, and all was over: the beautiful bicycle, which a few seconds before was flying along at railway speed, was now so many pieces of steel; and the rider, bruised, cut, and bleeding, lay looking at the wreck." Now is n't truth stranger than fiction?

SINGAPORE. — There is reported to be a mania for bicycles in Singapore, which have only lately been introduced. "Two native women, who have lately been made widows, are now thoroughly up to it, and may be seen riding to market at 5 A. M. every morning. They return with their purchases on their heads, and are practising to go without their hands. The postman, who has a large circuit to make, does it all now in about one half the time he used to take."

GERMANY. — Mr. Arthur G. Witherby and Mr. John L. Morgan, of England, completed in September a pleasant tour of about 460 miles through Düsseldorf, and then along the Rhine to Mayence, Heidelberg, Carlsruhe, Baden-Baden, Strasburg, Weissenburg, Speyer, Worms, and Weisbaden. At the latter town a bicycle club has been formed, which has now about fifteen members.

NEW YORK NEWS AND NONSENSE.

Would n't a good motto for tricyclers be: "If you don't at first get speed, tri tri again"?

Last week forty-three letters for different bicyclers passed through Mr. Wright's post-office box. Two thirds of the notes were written apparently by the fair sex, and were perfumed, oh! so sweetly.

The Mercury Club started at 10 A. M., on Sunday, for a ride to Yonkers, turning out more men than previously, and displaying much better riding.

Mr. Harry Blake and Mr. F. C. Thomas rode to Tarrytown and back last week, making the distance, including stops, in 3.40. The Messrs. Stearns, of the Lenox, rode to Yonkers in 1.14, and Mr. John Stearns made the round trip in 2.40, which time has yet to be beaten. Capt. F. F. Ames went to King's Bridge in forty minutes, and Mr. E. Richards wheeled there and back in 1.50.

The Brooklyn Bi. Club has moved into the quarters lately vacated by Mr. Wright, No. 77 Clinton street, and we hear the rooms are soon to be marvels of beauty and high art.

The run to Yonkers on election day was such a success that another meet is being arranged for Thanksgiving day. This time it is proposed to run to King's Bridge and back. The start will be made later in the forenoon, in order to give the New Jersey and Long Island clubs ample time to take their places in the line. Upon the return to 791 5th avenue, machines will be stacked, and those who wish to do so may partake of a dinner by paying $1.00. We took a hasty glance at the bill of fare, and saw that that much-abused bird, the turkey, figured quite prominently, and looked no further, satisfied that the caterer understood his business. We speak for a second joint. Those who wish to speak for a seat at the table should drop a postal to P. D. Johnston, 791 5th avenue, at least three days prior to the meet. Six places will be reserved for reporters of the leading journals, and the stacked bicycles will be guarded by District Telegraph boys.

In answer to a query from Boston, we would say that the Wright glove is made without fingers, so the happy bicycler may bite his nails, scratch himself, lift a moist glass without soiling his gloves, and be able to find his five-cent piece without fumbling for it so long that his companion pays for him. The glove is not intended to come off before the buttons are undone. Loosen the brass knobs from their separate receptacles, clutch the topermost portion of the gauntlet with a vise-like grip, then gently pare the mitten from the flipper, at the same time turning it inside out (the mitten, not the flipper). For further particulars see specifications and letters patent.

Glancing up from the barber's chair to the cup rack a few mornings ago, your correspondent's eyes rested upon a huge china cup with a gold bicycle and the name "D. Belard" stamped upon its face. Daniel is a good fellow and means well, but we do wish he would be more up in æsthetics. It haunted us all through the trimming of our hair, the shampoo, and the final mop off with bay rum. Mike, the barber, says that Daniel likens him unto a bicycle, because he works so silently; also, that Daniel intends to give the record a close shave in the spring. He has given it a good brush already, so let 's soap for the best.

It is reported that just in proportion as Lazare's pedal extremity assumes a normal condition, so his disposition becomes more sour. Yesterday, in a fit of sulks, he refused to allow his mamma to comb his raven locks, and shortly after, when a very beautiful young lady called and he was most anxious to have that office performed as speedily as possible, he foamed at the mouth and grew exceedingly wroth because Mrs. Lazare very properly refused his request. Marius should n't try to comb it over his mother in that way.

Mr. H. H. Walker, of the Manhattan, while trying to do some fancy riding, turned a corner too suddenly, took a header and severely sprained his left arm. Walker is too good a fellow to break himself up with fancy dodges, and we hope, for our sake if not for his own, that he will hereafter be content with plain riding.

We wish to say to the Mercury boys that the club blackboard is intended for club business, and not for such as the following: —

A boastful young fellow from Clyde
Declared he had been on a ride,
Where a mile he had made
In a minute. I'm 'fraid
That Clyde individual — fibbed.

KNICK O'BOCKER.

P. S. We cut the following from the New York *Commercial Advertiser*: —

"The wife of Mr. James M. Fuller, of the banking house of Camman & Co., met with a painful accident yesterday while riding out near Mamaroneck, by the horses taking fright at a goat. The carriage was dashed to pieces and Mrs. Fuller was removed to her residence to await the result of her injuries."

This is an outrage. Our aldermen should pass an ordinance requiring the goat to carry a bell and a hub lamp.

K. O'B.

WHEEL CLUB DOINGS

THE CRESCENT Bicycle Club has issued a few complimentary tickets to an exhibition of riding to be given at the gymnasium of the Massachusetts Institute of Technology, Boylston street, Boston, on Friday evening, 26 November. There will be much regret (in which the C. Bi. C. members share) that the space available for spectators is so limited as to prevent the general admission of the public to the exercises of this well-drilled club. There is, however, some prospect that a larger hall may be obtained at some future time, and a wider interest satisfied. The secretary has handed us a programme for next Friday evening's entertainment, which is in substance as follows: Music. Entrance by the club. Squad drill. Music. Fancy riding. Music. Slow race for a silver medal. For the latter event M. M. Carpenter, of Providence Bi. C., and Blake, of Crescent Bi. C., are to act as judges, and Mr. Pratt, of Boston Bi. C., as referee.

ESSEX BI. C. — This club projected a meet and run on "election day," to which it turned out 21 members, and in which other clubs joined as follows: Plainfield 4, Elizabeth 4, Trenton 3; unattached, 3. The run was through Elizabeth, Rahway, and Perth Amboy, where dinner was taken; thence to Tottenville and Stapleton, Staten Island, and New York. A very successful run of 41 miles was had, and there were many enjoyable incidents of the day.

THE HARVARD BI. C. has elected officers as follows: President, R. C. Sturgis, '81; Captain, J. H. Taylor, B. I.; Sub-Captain, S. Williston, '82; Secretary, A. Thorndike, '81; Treasurer, H. V. Hayes, '83; Directors, J. H. Sturgis, '81; J. H. Storer, '82; R. S. Codman, '83; J. Coolidge, '84. The club is talking of having a club room.

NASHVILLE BI. C. — A bicycle club with this name was formed in Nashville, Tenn., in October last. Officers: President and Captain, A. E. Howell; Vice-President and Bugler, V. L. Cunningham; Secretary and Treasurer, L. N. Jesunosky. There were eight "charter" members.

ORANGE WANDERERS. — The Orange, N. J., members of the Essex Bi. C. met on 4 November at the house of Captain Johnson, and organized the "Orange Wanderers," as a local division of the Essex. Officers are: Lieutenant, L. H. Johnson; Second Lieutenant, E. K. Snyder; Secretary and Treasurer, W. E. Thatcher (East Orange P. O., N. J.); Bugler, F. Hussey. The number of members is fourteen. An orange-colored ribbon will be worn in connection with the regular monogram badge. A club room has been procured, and will be opened nightly for the use of members; runs will be held three times a week until the season closes.

SAN FRANCISCO BI. C. — This club was organized 28 November, 1878. Its officers for the current year have been elected as follows: President, R. de Clairmont; Captain, Herman C. Eggers; Sub-Captain, Charles A. Butler; Secretary and Treasurer, George J. Hobe (1633 Hyde street, San Francisco). The club is prosperous and active, with twenty-three active members and one honorary, the latter being his Excellency George C. Perkins, governor of the State. The badge recently adopted by the club is of gold in the shape of a shield, the face showing the colors of the club, blue and white. Upon the surface of the latter is impressed a fierce grizzly bear in gold, to indicate that the club is the pioneer one of California; and the blue contains a miniature gold bicycle. The badge is handsomely arched with the letters S. F. Bi. C., in black enamel.

CORRESPONDENCE

DETROIT, MICH., — August. — I won't put in the date, because it is Sunday, and I know you people in the Old Bay State have still left in the back rooms of your minds an idea that Sunday letter-writing is dreadfully wicked. I know it is wrong too; but one must do *something*, and as it rains, and my wife has retired to snooze off the lingering effects of an awfully tiresome recreative (?) vacation, thus leaving me alone in my home, with no one but the baby to mind and the flies to cuss, — I say as I am thus desolate and alone, I *must* do something, and as it rains too hard to break the Sabbath by a wheel ride I will bend it out of shape a little by writing a letter. So much for an introduction.

I find that bicycling is slowly but surely meeting with increased favor in our State, and is not losing ground in the beautiful City of the Straits, Detroit. I do not think the interest of the sport has ever been rightly handled here, for if it had there would be ten times the number of machines in use; but it has been almost impossible to get a machine when one was ordered, and the stupidity of Eastern shippers has resulted in such disgusting *faux pas* at times that only the most determined and enthusiastic have been kept in the notion of bicycling at all. We look for better things some day, and are now concentrating our forces for an active campaign. Our club's president, L. J. Bates, the "Bald-headed Codfish of the Fresh-Water Seas," ordered an Invincible machine *last April*. It came last *week*. N. B. Conger, the present champion rider of these parts, had also ordered an Invincible, but some of the Eastern men, whom Providence or some other power, for some inscrutable reason, permits to do business at Boston, sent over seas and got out a "boy's size" for him, and in a disgusted moment and as a *dernier ressort* he bought a first-class Harvard, and is now enjoying a fit of sickness. He has thus been kept out of a summer of sport, and is by no means good-natured about it. My misfortune in breaking my machine was not salved over by a blunder of Pope & Co., in sending me what I never ordered and would n't take as a gift; but even that is eventually made all right, and all is serene again. Meanwhile Conger, Sr., has been taking off his surplus fat by big trips up country; Wiry McCall has increased his road experience by some splendid runs: our architectural Varney has frequently ridden stretches that made his machine sweat, and he has told us all a tale of horror of one road he found that no sane bicycler will ever forget. Capt. Howard's big Premier has scared the chickens and children along all the most pleasant roads in this vicinity, and the rest of the boys have more or less in the way of exploit and exploration chalked up on their score-books.

Out in the country, the gentlemen of the Genesee Club, at Flint, have been doing some good work, and are extending the interest in bicycling even more than the Detroit men are, perhaps. I learn that two members of their club, Messrs. Wood and Coe, of Fenton, are now wheeling to Buffalo, through Canada.

The races at Charlotte and Eaton Rapids, which *almost* caught some of our amateurs by the "glittering bait" in the way of money prizes held out, were participated in by a few strangers, while Michigan amateurs let them alone.

HIND-WHEEL.

A WILKESBARRE correspondent sends the following: "The best on bicycling around here so far was the name given by an Irishman, who saw me riding up the street a short time ago. After I had passed him a friend came up, when No. 1 said, 'Jamie, did you say the machine that just went up the strate?' 'No,' says Jamie; 'phat was it?' 'Oh, 't was one of them bluddy "disciples,"' says No. 1. That was enough — our informant walked off."

ALBANY WHEELING. — ALBANY, N. Y. 25 August, 1880. *Editor of the Bicycling World*: — The establishment of a bicycle club in Albany, I am happy to say, is now an accomplished fact; and though we can only muster thirteen riders at the present time, we feel confident that by next year our members will be larely increased.

It is an undoubted fact that bicycling in Albany has not that encouragement of good and level roads that you happy "cits" of the Hub enjoy. The longest tour that we have yet had courage to tackle was some sixty miles in one day; but I will wager that the sixty odd miles that we rode that day was equal to at least eighty to ninety miles over your good New England roads.

I would say for the general information of bicyclers that we have found the best roads to be on the east side of the river. The roads on the Albany side are generally pretty sandy and hilly for distances of from twenty to forty miles in almost every direction; still our enthusiasm has enabled us to get many a pleasant spin over pretty bad roads. You Bostonians would appreciate the splendid, hard, level roads that environ you, if you could only charge some of the sandy hills and levels that we have to ride. Notwithstanding the difficulties that we have to encounter, we enjoy the splendid sport, and we are happy in the knowledge that the material of which our modest club consists is of the proper kind: we have the necessary grit, muscle, and love of the wheel to inspire the sleepy "Vans" of this good old Dutch city with a just appreciation and interest in our pleasure and health-giving pastime. Yours very truly,

C. W. FOURDRINIER,
407 BROADWAY. *Secretary and Treasurer.*

BROOKLYN, N. Y. — Our Mr. Wrigley, in the two-mile handicap, at Waverly, N. J., carried away first prize, and made a record of 7.20. Messrs. Marcus H. Reeve and M. Wrigley carried off first prizes in one-third mile dash and two-mile handicap respectively, at the Manhattan Polo Ground races in this city, on Saturday, 2 October. Mr. Wrigley, who rides a 58-inch Royal Challenge, is going to make a fast man on the racing track.

ROUTE BOOK. — Director Gullen writes: "Kindly advise your Albany correspondent that the best route book of English roads is, for main roads, the *Bicyclist's Annual* for 1879; and for cross-roads, the *Bicycle Annual* for 1880, both published by Mr. Harry Etherington, 152 Fleet street, London. The price of each annual is 1*s.* sterling."

MR. S. STOKES, of Richmond, Va., paid us a call on the 4th August, and speaks very encouragingly of the prospects for wheeling in that State. He is at present the only rider in Richmond, having obtained his Bi. while at the University of Virginia, in the mountains. He did n't tell us, but we found out, that his father had a very poor opinion of the wheel, and discouraged him from having a better one, which he very much wanted. One afternoon the elder gentleman invited his son to take a seat behind his span, for a ride six miles away, to pay a visit; but the son preferred to take his wheel, and was bidden good by, with the remark that if he got along before the visit was over, he would be taken back. Mr. Stokes saw his father start, then mounted, and was at

the place of visit in time to greet his father with a bow, as he drove up. One young man in Richmond is to have the finest bicycle the market affords.

SAN FRANCISCO, California. — Mr. F. T. Merrill writes, in a recent letter, that his school has a large number of pupils, taking a thorough course of lessons, and that "there are several wealthy men here who are building a park which is to excel anything of the kind ever built in the world, costing over $2,000,000. The park is to be laid out for racing, salt-water bathing, base-ball, and cricket, besides having two hotels built on the grounds for the accommodation of transient or permanent guests. On the outside of the park will be several tracks, one for horse-racing, 3 miles long, a pedestrian and promenade track, and 2½ miles laid out for bicycle racing. This latter track is to be made of cinders, and will be 13 feet under ground. One of the managers called to see me, and said they intended to pay particular attention to bicycling."

PROVIDENCE AND OUT OF IT. — *Editor Bi. World:* — A short time since, having a small package which I wished delivered in East Taunton, I thought, How foolish to send by express when you have a horse all saddled and ready! so I bestrode my steed and away for Taunton.

The first three miles was very pleasant, a good road and a short race with a couple of pretty girls in a phaeton (and by the way, there was more fun in keeping side of than passing) putting me in high spirits; but another mile changed my ideas and taught me that it was much more dignified to walk through six inches of sand than to ride. I did n't take any headers, because it's against my principles to take anything, but I dismounted no less than seven times in one half mile. I walked seven and rode nine miles to Taunton in a little less than three hours; from there to East Taunton the road is all that one could ask, and was very enjoyable by comparison. I found dinner on the table, and at very short notice gave them the most positive proof that bicycling will produce an appetite. After satisfying the wants of the inner man and chatting a couple of hours, mounted for my homeward journey. Made a good run to Taunton, and then out Tremont street to the Attleboro' and Pawtucket road, and back by way of Pawtucket; found good riding all the way, and if any of the readers of the WORLD come from Taunton to Providence, by all means take the road to Pawtucket instead of the Providence pike: for although the way is longer in miles, it's shorter in time and much more pleasant.

By the way, Capt. Richmond, of the Providence Club, is about to open a riding rink which will probably be headquarters of the Providence Club, and any visiting wheelman may be assured of courteous treatment should he call upon him.

The Providence Club made a moonlight run to Pawtucket to-night, and had an oyster supper at Dispeau's. They are 'most all good feeders, and to-night did ample justice to the supper (I believe it's characteristic of the club). The present talk is of making a run to Boston Thanksgiving day. More news and gossip later.

Yours, etc., OPEN ALL NIGHT.

THE BICYCLE IN ENGLAND.

[From The Telegraph.]

IT was not very long ago that a young man was descending a steep hill in the neighborhood of London, and came to grief before he reached the bottom. Either he ran away with the bicycle or the bicycle ran away with him; at all events he lost control, and rode violently down the steep place, only to find himself pulled up at the bottom by a policeman for furious and reckless driving. Then a notable decision was announced by the judge, who had to determine the question whether a bicycle could be called a "carriage" or not. If it was not a carriage, then it could not be properly proceeded against under the statute which forbids carriages to be driven at a reckless pace. The argument of the rider was, that really you could not call a thing consisting of two wheels only, with a little bit of a saddle, a carriage; while on the other side, it was urged that anything was a carriage that had wheels and a seat and that was used for carrying people. A subtile dilemma this, like the great dispute in "Alice in Wonderland" about the "Cheshire Cat" in the tree which was always grinning, — in fact, was entirely grin and nothing else. We know that the King of Hearts waxed angry, and ordered his executioner to behead that cat; while the executioner replied that he couldn't behead a creature that had no body; to which the King answered that anything that had a head could be beheaded, and he "was n't to talk nonsense." Mr. Justice Lush soon settled the analogous bicycle case, and now it stands recorded in all our law books that a velocipede is a carriage, "and nothing but it," as Mr. Weller remarked, and must be ridden or driven at a reasonable pace, so as not to endanger the lives of her Majesty's subjects.

As regards the present condition of velocipeding in England, several new inventions have lately come out for making the amusement safer. Elderly gentlemen — yes, and ladies, too, elderly or not — can step up into a comfortable seat, something like an arm-chair, lean back, work their feet up and down as if they were at a sewing-machine, and glide along the ground easily and safely. This is the modern tricycle. Nothing, however, quite comes up to the two-wheeled phantom, the dainty and delicate "racer," on one of which Mr. Cortis, an amateur rider, has just accomplished the astonishing feat of ten miles in less than thirty minutes, — rather faster than twenty miles an hour. For combined ease and speed of locomotion nothing can beat the old bicycle, with its many modern improvements, except a railway train. It is perfectly easy now — a young man from the merry midlands has just done it — to mount at Birmingham, ride through charming English scenery to Dover, take steamer and mount again on the opposite coast, visit all the scenes of the Franco-German war, — Sedan, Metz, Strasburg, — and roll home again through Paris, arriving at the English habitat after a fortnight's holiday of good all-round exercise and keen enjoyment.

COST OF TRAVEL IN ENGLAND. — *To my Albany Friend:* In the last number of the *Bi. World* I saw your request for a statement of the average cost *per diem* for a person touring on a bicycle through England. Of course I cannot tell what it would cost this one and that one, unless I know what their habits are. A person can spend as much there for food, and so forth, as he can here. I don't know but what more; because, usually in the country inns they keep a better stock of luxuries than they do here. It would be best to join the Bicycle Touring Club, as their tariff is as low, and in many cases lower than the regular rates. As we made our arrangements on this side of the water, I cannot tell what the different rates were, but going on the supposition that you, if intending to tour through the country, would have joined the B. T. C., I can give their regular hotel tariff. I shall reckon the shilling as twenty-five cents, and the sixpence as twelve and a half cents.

Bed and attendance	62½
Breakfast	37½
Dinner	62½
Supper	37½
Attendance (per day)	25
	$2.25

To this must be added whatever you may want in the way of liquors, a shilling or so for cleaning your machine and tips to servants; then also, if you visit places of interest, there are guide books, guides, admission fees, and photographs.

I don't think any one can expect to travel, at the lowest, less than three dollars a day, and probably not much less than four.

In nearly all places, where there is any riding done, you will find a B. T. C. house, where the above rates would be what you would expect to pay; to those places where no such house has been appointed, the rates would not differ much, so I think the above can be taken as a fair estimate of the daily expense for touring. If this does not give you what information you desire, I will answer any communications through the *World*.

If you should decide to go on such a trip, don't take more than one friend with you, and have that one a good one, able to ride as well and as fast as you. If I was going again I should not have any set programme, but should wheel where inclination took me, and stop when overtaken by night. Hoping to hear from you again, I remain yours truly,

LONDON W.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America, — clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 19 NOVEMBER, 1880.

AUTUMN ARCHERY ABROAD. — The leading clubs in England have been quite active at the range during the fall, and some of the younger ones have advanced in accomplishment. While it would not be of sufficient interest to our readers to warrant us in publishing all the scores of matches shot there (even if we had the space), we believe that some accounts, from time to time, of the doings of our English cousins will be appreciated. Some features of archery there — variations by which they brighten up the pastime and preserve it from monotony — have not yet been introduced here; instructive points may be noticed; and the leading scores, as well as average scores sometimes, may serve for interesting comparison and stimulation. In our notice of some of their autumn doings not before reported in these columns, we shall omit what does not appear important or in line with these suggestions. On 29 September, the West Berks Archers met on the grounds of the Royal Toxophilite Society, in the forenoon. Shooting was at their usual round of 216 arrows at 100 yards; and the handicapping was as follows: the value of Mr. Everett's score was estimated at 453 (the highest), as a standard, and the other competitors had an estimated value assigned (less, of course), the difference between which and the standard was to be added to the actual score made. This method of handicapping, as well as the actual scores made, will be easily seen in the following table. The estimated values are given in the first column, and may be compared with the actual, in the right column, to see how nearly accurate handicap guessing is.

		Estimated Value.
453	Mr. Everett	
393	Mr. Nesham	
354	Mr. Nesham	
316	Mr. Butt	
270	Mr. Frost	
225	Mr. Rothsay	
210	Mr. Fisher	
238	Mr. Lewin	
420	Mr. Pulsford	
210	Mr. Meyrick	
35–216		
47–167		
47–185		
25–107		
30– 54		
24– 88		
26– 86		1st 72.
27–107		
17– 93		
26–104		
27–123		
18– 52		
15– 65		2d 72.
27–121		
26– 86		
34–136		
35–131		
37– 83		
35– 80		
51–197		
47–167		
47–185		
84–116		
33–123		
27–123		3d 72.
18– 52		
15– 65		
27–121		
18– 56		
55–220		
155–633		
140–548		Total.
68–304		
27–265		
58–316		
07–207		
68–256		
114–434		
56–198		
10	1–9	Additions.
643	210	
653	237	Gross.
663	243	

Mr. Everett won the West Berks challenge bugle, by 15 more hits and 50 larger score than any previous record thereon.

The Beddington Park archers held their second prize meeting on 28 September. The shooting was in classes, first and second, each at the round of 48 arrows at 80 and 60 yards, and 24 arrows at 60 and 50 yards, and ladies and gentlemen shooting together in either. In the first class Mr. J. H. Bridges made the highest score, — 34–160, 22–126; total, 56–286, golds 11. In the second class the highest was 22–72, 18–84; total 40–156, golds 2.

The West Kent archers made three classes on 27 September; ladies at the National and gentlemen at the latter half of the York.

The Waterloo archers, formed this year, shot 25 September, a successful match, using for ladies 48 arrows at 60 and 50 yards, and for gentlemen 48 arrows at 80 and 60 yards.

The Vale of White Horse archers closed their eleventh season on 29 September. The round selected was 24 arrows at 40, 50, and 60 yards, respectively. The chief attraction was the competition for the goose, annually given by the secretary, for the best hit in a mark on each target. Miss E. Carter, this time, made a central hit in the mark and obtained the goose. The principal scores made were: —

	Total.	Gold.
Mrs. Eyre Hussey	61–313	6
Miss Carter,	58–274	7
Mr. Eyre Hussey	57–255	4
Mrs. Compton	53–251	7
Mrs. Field	47–189	2
Miss Wicke	45–155	2
Miss Bradford	33–145	2
Miss F. Bradford	36–142	2
Mrs. Dyson	38–128	
Mr. Golightly	38–124	

And there were 11 other competitors.

The Royal Toxophilite Society met on 13 October to shoot 144 arrows at 100 yards. Col Lewin offered a prize of £3 for the best average value of score per hit, and of £2 for the worst ditto. These are some of the scores: —

	Total.	Average to hit.
Mr. Nesham	94–390	4.14
Mr. Everett	77–312	4.06
Mr. Clare	62–228	3.67
Major Fisher	72–226	3.11
Mr. Hentz	48–194	4.04

And so on down the list; but this is far enough to indicate that this average-hit score prize adds a new element of interest. The next day they shot the single York round handicap match, in which 443 was taken as standard or estimated value of score for Mr. Nesham and Mr. Everett, and others were allowed accordingly. The highest actual score was by Mr. Everett, and the next by Mr. Nesham, thus: —

100 Yards.	80 Yards.	60 Yards.	Total.
50–224	38–166	22–116	110–506
52–176	38–196	19– 93	109–465

The actual *average* total hits and scores of the twenty-eight competitors in this match (the weather was "most propitious"), was, *hits*, 64.13: *score*, 267.71. The lowest actual total was 24–96. This society met for an extra target, York round, on 21 and 28 October, when fair scores were shown; and on 4 November is had the last extra target of the season and an annual dinner.

THE ARCHERY MEETING.

A LAWN of velvet; reared at either side
A flaring target, like a viking's shield:
A brave old mansion; here and there descried
Fair groups in courtly attitudes afield,
Such as quaint Watteau painted:
With bows of lancewood, tufted shafts ablaze
From gaudy quivers, and costumes to match.
July suggestions — limpid greens and grays,
Light-blues and lilacs, such as lift the latch
To make extremes acquainted;
And sweet, low laughs like voiced smiles, that blend
With drip of bird-trills from lawn's end to end.

Then one by one, in soft or manly pose,
The archers alternating, man and maid:
Shafts notched at string, adjustment of slim bows,
The sweep from arm's-length unto shoulder blade,
The arrows sharply whistling.
Nine for the bull's-eye, seven for the red,
The drab five counting, and the black but three,
While, circling round the outer white, are spread
The errant units, till the targe we see
Like a thronged marsh-pool bristling.
Then tallies marked, the shafts regained, and then
The sward walked over, to begin again.

No dream, I trow, of greenwood sports of old,
Such as Maid Marian's, with her outlawed frères,
Attends this latest freak of fashion's mould —
No quivered bravery of red compeers
Its modish current jeopards;

But all is gentle, suave — a goodly share
Of parlor graces with free movement blent;
Formal, polite, high-bred, and debonnaire,
It still repeats the nice impression lent
By Watteau and his shepherds,
Where picturesque and etiquette impart
Their odd companionship to mannered art.

A snowy cloth; a luncheon rarely heaped;
The laughter jocund now that lately purred;
The meeds apportioned and the honors reaped;
With bow-and-arrow wit, that takes the word
From smiles and looks of greeting.
And over all a spirit and a charm
Of ease conventional — of pastime held
In lease from gush, with naught to give alarm,
To that reposeful stateliness compelled
By grace with skill competing.
No harm done, and the end in view attained —
The blind god through fresh paces led and trained.

NATHAN D. URNER, *in Scribner's for September.*

ARCHERY NOTES

AN INTERESTING NOTICE. — On the 25 November a match will be shot between Mr. Frank C. Havens, of San Francisco, Cal., and Mr. Will H. Thompson, of Crawfordsville, Ind., which those gentlemen desire to be open to all archers. Gentlemen desiring to join in the match on that day can do so, and should report their scores at once to Mr. Will H. Thompson, who will cause them to be published in full. The terms of the match are, 96 arrows at 60 yards, divided into four lots of 24 arrows each. No trial shots or preliminary shooting of any sort, but the first arrow shot on that day to be scored in the match. Scores should be reported to Mr. Thompson thus: —

	1st 24.	2d 24.	3d 24.	4th 24.	Total.
E. T. Church:	18–92	21–113	17–91	22–110	78–406

ARCHERY grows each year in favor as a transplanted sport. Some of the English archery clubs are already old, but only of late has America given much attention to the string and bow. Perhaps the modern disciples, on this side of the ocean, of ROBIN HOOD and LITTLE JOHN would have rallied sooner to the ancient pastime had it not been for the despotic sway of croquet, which during a long time brooked no rival as a lawn game for both sexes to join in. Of late, fashion has taken up archery with vigor, and the sport has evidently not reached its climax yet in public favor. —*N. Y. Sun.*

THE SYSTEM OF SCORING. — Many articles treating on the subject of archery scoring have been published in various papers during the last year or two. Able writers have given what appeared to be good reasons for changing the present system of 1, 3, 5, 7, 9 for the various rings to 1, 2, 3, 4, 5, after the Creedmor style of rifle scoring. There are good reasons, however, for retaining the old system, some of which we will give. They may have been discussed before, but it has not been our good luck to see them. Archery, as a sport, is of English origin, having attained considerable prominence as long as forty years ago. At that time (and prior) the present system of counting was in use. Records of scores have been kept according to that method, the best of which are known to our devotees. In America this is a new exercise. It is natural that we should at first adopt all English customs, and by keeping our scores in the same manner we are able to compare our skill, for the short practice we have had, with the older and more experience of the Old World. We know when we are gaining or approaching a degree of proficiency equal to theirs. When we are fortunate enough to pass their scores we shall know it at once. Imagine the headaches that would torment us were we to adopt a new style of counting and attempt to compare with old records. Every individual arrow must be transposed from 5 to 9, 4 to 7, and so on. We have had it urged that it works well at rifle practice. You must bear in mind that rifle target practice is newer, or rather of later origin than archery. It originated in America, or first attracted attention in this country. *We* established a system of counting which has been adopted in other countries. We are good shots with a rifle, and other people know it. They wish to become as proficient, and in order to compare scores with us they adopt our systems. As said before, it is the same with archery. It is of very little matter how it is done, except as a matter of interest we take for comparison's sake. We must not be too smart and try to change the world all at once, for the world won't stand it. They will keep on in the even tenor of their ways, and we will be laughed at by everybody.

Sam Davis, of Carson, Nev., gave his views recently on this subject, and spoke of the colors of the target as not being the proper thing, saying that plain white with black rings was better. We will say that both targets are good at different times and under different circumstances. If the weather is cloudy and the sun is entirely obscured Mr. Davis's white target would undoubtedly be fine; but if by chance it should be bright and glaring, how would it be? Did any of you ever look at a whitewashed fence in a bright day? Do you recollect how dazzled your eyes were, and perhaps a little painful? Do you think you could pick up a bow and shoot at a black spot on the fence with any degree of accuracy? A white target would have the same effect. I think I hear some one say that riflemen find no difficulty with their white targets. Think a moment, and you will remember that a rifle target is never nearer than 200 yards, and from that distance to 1,000 yards off, while an archery target is only from 40 yards to 100 yards removed from us, the latter being the archer's greatest distance. The colors on our targets are so arranged that they are not painful to look upon, and are rather soothing to the eyesight than otherwise. When we are fortunate enough to have a beautiful lawn to shoot over, how handsome they look!

It is a great pity that some enterprising person does not fit up a good archery range and have it grassed over and kept properly cut. We doubt if it would pay; but what we would like is to run across some old man who takes delight in this sport, has plenty of money, and knows of no better use for it than by giving us the benefit of it. The Sacramento archers have a fine range owned by the State. Is there not some archer among our statesmen who can contrive to fix us as comfortably? — *Pacific Life.*

THE BOW AND QUIVER AT SACRAMENTO. — The shortening of the days, remarks the *Bee* of 22 October, is cutting off the archers' chances to practice, and bows and targets will soon be laid aside until the next picnic season, which will not be many months. The following scores were made in a contest, a few days ago, between Messrs. Loftus and Collins, of the Sherwood Foresters, of Sacramento, at the single York round: —

Loftus,	100 yards ..	25 hits ..	63
	80 yards .	27 hits ...	99
	60 yards ...	18 hits ...	80–242
Collins,	100 yards....	21 hits ...	71
	80 yards ...	17 hits ...	65
	60 yards....	22 hits ...	86–222

Shooting at the St. Leonard round, — Loftus made 308, with 60 hits, and Collins 231, with 56 hits.

DRIFT AND WAG

MR. FRANK E. ROFF, so pleasantly associated with Mr. Manley in the publication of Ford's "Theory of Archery," was recently in Massachusetts, inciting his friends to renewed interest in the ancient pastime. His account of archery affairs in Toledo, as well as his familiarity with the progress of the art in other localities, shows that he is warmly interested in the subject of good shooting, and we expect he will redeem his promise to us of some communications for our columns for the coming year.

BURGLARS may find archers bad subjects of prey; according to the Carson *Appeal*, Billy Lynch of that place hearing a noise in his back yard one night, looked and saw a man trying to get into his house by way of the kitchen. Stringing his trusty yew, and opening the window, he sent a twenty-seven inch Spaulding arrow into the broadest spot presented, as the man bent over to force the lock. With a howl of pain he sprang into the air, and went yelling out of the yard. Mr. Lynch lost a fine arrow, but the general result was satisfactory.

MR. I. P. ALLEN amused himself on the afternoon of 31 October, when a match was not off-coming between him and Frank Haven on account of the latter's illness, by a practice shoot at the double York round, resulting in a total of 126–548.

A SNAKE FOR A TARGET. — It is related that two young ladies belonging to an archery club not far from Pittsburg went out to the field to practise, and found their target lying flat on the ground. Each took hold of a side to raise it, but suddenly dropped it with a shriek, and climbed the nearest fence. They had discovered coiled up under the target a snake, about three feet long. Their shrieks brought all the ladies of the neighborhood to the place, and in the council of war that was held, some proposed jumping up and down on the target, to crush the reptile; it was finally decided, however, to use the noble weapon, and two were found courageous enough to raise the target, while other two of the best shots seized bows and arrows, and sending their shafts through the reptile, bound him to the earth, and killed him. Thus does archery make the ladies brave.

BOOKS AND PAGES

THE OLYMPIAN, with its luxurious wide columns and elegant letter-press, is one of our welcome exchanges. It is far along in its second volume, and we can well believe that the out-door recreations and pastimes of California and the neighboring States have been stimulated and increased in interest by its lively reporting and spicy comment. The number for November, for instance (it is published monthly; we wish it were weekly) has a leading article on base-ball, a page and a quarter of archery, something on rowing, fishing, military, shooting, football, yachting, cricket, lawn tennis, a small corner for bicycling and glances at art, drama, music, etc. We wish our distant neighbor continued success, and advise our readers that an investment of $2.00 with the Olympian Publishing Company, 412 Commercial street, San Francisco, will be well placed.

ACKNOWLEDGMENT. — The *Atlantic Monthly*, for December, is at hand first of the magazines, and contains many papers of interest and value. Received of the publishers, Houghton, Mifflin & Co., Boston and New York.

THE CONNECTICUT VALLEY.

HARTFORD TO MERIDEN.

THE twenty-mile road connecting these two places is mostly made of red clay, and was probably at its best on the 10th June, a few days after a rain, when I first went over it. Asylum street, which crosses the tracks at right angles, in front of the railroad station, is to be followed to the west (*r.*), up a hill, whose stone sidewalk on the south side is ridable, and afterwards the macadam of Farmington avenue is to be followed in the same westerly direction to Quaker Lane, which is the second or third cross street encountered beyond the terminus of the horse railroad. Turning to the south (*l.*), the road continues good to the foot of a hill, beyond a brook, near a blacksmith shop, where a dismount is necessary — the distance from the start being about four miles. A little beyond this the general course becomes westerly again, for three quarters of a mile, to Corbin's Corner, where a sharp turn is made to the south (*l.*), after which the poorest track of the whole journey is experienced for nearly two miles. Then, at the top of a small hill, approached from the east, another "four corners" is met, and another sharp turn is made southward (*l.*). Thence on to New Britain, two miles, the road is excellent, and thence eastward to Berlin, three miles, it is hardly inferior, and the whole distance may be made without dismount. (This makes about a dozen miles from Hartford, of which no more than a quarter-mile has to be walked, and the return may be made by train from Berlin station, if thought desirable.) Continuing southward, the road keeps beside the railroad track for some distance, and within four miles it leads over several long hills which have to be ascended on foot, if not also descended in the same manner. Mounting at last, near the top of one of these, the rider may go without stop to the railroad station in Meriden, three and a third miles beyond, though he will have to climb a tolerable hill soon after the start, and also a short, steep one about a mile from the finish. Between these points the road has a continuous downward slope, varying pleasantly in degrees of steepness, and for more than a mile it runs through a shaded glen, or gorge, — the very perfection of wheeling.

I imagine that the trip northward from Meriden to New Britain would be less agreeable; but the downward run from Hartford to Meriden, as here described, can safely be recommended to any one. The cyclometer registered 21¼ miles, which included several detours, and I was 4½ hours on the way. I was told that the road continued equally good to Wallingford, and that it was tolerable for much of the way thence to New Haven; but as darkness and railroad train came on together, I thought best to employ the latter as a means of reaching the New Haven boat for New York. The gentlemanly captain refused to let me take my wheel into my stateroom, but the baggage-master stored it safely, and no charge was made therefor.

HARTFORD TO SPRINGFIELD.

The road from Springfield to Hartford, as explored by me in September last, was described in the BI. WORLD of 29 May. On 8 June I repeated the trip in the other direction. From the Court House in Hartford, I rode three miles due north without dismount, and then another five miles. Soon after this I went astray by taking the left instead of the right hand road, which last year's trial showed to be a poor one. In place of two or three miles of this poor road I chose about seven miles of a path across the sand plains, to get to Windsor Locks. Thence I followed the towpath of the canal to its northern end, four and a quarter miles above. Then came a walk of three quarters of a mile west, to the turnpike, which I followed to the South End bridge at Springfield, six miles and a half. As the rain fell during all this interval, I cannot judge well of the track; but think, on the whole, that this tour from Springfield had better be made on the west side of the river, rather than on the east side, where I made it last year. Possibly the turnpike would be found better than the towpath, for this is so little used that the excellent material of which it is made has no chance to be worn down to a proper degree of smoothness; and so it cannot be called anything more than tolerable riding. If a wheelman disembarks from the railroad train at the first station below Windsor Locks, he will find excellent riding thence south through Hartford, New Britain, Berlin, and Meriden, as before described, to Wallingford, say 35 miles.

KOL KRON.

WASHINGTON SQUARE. N. Y., 11 June, 1880.

PERSONAL

WE LEARN with regret of the death of Mr. J. G. Blow, St. Louis Bi. C., in that city on the 7th inst. Mr. Blow was formerly of the Chicago Bi. C., and added to his other athletic distinctions considerable credit for long-road riding. He was the promoter of the bicycling interest in St. Louis, and will be remembered by many who met him on his visit East last summer as an enthusiastic wheelman and a courteous comrade.

AN ACCIDENT is reported in the Marblehead *Messenger* as happening to Mr. Sanborn, of that place, who, while riding a bicycle, ran into a team, demolishing the wheel and giving the rider an involuntary mount upon the horse attached to the team.

MISS LIZZIE BAYMER'S bicycle was raffled for at Merrill's bicycle school in San Francisco recently, and was won by an ardent admirer of the wheel, and probably of Lizzie, who held No. 43. According to the *Pacific Life*, "the champion realized a sufficient sum to purchase a machine more in harmony with her propelling power."

THE CHINESE must go on a wheel when he wants to, and the Nutmeg Bi. C. has two riders, Mr. Wong Wing Ho with a 48-inch Centaur, and Mr. Chung Tsoa Chu with a 44-inch Velocity.

THE HARTFORD *Sunday Globe* warms up to Bertha von Hillern in this wise: "A few years ago the country was carried by storm by the marvellous feats performed by Bertha von Hillern, the pedestrienne. In fact she was an antic ped, and anything but pedantic. When the business became played out she made an equally startling departure and went into the fine-art business, and probably would have continued to paint yellow water and green skies with pie-cutter birds put in here and there, had not the knee-pantalooned bicyclist dashed across her vision. Here was her forte, she thought, and she began last fall the tumble-off-and-sprain-your-arm business in New York, probably in some sequestered nook where the small boy, who cries 'Mister, ring yer bell,' and 'Say, your little wheel is going 'round,' was not. She has conquered, and has ordered a

beautiful nickel-plated machine, which is now being made at the Weed works, and as quick as she has an old pair of pants cut over she will come forth and dazzle the world. This settles it; the bicycle is all right,—all it wanted was the support of the ladies. But what shall we call the riders? Won't some one please discover the feminine of bicyclist?"

MR. JOHN W. WILSON, the professional bicycler, formerly instructor of the Pope Manufacturing Company, can now be found with Mr. Henry Dobbins, jeweller, 6 Hanover street, where he will be pleased to see his friends.

A JOLLY OPENING. — By invitation of Mr. Charles R. Percival, who has recently opened bicycle and tricycle rooms at 96 Worcester street, Boston, about one hundred gentlemen, including representatives from the Boston, Massachusetts, Suffolk, Crescent, Harvard, Waltham, Providence, and other clubs, assembled on Saturday evening, the 13th inst., to dedicate his new rooms, to give him a welcome, and to accept his hospitality. A very merry time was had until a late hour. The various bicycles and tricycles were taken out for exercise on the fine streets near by. The rooms and their appointments, and the various assortment of machines and sundries with which they are supplied, were examined, and a substantial lunch, unlimited in quantity and excellent in quality, was served by the host and done justice to by the wheelmen and their friends present. A scrub race was indulged in on Columbus avenue afterwards, of which Capt. Taylor, Harvard Bi. C., was declared winner, though we were unable to ascertain the names of the judges or the starter, and the time was carried off by somebody else. There were one or two other competitions, among which were a bugle match between a well-known amateur rider and Detective Hanscom, won by both; and a pie race, in which the spare man of the Boston Bi. C., the solemn man of the Providence Bi. C., and the undertaker for the "Great Unattached" were competitors. We never saw a pie go so fast before. The only betting indulged in during the evening was on this latter event, by which the creditors of one of the L. A. W. officers may be gainers. Mr. Percival has certainly opened very convenient and attractive quarters. He has a good supply of the things necessary for wheelmen's convenience, and a good mechanic which he brought across from England with the requisite kit of tools, and it is to be hoped he will make a good success of his new enterprise. It is probable that the tricycle movement in Boston will take a leap now, and Mr. Percival will do well to continue his efforts to promote it.

MR. FRANK W. WESTON, secretary of the Boston Bi. C., was appointed Chief Consul of the United States of America at the October meeting of the council of the Bicycle Touring Club.

MR. FRED T. MERRILL, of San Francisco, and two of his pupils, Harry Chambers and Mr. McQuillian, entered an endurance contest on one evening in the last week in September, mounting their wheels at 10.25 P. M., and riding about the arena at Merrill's riding school; at 6.30 the following morning McQuillian's strength gave out and he took a dismount on his ear. Shortly after, Chambers abandoned the contest, leaving Merrill victor with the stakes, $20.00.

HENRY C. FINCKLER, of the San Francisco Bi. C., who won a two-mile race at Los Angeles, the other week, has lately returned from a trip through the southern part of California.

MR. HERMAN C. EGGERS, captain of the San Francisco Bi. C., it will be remembered, entered a three-day bicycle contest at the Pavilion in that city, in November, 1879, in which he accomplished a distance of 543⅜ miles, winning the championship and a sum of money. Bicycling had not then become a feature in the athletics of his city, and he had not given it the thought which he subsequently did; but on learning that this would make him a professional, he presented the money so won to charitable institutions, and secured the aid of the Olympic Club, through whose kind offices the matter was brought before the National Association of Amateur Athletes of America. This association has reinstated him in the amateur ranks, as we learn from the Pacific Life, but "take pains to state that it is the first and last petition they will grant under the circumstances."

Whatever may be said about the general policy of the N. A. A., as to reinstatement, the numerous friends of Mr. Eggers have, especially the wheelmen, found him so accomplished and agreeable a comrade, that they will be very much gratified by this removal of his disqualifications as an amateur.

MANUFACTURE

NOTES of the changes and novelties in manufacture have not been so full and frequent heretofore in these columns as may have been desired by many readers. Their scarcity has arisen, in most part, from the few things of the sort in our own country to write up, and in part from the slowness of those in the trade in posting the representatives of the BI. WORLD; yet it must be confessed that the "editor and manager" was too much overborne with details of work to devote himself, as much as he could have wished, to every department of information within his proposed field. Hereafter more space will be devoted to this department.

THE ENGLISH manufacturers are of course constantly introducing modifications of the bicycle and its accessories in the details of construction; and one may be interested in keeping run of them, if he be fortunate enough and have leisure enough to study them up in Sturmey's excellent "Handbook," once a year, or cull them out of the English bicycling papers, — either of which is, however, at hand with very few in this country. The English makers have shown quite notable indifference to the American market, and done almost nothing to create here a knowledge of and demand for their goods. It is not to be assumed that everything English is superior in excellence, however: and if they ignore the American market and channels of information, Americans are spared perplexity and disappointment with their trash. Yes, "trash" is the word, even for many things English. Of the small invoices of British wheel goods that are sought out and brought here, a considerable proportion is trash; and he who relies upon the value of "imported" articles because they are imported, will oftener than otherwise serve himself less wisely than he might have done with home manufacture. The items can be given to sustain this view, if desired.

IT IS NOT intended to disparage the few good things English that have really proved themselves so for American use. The "Excelsiors," of Bayliss, Thomas & Co., and the "Invincibles," of the Surrey Machinists Co., under their American names of "Harvard" and "Yale," have been made favorably known here by Cunningham & Co., as amongst the best made; and the same may be said of the "Challenges," of Singer & Co., introduced here by the Pope Manufacturing Co. But of these foreign matters, more anon.

AMONG the few American makers, McKee & Harrington struck out well last spring for a foremost place, and their "Union" has come to be pretty well known and appreciated as a good roadster. Their "Special Union," a lighter and more expensive machine, is a fine model for elegance of design, and promises to take its place among the best. They have enlarged their facilities by building a new factory, and made other preparations for what was expected to be a lively fall and winter activity. It is to be regretted on every account, for the interests of American production and supply, that a difference between them and the owners of the most important patents relating to bicycles, as to the amount of royalty to be paid, led them into a suit upon two of those patents, in which they are under injunction of the Circuit Court for the Southern District of New York, restraining them from making, using, or selling their Union bicycles during the pendency of that suit. How long this suspense may continue is of course not known by others than the parties to the suit; but it is understood that the defendants do not intend to abandon the field, but are going on with their preparations all the same. In the mean time they cease to advertise their machines, or agree to fill orders immediately. It is every way to be hoped that they will soon again be in full operation and have their hands full of orders.

L. A. W.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution. Applications for membership should be sent, accompanied by fees, — $1.00 for individuals, or 50c. each for clubs whose entire active membership joins, — to

ALBERT S. PARSONS,
Cor. Sec. L. A. W.,
Cambridgeport, Mass.

MILWAUKEE BI. C. — (All residents of Milwaukee, Wis.) A. A. Hathaway, 112 Mason street; Frank G. Stark, 460 Cass street; Angus S. Hibbard, with N. W. Telegraph Co.; Walter Hathaway, with N. W. Mut. Life Ins. Co.; Rob. B. Tweedy, 584 Marshall street; Charles I. Brigham, 525 Cass street; H. D. Nichols, with Marr & Richards; H. C. Reed, 84 Mason street; W. A. Hemphill, 82 Michigan street; A. Meinecke, Jr., with Meinecke & Co.; A. B. Lynde, with N. W. Mut. Life Ins. Co.; Sam. Ilsley, 572 Marshall street; Ed. Chapman, with Wm. P. McLaren & Co.; Will Mariner, 561 Lake avenue; Will Pirie, with N. W. Nat. Ins. Co.; Fred J. Pierce, with A. J. W. Pierce & Co.; A. J. Beaumont, with N. Pereles & Sons; H. C. Haskins, Treasurer Mil. Telephone Exchange; Arthur Lindsey, 711 Marshall street; H. O. Frank, with Otto A. Thiele.

UNATTACHED. — Willie C. Macklin, Frankfort, Ky.; David D. Grant, Franklin, Venango Co., Penn.

CONSULS have been appointed in Eastern Pennsylvania, for 1880–81, as follows: Philadelphia, A. G. Powell, 829 Willow street; West Philadelphia, H. A. Blakiston, 3905 Chestnut street, Philadelphia; Germantown, Warren H. Poley, Main street, Germantown; Chestnut Hill, C. Fred Cope; Susquehanna, T. A. Hayward; Wilkesbarre, E. W. Sturdevant; Johnstone, George W. Hamilton; Jenkintown, J. W. Griscowne; Forristown; Chester; Harrisburg; Lancaster; Bethlehem; Allentown; Reading; West Chester; Doylestown; Conshohocken; Pottsville; Phœnixville; Mauch Chunk, Scranton; Tamaqua; Bushkill; Easton: if any riders can give any information about bicyclers in these towns who would act as consuls, they will please notify Jo. Pennell, Germantown, Pa.

THE RULES OF THE LEAGUE are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present.

Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary.

AMATEUR BICYCLERS everywhere are cordially invited to join this organization.

Admission fee is $1.00 for individuals; 50c. each for members of clubs, *when the entire active membership joins.* No assessments.

Fees must accompany the application, and will be returned in case of rejection.

Make checks, drafts, or postal money orders payable to HUGH L. WILLOUGHBY, *Treas., Saratoga Springs, N. Y.*

Names of applicants should be written *very plainly* with first names in full, giving full address, and on *one side only* of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the undersigned (confidentially) if any professional or otherwise objectionable person applies.

APPLICATIONS, accompanied by the fees, as above, and other communications should be addressed to ALBERT S. PARSONS, *Cor. Sec. L. A. W., Cambridgeport, Mass.*

NOTICE TO MEMBERS. — The LEAGUE BADGES are nearly ready for delivery. They bid fair to be very elegant, and every member will doubtless desire one.

To secure one send full name and address and your league number to HUGH L. WILLOUGHBY, *Treas. L. A. W., No. 538 N. Broadway, Saratoga Springs, N. Y.*, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

HEADERS

Compensation: The bicycle hath very many small parts, but its meets are great!

It can't be denied that our gentle and buoyant one is sometimes furious, or has a "strange alacrity in sinking," especially with those who are just "difficultivating" his acquaintance. But never do you mind. If tossed from the horns of a fiery bicycle, be yourself as contrary, be a downright upstart, and get back to the front again like a veteran recruit; he sha n't do it again if *you* can help it.

What is it makes best bicycles so light?
Because they 're nickelled of a glossy white.

Bicycle men swarm at some of the seaside resorts. They are of various sizes and ages, but they all seem to feel that the most important part of them is inside their fearfully ugly shoes, and they lift them and set them down as if they were made of eggshell. — *Boston Transcript.*

Last dizzy thing in bicycling: —
Scene — Street; sidewalk crowded.
Approaching — Brave bicycler, rapidly.
BAD BOY (on sidewalk) — "Say! Dog-catcher's coming! Run up alley!"
(Laughter from crowd.)
BRAVE BICYCLER (aside) — "D-n-n-n- D-n-n-n-n."
(When it is mentioned that first B. B. is a G-rm-nt-n Club man, the application may be seen.)

It appears to me that the American word *'cycler* is more grammatically correct than 'cyclist: but every Englishman uses the latter word, and "I am an Englishman." Is there not a legal maxim that *communis error facit legem?* And if it is a common error, why should I facit? — *Bicycling News.*

Why is a bicycle *felloe* a dull companion? Because, besides being always tyred, his conversation is always limited to making rim-marks on the road. — "*Stone Horse.*"

The editor of this paper is in receipt of an anonymous postal card from Hartford, bearing the following: "Dear Sir — They rode boldly and well, but few were afraid." And later a similar Orphic message in the same script, to this effect: "Dear Sir — We kept silent, he and I." A liberal reward is offered for a photograph of the perpetrator.

Ours is really an unearthly walk as we tread the air upon the white skeleton scooters: but be not afraid, it is only we. Come and do likewise, men.

An "unattached" friend wishes to know whether Club-feet are developed on members, and would he be dismembered if unable to conform? He should inquire, privately, of the heads of clubs what other extremities are customary.

There is a young man in town who has lately invested in a bicycle. It is something a little new for him yet, and like a child with a new toy, he runs it a good share of the time. The other day he went out for a little run, starting quite early in the morning. He started in the direction of Windsor, and after reaching that place thought he would keep on. But the roads, bad when he started, began to grow worse, and before he got to Windsor Locks he was glad enough to carry his bicycle instead of trying to let that carry him. This enthusiastic young bicyclist was a sorry-looking fellow when he reached Windsor Locks. But the end of his troubles were not yet come. A big bulldog got his eye on him and his strange machine, and thinking, no doubt, that he was doing a charitable act, started after him pell mell. It was a race that would have put John Gilpin to the blush. On they went, — rider, bicycle, and dog, — faster and faster till the three came in contact with a big stone in the road, and all landed together in the centre of a mud-puddle. The dog was with difficulty persuaded that the machine and its rider were not dangerous, and then the bicyclist sadly went on his way. Added to his other trials, the young rider found that his bicycle was badly injured, and he was in such a muddy state that he must wait for the cover of darkness before returning to Hartford. It is n't safe for his friends to say Windsor Locks to him just at present, and he has n't been on his bicycle since his adventure. — *Hartford Sunday Globe.*

BICYCLES have to a certain extent taken the place of coaches; they frequent all our great main roads, and gladden the hearts of innkeepers, who look out for the tinkling bells which herald the advent of a "club" of wandering velocipedists, just as they anticipated of yore the gladsome tootling of the horn that bespoke the approach of the Enterprise, the Highflyer, or some other well-known conveyance of the old coaching days. — *London Telegraph.*

RATES AND TERMS

THE BICYCLING WORLD AND ARCHERY FIELD *is sent, postage prepaid, to any address throughout the world, for one year, on receipt of* $3.00, *or* 12 *shillings, or* 16 *francs, or any equivalent of* $3.00 *in current foreign money or exchange, always in advance.*

Our charges for advertising are at the rate of $2.00 *an inch, in column this width, inside pages, for one insertion. Continued and larger insertions taken at special rates, a schedule of which will be forwarded on request. Spaces on first page, double rates.*

All remittances should be by bank draft, registered letter, post-office money-order, or bill of exchange, directed to E. C. HODGES & CO., 40 WATER ST., BOSTON, MASS.

ADVERTISEMENTS

ORDERS FOR SUBSCRIPTION TO

'Cycling - - -	taken at	$1.00
The 'Cyclist - -	"	1.75
Le Sport Velocipedique	"	1.75
The Bicycling News	"	3.50
The Bicycling Times	"	3.50

and promptly forwarded by

E. C. HODGES & CO.,
40 Water Street - - BOSTON, MASS.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown* 4*to, printed on best paper and ably and tastefully edited,*

BY WALTER D. WELFORD,

Hon. Secretary of the Bicycle Touring Club.

Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS: — Post Free, 12 months, $1.00. Post-Office Orders to be made payable to

WALTER D. WELFORD,
66 Grey St., Newcastle-on-Tyne, England.
g.g.t.p

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

SEND $3.00 FOR A BOUND COPY OF THE "BICYCLING WORLD AND ARCHERY FIELD," VOLUME I. A FULL RECORD OF A BUSY YEAR.

JAS. NOTMAN,

Photographer,

STUDIO,

99 Boylston St. . . Opp. Public Garden.

Special attention given to taking PORTRAITS of Bicycles and groups of Bicycle meets.

TO ADVERTISERS.

GEO. P. ROWELL & CO.'S SELECT LIST OF LOCAL NEWSPAPERS.

An advertiser who spends upwards of $5,000 *a year, and who invested less than* $350 *of it in this List, writes: "Your Select Local List paid me better last year THAN ALL THE OTHER ADVERTISING DID."*

IT IS NOT A CO-OPERATIVE LIST.
IT IS NOT A CHEAP LIST.
IT IS AN HONEST LIST.

The catalogue states exactly what the papers are. When the name of a paper is printed in FULL-FACE TYPE it is in every instance the BEST. When printed in CAPITALS it is the only paper in the place. The list gives the population of every town and the circulation of every paper.

The rates charged for advertising are barely one fifth the publishers' schedule. The price for single States ranges from **$2** to **$80.** The price for one inch one month in the entire list is **$625.** The regular rates of the papers for the same space and time are **$2,980.14.** The list includes **952** newspapers, of which **187** are issued **DAILY** and **765 WEEKLY.** They are located in **788** different cities and towns, of which **26** are State Capitals, **363** places of over **5,000** population, and **468** County Seats. For copy of List and other information, address GEO. P. ROWELL & CO., 10 Spruce St., New York.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1880.

BY HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, **50** cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON, MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

"MISTER TOBIAS ISAIAS ELIAS,"

A ROLLICKING

BICYCLING SONG.

Words by S. CONANT FOSTER.
Music by HARRY N. SAWYER.

Price, 40 cents.

Address, **S. CONANT FOSTER,**
P. O. Box 1227, New York City.

Brentano's Monthly,

"THE GENTLEMAN'S MAGAZINE OF AMERICA."
Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.

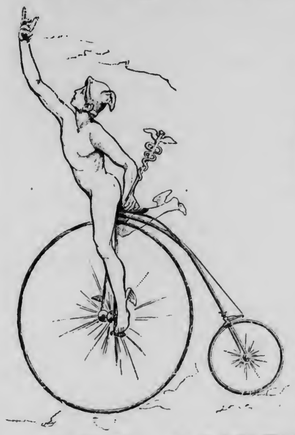
Send 10 cents for Sample Copy.

Brentano's Monthly and the Bicycling World, together, — $6.00 *a year.*

WILLIAM M. WRIGHT.

P. O. BOX 1227.

No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.



BICYCLES.

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. PRICE $1.50 PER PAIR.

THE WRIGHT STANDARD HOLDER. PRICE $1.50 PER PAIR.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM.

96 WORCESTER STREET, BOSTON.

AGENCY for all makes of ENGLISH AND AMERICAN BICYCLES.

BICYCLES AND TRICYCLES TO LET BY HOUR, DAY OR WEEK.

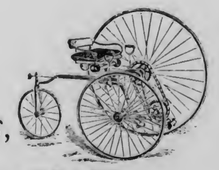
Good Stabling and Club Room, Repairing, etc.



CHAS. R. PERCIVAL,

IMPORTER OF

Bicycle and Tricycle Sundries,



BAGS, ALARMS, CYCLOMETERS, BUGLETS, SADDLES.

SOLE AGENT FOR

TYLER'S RUBBER HANDLES.

Open from 7 A. M. till 10 P. M., SUNDAYS INCLUDED.

Boys' and Children's Bicycles and Tricycles for Sale and to Let.

PROSPECTUS

FOR 1880-1.

THE BICYCLING WORLD was established one year ago as a fortnightly journal, devoted especially to the interests of bicycling, and generally to the interests of the manly and womanly recreative out-of-door arts not recognized as "sports." The *American Bicycling Journal* was purchased and merged in it.

IN THE ARCHERY FIELD they found no journal devoted especially to the interest of that ancient and noble art, but saw in it a next of kin to bicycling, and many assurances that an organ for it, a record and a voice of the movements, experiences, humors, and opinions relating to it, would be welcomed and supported by its devotees.

In their earnest endeavor to promote the best in each of these two fields, and to furnish each with a permanent, reliable, attractive, and frequent paper, the publishers united the two departments; and the cordial support and many encouragements they have received approve the wisdom of their action

THE BICYCLING WORLD AND ARCHERY FIELD enters upon its SECOND VOLUME as a WEEKLY. It will thus meet the wishes of its increasing circle of readers for more frequent and speedy dissemination of news. This change will also make it possible to expand the space given to some departments and to add new features. It will remain in the same editorial hands as in the past, the services of Mr. Charles E. Pratt as editor having been secured for the ensuing year, in such a way that he will be able to devote his time, energy, and enthusiasm more exclusively to editorial work. The able and brilliant contributors who have aided him heretofore will continue to assist him, while others will be secured. Some new features of interest are in contemplation by the publishers and editor, and will be added from time to time.

OUR READERS may see that they are to be gainers for the coming year in many respects. While we give them the paper twice as often, we have only advanced the subscription rate one fifth, making it $3.00 instead of $2.50. In returning them thanks for the support given in the past, we bespeak also their favors for the future.

OUR ADVERTISERS may be interested to know that the first twenty-six issues of the paper amounted to 78,500 copies, or an average of over 3,000 copies of each number, and that our average actual circulation since the beginning has been but three hundred less. With the issuing of it weekly, followed by other efforts on our part to make the paper more attractive and more widely known, we expect at least to double our circulation during the coming year.

COLUMBIA BICYCLE.

The special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional. The best value for the money attained in a bicycle.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in., from, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE MANUFACTURING CO.,

87 SUMMER ST. - BOSTON, MASS.

SOME OF THE ADVANTAGES of this paper for the future to all our patrons, subscribers, and advertisers, are the following: —

1. It is the only weekly paper devoted to Bicycling in America.
2. It is the official organ of the League of American Wheelmen
3. It is the special organ of the Archery Associations.
4. It contains more matter relating to either Bicycling or Archery than all the other papers of the country.
5. It gives stenographic, full, and official reports of all important meetings and events.
6. Its editorial and contributed departments are in such hands as to make their contents official or authoritative and reliable.
7. It is racy without being ridiculous, and conducted so as to elevate and render attractive the arts to which it is devoted.
8. It is tasteful and elegant in mechanical make-up, and is free from all objectionable contents for ladies and families.
9. It is responsibly and firmly established, and can and will fulfil all its promises and contracts.
10. It is entirely independent in tone and judgment, neither our editor nor our firm being in any way connected with the trade or manufacture of bicycles or archery goods.

With regular correspondents at home and abroad in the principal places, with friends and occasional correspondents in every club and in almost every town in the country, and with the experience gained heretofore, and greater space and resources for the future, we shall endeavor to make THE BICYCLING WORLD AND ARCHERY FIELD, VOLUME II., not only the best paper of its kind extant, but a satisfactory visitor, constantly improving; and we appeal to all our friends for a continuance of their generous aid.

E. C. HODGES & CO.,
Publishers.

BOSTON, November, 1880.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling & Archery Field World

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 3.

CHARLES E. PRATT, Editor. E. C. HODGES & CO., Publishers. | BOSTON, 26 NOVEMBER, 1880. | Entered at the Post Office as second-class mail matter.

VOL. II] **CONTENTS** [No. 3

Currente Calamo	33
Song of the Night-Rider	34
Editorial — BICYCLING WORLD	35
Bicycling at the Colleges	35
Concerning Costumes	35
An Index of Places	36
Excursions — Through Long Island	37
Through Central Kentucky	38
Lynn and out of It	39
Wheel Club Doings	39
The Boston-Massachusetts Headquarters	39
Personal — A Gift Acknowledged	40
Editorial — Archery Field	41
Winter Archery	41
Chieftain's Badge Fund	41
Comment and Suggestion	41
Rawhide and So Forth	41
Archery Clubs — Ascham Archers	42
Winter Practice — Highest Scores	42
Drift and Wag	42
Manufacture	43
Correspondence. — Paragraphs	43
Charleston, W. Va. — Lancaster, Pa.	43
Pottsville, Pa. — Knoxville, Tenn.	44
New York News and Nonsense	44
L. A. W. — Applications. — Notice	45
Headers	45

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

BICYCLING WORLD & ARCHERY FIELD.

Volume I. November, 1879 — October, 1880.

Well bound. Full Index. Valuable for Reference. 442 Entertaining and Instructive pages.

Sent by mail, postpaid.....$3.00.
By express, C. O. D. ....$2.75.

E. C. HODGES & CO.,
40 WATER STREET - - BOSTON, MASS.

THEORY & PRACTICE OF ARCHERY.
BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.
E. C. HODGES & CO.,
40 Water Street, Boston,

CURRENTE CALAMO

MANY thanks for your friendly words.

THE wheelman does not go out without rubbers.

A NEW way of making it pay to be secretary: you can send business advertisements along with club notices.

THE editor of the New York *Herald* thought well last fall, when he wrote anent bicycling, "The growth of interest in this delightful and healthful amusement is gratifying, as it tends to keep our young men out of doors."

THE Bossachusetts Bi. C. is what they were called for short, the other night.

"WHAT is this curious product of today, the American girl or woman?" asks a contributor in December *Atlantic*. We don't dare to answer.

CONSIDERING how smoothly and noiselessly the bicycles roll along, all because of rubber tires, the idea suggests itself that they might be applied to buggies and other light vehicles, and even to hacks, with no small advantage. The saving in wear and tear of vehicles would be great, but the saving in "racket," and in the wear and tear of human nerves, would be greater. Doubtless there are millions for somebody in this suggestion, but there is no charge.—*Boston Transcript*.

A COMPANY of men on bicycles, with hub lights, led and formed an interesting part of the great torchlight and illumination parade at Orange, N. J., on 25 October. It probably helped to elect Garfield.

FACT — That the Pitcher is beautiful.

That it was the best kept surprise of the season.

That the L. A. W. badge is unique.

That Secretary Parsons says so.

That Jo. Pennell put on the handle-bar.

That thereby hangs a — wheel.

That some wheel clubs have headquarters.

That these enjoy most, in the winter.

That Secretary Weston has a fine costume.

That Goy's cut don't make him handsome.

That the Providence Bi. C. has a good time.

That so does the Worcester Bi. C.

That they are both good entertainers.

That the Crescent is a well-drilled club.

That an editor has something to do.

That he has to be on time with it.

That his paper pleases others better than it pleases him.

That Christmas is coming.

That the best gift for a boy is a bicycle.

That the best present for a young lady is a bow and a few arrows.

That the next best gift to either is a subscription to the BICYCLING WORLD AND ARCHERY FIELD.

THE "contents" of our last issue were a trifle abridged, — unintentionally.

THE "Blue Grass" region of Kentucky has magnificent turnpikes.

A CLASSICIST hands in this: "To any young bicycle club in want of a motto the following are submitted, being mostly very slight alterations of classical quotations: *Rota non furor brevis est. Super hominum capita molliter ambulans. Spernit humum fugiente rotâ. Dum vivimus volvamus.* And *In currente rotâ qui sedet prevolat terram.*

A RURAL rider offers a caution: "Cyclers who are not partial to a hurried dismount over the handles would do well to keep a sharp lookout for loose stones among the dried leaves with which our woodland drives are now so thickly covered."

THE other day, in Brooklyn, a boy was riding a bicycle. It frightened a pair of horses before a carriage, they ran away and collided with an equestrian party, knocking down a horse ridden by a young lady, and she was killed. Where should the remedy be applied? Should not boys be permitted to ride on bicycles? Should not horses that will become frightened at so slight a thing, and run away, be prohibited? Should not coachmen who cannot manage their teams be abolished? Should not equestrianism by ladies in

crowded localities be discouraged? Or where should the blame be located? We despair of any coroner's jury arriving at a correct conclusion.—*Spirit of the Times.*

SONG OF THE NIGHT-RIDER.

I LOVE to ride, at fall of night,
By tangled brake and winding lane,
Away from busy cities' sight,—
From souls so dull and tongues profane,
To where the leafy, whisp'ring trees
Salute the progress of my wheel;
Where balmy odors lade the breeze,
And mystic shadows by me steal.

Oh, there are joys divine and sweet
When trundling 'neath the noonday sun;
But oh for those when all his heat
Has vanished, and his race is run!
How soon we skim away from town
When earth in twilight robe is drest;
When fields and flowers are tinted brown,
And Sol is dying in the west!

O Pleasure, in thy rarest mood,
No greater charm hast thou revealed,
To those who thee so oft have wooed
For such delights thou keep'st concealed,
Than for the jaded, town-tied slave
To mount his trusty, glitt'ring steed,
And haste to where the green trees wave,
And heavy hearts feel gay and freed!

Flitting by noiseless, rural spots,
Ah! who shall talk of sorrow then?
And who 'll rake up all life's dark blots
That lie within the cynic's ken?
Uplifted voices greet the air;
The dark'ning welkin gayly rings;
Our shouts the feathered songster scare,
For heard we not their flutt'ring wings?

So when the darkness reigns around,
When countless stars light up the sky
And glowing lamps illume the ground,
To distant homesteads then we hie.
What though we sight the frowning hill?
'T is quickly reached and lightly conned,—
And then we rush, not pausing till
The summit 's gained for homes beyond.

Then praise your mid-day riding: say
'T is simply blissful as could be;
But give me, sirs, the fall of day,
A trusty steed, and good countree.
Oh! then grim Sorrow I defy,
Nor show of care not e'en a sign:
For who 's so blithe and gay as I
When riding off at day's decline?

Tommy B., in Bicycling News.

ADVERTISEMENTS

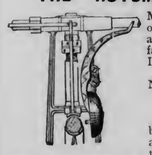
LYRA BICYCLICA:
Forty Poets on the Wheel.
By J. G. DALTON.
Sent by mail, postpaid, for **60** cents.
Address, HALL & WHITING,
32 Bromfield St., Boston, Mass.
N. B. Trade supplied at usual discount.

SECOND-HAND BICYCLES,
ALL SIZES.
SEND STAMP FOR PRICE-LIST AND DESCRIPTION.
PRICES LOW.
COLUMBIA BICYCLE AGENCY,
PITTSBURG, PA.

I have a few of **BICYCLES** my very nice **BICYCLES**
for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.
A. J. PHILBRICK,
136 Bridge Street - - Salem, Mass.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
Sole Proprietors of the Famous
HARVARD ROADSTER.
Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.
SEND THREE-CENT STAMP FOR CATALOGUE.
HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES.
These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from us or our authorized agents.

FINE CLOTHING
Gentlemen are respectfully invited to examine our
CHOICE STOCK
—OF—
FOREIGN & DOMESTIC
WOOLLENS,
FOR FIRST-CLASS WORK,
As this stock cannot be surpassed, and will be made at reasonable prices.
JOHN G. CALROW,
378 Washington St., cor. Franklin St.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE: OUT OF THE WAY; NOT EASILY BROKEN: HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.
HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."
A few copies at BICYCLING WORLD office.
Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,
By CHARLES E. PRATT.
New and Enlarged Edition for 1880.
276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.
THE TRADE SUPPLIED AT WHOLESALE RATES.
FOR SALE BY E. C. HODGES & CO.

TO BE HAD,
Sent, postpaid, to any address,
THE VELOCIPEDE: Its History, etc., @ . . $0.30
STURMEY'S "INDISPENSABLE," @ . . $0.50
THE AMERICAN BICYCLER (2d edition), @ . $0.60
LYRA BICYCLICA, @ $0.60
THE AMERICAN BICYCLING JOURNAL (bound), @ $4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @. . . . $3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @ $1.50
The Trade Supplied at Wholesale Rates.
Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE.
ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.
E. C. HODGES & CO.,
40 Water Street, Boston, Mass.

THE AMERICAN BICYCLING JOURNAL.
Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of **Price, $4.00 a Copy, postpaid.**
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 26 NOVEMBER, 1880.

BICYCLING AT THE COLLEGES.—There can be no question in the first place that the bicycle is best adapted of all things for recreative exercise by students. Laboring with brain and nerve, and not with muscle, confined within doors much of the time, young and active and restless as most students are, the bicycle is just the thing they need for a diversion. It stands ready to hand for any half-hour or half-day; the roads are open and free for its use; it takes one into the open air and sunshine, away into rural scenes and natural attractions; it expands the lungs, develops the muscles and organs of the body in every direction, gives the blood a circulation away from the head and lungs, and develops other faculties of judgment and action to a degree that no other sport offers. As a branch of college athletics, it is gentlemanly and elegant, and one that excites great interest. The inter-university races in England, held year after year with increasing success, afford good examples for illustration.

In this country, Harvard College was the first to find among its students any considerable number of wheelmen, and to have its club, which had already last year reached a number greater than ninety in its membership, and which had developed some good races and much activity. At Yale, although no college club has been separately organized, there are a goodly number of riders among the students, of whom many are members of the New Haven Bi. C. Columbia College has its club, ranking next to Harvard's in size and activity, and a fine record of accomplishments. Princeton College has its club, and so has Amherst, the University of Michigan, the Massachusetts Agricultural College, the Pennsylvania Military Academy, and maybe one or two others by this time: while in the University of Pennsylvania, at Dartmouth, at Bowdoin, at Williams, at Brown University, at the University of Virginia, at Rochester University, and several of the other colleges, there are already devoted wheelmen, composing part of the active membership of other clubs, or else forming nuclei of future college clubs. It is also worthy of remark that at Exeter Academy, and several of the other classical and fitting schools, the students are already taking to themselves the wheel. It is therefore quite likely that with the hold that it has already taken among colleges, and the facilities which most of them afford for acquiring the skilful use of the wheel, the next season will see a very marked increase in the number and activity of college clubs and college competitions. It is true that excursioning and touring, convenience riding for business and calls and pleasure, and the pursuit of recreative exercises, are the principal uses of the wheel: but racing is one of the most attractive of its uses, and one of the most productive of outside and general interest. Why should there not be inter-collegiate contests here? Boating and foot-ball, and the other games, are very well and very successfully established, but neither of them exceeds in attractiveness, either for the students of our colleges or their many friends, the results that might be obtained by inter-collegiate or inter-class competitions on wheel. Why do not the wheelmen at our colleges promote this? Why do not those at the colleges where there are no clubs promote not only this general object, but the local interest, by encouraging the formation of other college clubs? If we have omitted, in this cursory review, to mention any college club, or to allude properly to other colleges where there are wheelmen, we shall be happy to receive such communications as will place us in a position to do better justice hereafter. Like the juveniles in "Helen's Babies," though in a larger and better sense, we want to see wheels go round.

CONCERNING COSTUMES, as concerning other matters largely of taste, there is great diversity of opinion and of preference; but as the question of costume or uniform arises once at least in the history of every bicycle club, and generally about once every year in each, it is a matter for some general comment.

In the first place, by the general reader it might be asked why this question of costume must be agitated for wheelmen; is n't a citizen's costume well enough? Why not ride in one's ordinary business suit on the wheel? Why not let every man choose his own dress? To which it is to be answered, that citizen's dress is well enough for the most part, and that it is well enough worn on the wheel, and many riders never wear any other. But when you go riding horseback, for instance, or rowing, or into a gymnasium, or yachting, you do not wear your business suit, probably, for three reasons: first, that all these occupations or diversions involve wear of dress, and some of them involve risk of destruction, and it is less expensive and more satisfactory in the end to have a separate dress for these pursuits on that account; second, that in all these diversions, involving positive exercise and some exposure, there is some demand for variation from the ordinary costume for comfort; and third, the homely old saying, that one must dress according to his work, comes in play. It looks better and causes less comment to see those engaged in the same thing dressed substantially alike. The ordinary citizen's dress is generally found too warm for long riding in warm weather. It does not allow sufficient freedom of muscular action sometimes: and the long pantaloons, which are an abomination in any walk of life, are in the way. A silk hat, for instance, or a felt hat, warmly and heavily constructed, and with no ventilation, is uncomfortable to ride in: hence it is that wheelmen soon fall into the necessary habit of wearing a different costume when on wheel from what they and others do when off of it, and not because they like to rig themselves up, or make themselves conspicuous.

In reference to selecting a suitable costume to be adopted as a uniform by a bicycle club, there are some points which may be stated with some degree of positiveness; as for instance, that the material selected should be durable and strong, but not heavy. It is often suggested that it should be of a color which would not show dust; though we think this is a point of no account, since any suit will look dirty when it is dirty, and ought

to, unless it is dirt color, and that is n't agreeable to the eye. Another point of more pertinence is that woollen is preferable to cotton, because it does not hold the moisture of perspiration, or the rain or dew, as cotton does; and it is cooler on the one hand because it allows circulation of air through it, and it is warmer on the other hand, as it is a better protection against sudden changes in temperature than cotton. The next important point in respect to a costume is its cut. As material is selected for comfort, so comfort should guide the cut to a large extent. Knee-breeches or knickerbockers, snug-fitting, with a preference for the former, buttoned pretty well below the knee, have come to be the best things for that part of the suit, by the teaching of experience: of course long stockings below them, which should either be of woollen or of silk, and as the latter is rather expensive the former still prevails. As to the feet, all things considered, the low shoe is the best, since the legging, though often convenient to confine the abominable part of long pantaloons when these are worn, have been latterly discarded from most club suits as being neither so neat nor so comfortable as stockings. The shoes should be constructed, first for comfort, and second for neatness; a well-fitting shoe with fair thickness of sole is of course sufficient. In this part of apparel, material may be chosen for looks or comfort, or a combination of both: leather looking better whether it be black or brown, and buckles looking better than lacings: or if high boots be worn, elastic sides looking better than buttons. A canvas or cloth shoe, if properly made, is more comfortable, and prevents dampness of the feet from perspiration. For very warm weather a flannel shirt, which is either white or of uniform color with the rest of the suit, is most comfortable, and a little style may be put into it by way of lacing, or substitution of a binding, and a white collar in place of a turn-down collar. But in most weathers and with most men a coat is desirable, and makes one look better dressed: and in this there is opportunity for great diversity. A short coat of some kind is desirable, the preference being given to either a jacket or a sack. A jacket is a little closer and neater fitting, and if made to button or hook well up and down the front, may be worn over one's merino, and without a shirt: when the flannel shirt may be donned at the end of the run as a suitable addition to the dress for warmth, and is more satisfactorily carried on the run than the coat. Of course the standing collar or turn-down collar is mostly a matter of taste: so is the question of braid or other ornamentation: but not so the pockets. There should be at least four pockets in every wheelman's coat: and if he goes on runs very much, and especially on excursions, he will have plenty of things to carry in them. As to head-dress, there is nothing so comfortable and satisfactory to the rider himself as a felt helmet, projecting before and after, and with a ventilated sweat. However, the cap is the prevalent article in this country and abroad, though the helmet has obtained in England to a considerable extent. The miserable patch or rudiment of a cap, called a pill-box or a polo cap, is very taking with boys and young men who want to look nobby. It does not protect the eyes, it is not ventilated, it does not save the neck from the heat or the nose from a burn, and it makes a man look like a monkey. It is easily taken off and put in the pocket, and it looks best worn that way. The fore-and-after cap is a good substitute, and the lopped-down cloth cap or other construction with a visor is also quite satisfactorily worn, and looks better made of the same material as the rest, or its trimming. As to trimming, that also is a matter of taste, but a majority voice would probably be that trimming better be left to the ladies and the brass bands. The next point to be adverted to is the color. Blue, gray, brown, and green are undoubtedly the favorite colors and the best colors. Black is rather warm and sombre, while red, though a cool color, is too showy: and the same might be said of yellow, with the disadvantage that like white, it does not hold its looks. While a wheelman's suit should be chosen as to material, cut, and color for comfort, and for uniformity and appropriate good looks with his comrades, it should also be made not entirely obtrusive or conspicuous. What looks quite passable on a company run may also look out of place when walking on the street or riding alone. A quiet, plain dress, of uniform color throughout, is more desirable in this aspect than either a much-trimmed, a bright-colored, or a variegated suit.

It may be observed that the foregoing are very general and obvious suggestions in regard to costumes: but they need to be borne in mind and reflected upon a little, as any one will say who has seen large numbers of wheelmen together, as at Newport or Worcester. And we have one other observation to make, which has had less attention: that is, that the little things about apparel make the greatest difference. It has been said that a man with a clean shirt, a new hat, and well-blacked boots always looks well dressed. So it is true that the club which pays attention to uniformity of details in costume will look well uniformed. It is not enough that the suit should be of the same color and cut, the hats the same, and the stockings the same: but the shoes should be alike in color and cut, the matter of gloves or no gloves should be the same, and when gloves are worn there should be uniformity in them, as there should also be in the matter of neckties, collars, buttons, and all those little parts of dress which add so much to the general effect. Clubs and committees charged with the difficult duty of preparing a uniform will do well to bear this in mind, and will find little additional difficulty in securing uniformity in details of a costume over that of inducing the adoption of the general features. Some more specific remarks upon costume may be indulged in hereafter.

AN INDEX OF PLACES.

Editor of Bicycling World: — As the next issue of your paper will complete the first annual volume, I write to express the hope that (in addition to the customary title-page and contents-table or index of titles, which I assume you intend to supply for the benefit of those who wish to send the volume to the binder) you will cause to be prepared a special "local index," or alphabetical list of places, similar in plan to the list of family names which the genealogical quarterlies print at the close of each volume.

The clerk employed to compile this "local index" should be instructed to read everything in the volume from the first page of No. 1 to the last page of No. 26, and to transcribe the name of every city and town which meets his eye, together with the number of the page where it appears. "Simply this and nothing more." The names should then be arranged alphabetically, and the index of places will be ready for the printer. A second special list of roads, lanes, streets, and avenues would be an additional convenience.

Such an index, the compilation of which is a purely mechanical task, would increase by tenfold the value of the volume. Supposing a wheelman is planning to take a tour: he turns to the index and then looks up the references to the places which he thinks of visiting. One reference may prove to be a list of the local club, another may show that there are no riders in that particular town, a third may describe an excellent road, still another may warn him of bad roads to be avoided; and so on.

In the general index of the volume it would, of course, be well to give, under the general title of "Tours and Excursions," an alphabetical list of the rides and roads which have been described in full. But these descriptions comprise only a small part of the "local information" interesting to tourists which has really appeared in the volume, scattered among personal and editorial paragraphs, club letters, and the like. The possible objection that the plan implies many needless repetitions, I would offset by the certain objection that if any discretion were allowed the compiler in respect to avoiding repetitions, the compiler would have to be an expert, or else the index would surely be incomplete.

The paper is chiefly interesting and valuable to me for the information I get from it as to the best localities for riding: and I try to repay those who supply this information by preparing reports of such previously undescribed roads as I chance to make trial of. A "local index" such as I have described would be a great encouragement and incentive to all your readers to prepare "road reports" for the paper, inasmuch as it would assure them that their work would have a permanent value. Assuming that the time and trouble required in preparing such a letter is now rewarded by the belief that ten or a dozen riders may profit by the description, the existence of the index would make the reward ten times as great, because it would presumably render the description available to ten times as many riders.

When two or three volumes of the BICYCLING WORLD have been thus indexed, the compilation of a respectable "American Road Book," or "Route Guide for Wheelmen," will be a matter of comparatively little difficulty. In conclusion, let me say, in regard to the matter of a general alphabetical index, that a compiler who inserts under the first letter of the alphabet a title beginning with the word "A" or "An," or who inserts under "T" a title beginning with the word "The," deserves the treatment ordered by General Dix for the man who "attempts to haul down the American flag."

KOL KRON.

WASHINGTON SQUARE, N. Y., 16 October, 1880.

[Our valued contributor makes good suggestions. This communication was received while our index to Volume I. was in preparation; and we put the "place index" in the hands of a clerk to carry out. A little progress on it showed us that unless some discrimination was used, our index would reach somewhere near the proportions of a United States gazetteer; and we concluded to defer the preparation of that part of it to a future time. ED.]

TOURS AND EXCURSIONS

THROUGH LONG ISLAND.

As fate compelled me to be in New London, Conn., on 7 July, I thought I might as well take my wheel along with me on the boat, cross with it to Greenport by next morning's steamer, and thence drive home again through Long Island, over the roads which a resident wheelman whom I met at the Newport convention had assured me were good ones.

In New London itself I found very fair riding, the favorite route leading from the centre (where stand the city hall and post-office) easterly through State street, and southerly through Bank street for nearly three fourths of a mile, then east and south along the shore road to the Pequot Hotel, nearly two miles, and to the light-house, a half-mile beyond. The whole distance may be made without dismount in either direction, and the two miles or so of shore road, being composed of powdered oyster shells, is as pleasant a place for a short spin as one need wish for. I was told that a half-dozen or more local wheelmen make daily use of it.

From Greenport one may ride towards the south and west to the hotel in Mattatuck, twelve miles, without dismount, though a stop is apt to be caused by the sand of a short hill, about two miles before reaching there. At a little ways below the hotel in Southold, five and a half miles from Greenport, the road divides, but the two branches soon join again, and the right-hand one should be taken rather than the road going straight up the hill. In front of the hotel at Mattatuck a turn is made to the left, and sandy stretches of road are soon met with. The hotel in Riverhead is nine and a half miles farther on, and it took me nearly two hours to cover the distance, though there were no very long walks required.

On the following morning I went by train to Yaphank, perhaps a dozen miles beyond, for I was told that deep sand prevailed for about that distance. Mounting there at nine o'clock, I rode across the plain in a southerly direction for rather more than two miles, then turned to the right just beyond a hotel, and went through Brookhaven to Bellport (four miles), to Patchogue (three miles), to Sayville (four miles and a half), where an hour's stop was made for dinner. For the next nine miles, ending at the bridge in Islip, the sidewalk was generally adhered to; also for another mile, ending at Bayside post-office. Four and a half miles beyond is the hotel in Babylon, the largest town met with on that day. Amityville, the next place, is about five miles away, though I rode more than six to reach it, by reason of a detour along a meadow road to the water side, in order to take a swim. Distance from Yaphank by the cyclometer, thirty-four and a half miles.

Had I designed to go directly to New York, I should probably have started for South Oyster Bay and Hempstead on the morning of the 10th, after my all-night's struggle with the flies and mosquitoes of the Amityville Hotel. Instead of this I turned northward and rode to Farmingdale, five miles: Pine Grove Hotel, two miles and a half: Woodbury railroad station, five miles and a third; and Cold Spring Harbor, three miles. I really travelled nearly twenty miles that hot Saturday morning, however, for I was obliged to return to Farmingdale from a point about two miles beyond, in pursuit of my pocket-book, which I had carelessly laid down on the counter of a youthful "dealer in fruit and root beer." I found that he had closed his shop and harnessed up a horse wherewith to pursue me and restore the property; but he not only declined to accept any reward for his trouble in doing this, but actually refused to let me pay for the beer which I drank to satisfy the thirst aroused by my rapid return.

From the hotel in Cold Spring Harbor one may ride southward a mile to the Episcopal church, and then he must walk up hill nearly as far. About two miles farther on he crosses the railroad track at Syosset station, three quarters of a mile beyond which is the "Jerico turnpike," and this must be taken to the right. Some very smooth stretches of road are to be found in the two and a half miles ending here, and the similar distance intervening between here and the hotel in Jericho is nearly all ridable.

From Jericho to Jamaica the turnpike is excellent, and no stop is necessary unless caused by the sand near the top of a double hill, five miles from the start, though the cobble-stones in front of the toll-gates need careful attention. My cyclometer made the whole distance fifteen miles, though when I returned over the same track, on the last day of the month, it registered only thirteen and a half. (On this second occasion I dismounted only once — at the solitary brick house which shelters a beer saloon near the railway crossing in Minneola, six miles from Jericho. The road here is hard and level, but I wanted something to drink.) A plank road begins at the East Jamaica Hotel, and extends a mile and a half to the village proper, though the unplanked track beside it is generally preferable. Passage through the village can best be made on the right-hand sidewalk for a mile and a quarter to the Hoffman Boulevard, which branches to the right and leads to the centre of Newtown, six miles away. I presume I walked about a quarter of this distance, because of sand and hills, for I was an hour in doing it. Then came about two miles of riding towards Hunter's Point, over rather rough macadam, and up the hardest hill I ever yet climbed on a wheel. After this another mile of poor riding on dirt sidewalks brought me to the Queens County court-house, and another mile over the flagged walks, with dismounts at about every cross street, brought me to the ferry at Hunter's Point, my journey's end. The cyclometer's record for the day was 34¾ miles, which included a mile's detour. Whole distance recorded between Greenport and New York, 131 miles, including 22 miles in the neighborhood of Cold Spring.

The roads of Long Island, as above described, average considerably better than those between New York, New Haven, Springfield, and Boston. The worst impediment of the whole journey was a half-mile stretch of sand near Woodbury station. Except in this case, I do not think I walked for as much as a quarter-mile at a time in the 120 miles registered between Greenport and Jamaica. The Woodbury sand, moreover, would be avoided by a rider who went direct from Farmingdale to the Jericho turnpike, and perhaps the other route from Amityville to Hempstead might be found even more attractive.

Being rather dissatisfied with the route from Jamaica to New York by way of Newtown, which required me to spend two hours in doing hardly more than eight miles, I thought I would return to Jamaica by way of Brooklyn. This proved to be a jump from the frying-pan into the fire, however. All is plain sailing, of course, from Wall street ferry to the end of the macadamized boule-

vard, a couple of miles beyond Prospect Park; but the seven miles intervening between there and the point in Jamaica where the Hoffman Boulevard branches off towards Newtown, are much worse than the eight miles which I wished to avoid. I was three hours on the way instead of two, and I found in turn bad sidewalks, abundant sand, deep ruts, and a "plank road," — so called because made of a sort of rude macadam which was hardly smoother than a pavement of cobble stones.

From Cold Spring Harbor a pleasant five-mile ride may be taken to Columbia Grove Hotel on Lloyd's Neck, though a short walk will be needed just before reaching the hotel. Beyond this the shaded road through the grove is smooth for at least a mile, and perhaps for two miles or more. Returning, a good road leads to Huntington and thence back to Cold Spring, the last three miles being down-grade and requiring no dismount. From Huntington I went to Centreport and Northport, five miles, but I cannot say much in praise of the roads.

Returning from Cold Spring to New York on 3 August, I determined for variety's sake to explore the north-side road, though knowing perfectly well that it would not be found equal to the Jericho turnpike. The path chosen led through Oyster Bay, four miles; Norwich, two and a quarter miles; Roslyn, six and a half miles; hotel on hill at Manhassett, three miles; macadam at Little Neck, two and a half miles. I was seven hours in reaching this point, including stops of two hours, for a good deal of walking had to be done, up hill and through sand, even before a heavy rain drenched me through and put the roads at their worst. For six miles, however, through Flushing and to Harry Hill's hotel about a mile beyond the bridge, the macadam was almost perfect and was little injured by the storm, save where the sand had washed over it. I made the distance without dismount, and was favored with a continuous shower bath all the while, — three quarters of an hour. From Harry Hill's to Astoria ferry — a distance of three miles, which I increased by an unlucky detour to four — I stolidly shoved my "bath tub" through the deep mud, and made no attempt to ride until the flagged sidewalks were reached. I should judge that the road-bed even when dry would be barely ridable, though it might be reached by a cross-cut from the excellent track which skirts the shore for a mile or so above Astoria. Length of day's journey, 28 miles.

The tour of Long Island I think can be safely recommended as a pleasant one for the wheelman, though he had best ride in the cars between New York and Jamaica, as well as between Yaphank and Riverhead. If he does this, he may easily get over the remaining 90 miles in two days; and of course an expert may readily do it in one. Probably the best single stretches on the island are those from Jamaica to Jericho, fifteen miles; from Mattatuck to Greenport, twelve miles; and from Flushing to Little Neck, six miles. The latter case of unusually smooth macadam seems to be the only exception to the rule that the north-side roads are more hilly, sandy, and unattractive than those of the centre and south side.

KOL KRON.

WASHINGTON SQUARE, N. Y., 5 August, 1880.

THROUGH CENTRAL KENTUCKY.

MR. R. S. ALLEN and the writer being in possession of two fifty-inch "Standards," we decided to test their practicability, as well as the enduring powers of our muscles, by going to Crab Orchard Springs, in the southern part of the State, on our bicycles. We left the Kentucky Military Institute at 9.30 A. M., on 21 July. The weather was cool for the season, and the pike in very fair condition as regards surface, but was very hilly. Many and strange were the remarks of the natives, both black and white, as we passed along. Our steeds being noiseless, we could hear most of the remarks as we went along. A black couple were coming toward us in a big wagon, when I heard the old woman cry out, "Laws a massa! look a yonder! what 's ye call dat ar thing anyway?" "Dats a '*lospede*, gal," her companion said, as if he knew all about it. "Well, fo' de Lord, I thought my time was come sure enough," and the old woman passed on with hands uplifted in wonder. The next thing we knew we heard some one yelling as if the house was on fire, for his "mammie, Jimmie, all of you come out here quick, and see them things on a big wheel." "Ain't they a flyin'! You would n't catch *me* up on one of them things — I 'd break my neck, sure"; and so it would continue till we were out of hearing.

No accident occurred until we arrived at a small village called Salvisa, after having passed through Alton and Lawrenceburg. A horse became frightened while we were going down hill, and as I was more interested in the horse than my road, I took a "header on my feet," and caught the backbone as it came up behind me. I afterwards remarked to one of the natives, in a jocular tone, "That is not the regular way of getting down." "No," said he, "you just got down in front of it to keep from scaring the horse." I did not explain.

Every few minutes when we would be passing some one, they would want us to "light out and do your best, and le 's see how fast you can go," as if we could keep up a racing speed all day.

By 2.30 we reached Harrodsburg, 28 miles from our starting-point. We had very good appetites, especially my companion, who, in the hurry of getting ready, had forgotten his breakfast, having overslept himself, and we stopped at the first place we could get a dinner, which was a restaurant. It was not more than large enough to get ourselves and bicycles in: but a hungry man will put up with anything until he has satisfied his cravings, and then he can growl afterwards, as we did. When we went to settle for the bill they charged us twenty-five cents apiece for dinner and *forty cents for dessert* in the shape of ice cream! We gently reminded them that dessert usually accompanied a dinner, and that forty cents was rather high for ice cream; but they said ice cost them two cents and a half a pound, and they had to make a living.

We rode on about a mile farther and stopped to see a friend, intending to go on ten miles farther; but he would not hear of it, so we put up our steeds for the night. We started early next morning and rode to Danville, ten miles, for breakfast, making the distance in one hour and ten minutes, our best time for over three miles while we were out. We can recommend our host, Gilcher, to any stray bicycler or other kind of traveller that wants a good square meal on reasonable terms, dessert thrown in this time. After replenishing the inner man, we started for Stanford, ten miles distant. Part of the road was miserable, or worse, but about three miles of it was the finest we had struck; it consisted of gravel well beaten down, and we fairly flew over it. But we paid up for all of it in riding over the ten miles between Stanford and Crab Orchard Springs. If we had one mile of decent road I don't know it. It was like a corduroy road with the depressions *partially* filled in with broken rock about the size of the egg of commerce. We reached our destination at 11 A. M., making thirty miles we had ridden that day. We went into camp with some of our soldier friends, members of the State Guard, who were in encampment at the Springs for a week. If any one wants to go to Crab Orchard Springs, I advise him not to go on a bicycle. Hoping to avoid the bad road we had come in on, we took another route, via Lancaster, twelve miles distant; the road was worse if anything, and we had our tires pretty badly cut by the rocks. You may have some idea of the road when I say it took us two hours and fifteen minutes to make the twelve miles. We got such a nice breakfast when we did get there that we forget our mishaps, and were soon ready for the road again.

Learning that our intended road to Richmond was not very good, we changed our plans and started for Danville, on a road that was said to be very fine "the last time he was over it." It started out splendidly, — fine, compact gravel; but we had hardly gone two miles when we found they had just been putting on fresh gravel. We found, furthermore, that the road was very hilly, one descent being so steep that the brake and back-pedalling together barely kept the wheels from running away with us. It was on this road that two humans about the size, shape, and color of the ace of clubs ran into the house and told their "missus" two men were coming down the road on wooden horses. We stopped to get a drink, and the old lady brought us some apples as well. In fact, all along the road we were treated with the utmost hospitality. We arrived at Danville at 10 A. M. and put up with mine host Gilcher once more, and lay over until the cool of the evening. Leaving there at 6 P. M., we were accompanied part of the way by Mr. McKee on a fifty-two inch Standard. He was very pleasant company, if he did take two or three headers and help us get a fall.

Arriving at Harrodsburg once more, we stayed with our friend Dr. Williams, president of Daughters College; we were thankful it was vacation, for we did not care to face fifty or sixty girls in the plight we were then in. Leaving Harrodsburg at 8 A. M., we arrived home without further incident at 12.30, making a trip of 118 miles without an accident.

CAPT. C. W. FOWLER.

LYNN AND OUT OF IT. — Lynn, 23 October, 1880. *Editor of the Bicycling World:* — About a week ago a party of five of the members of the Star Bi. Club took a short run.

We left the club-room at about 2.30 P. M., and rode toward Saugus, going over Tower Hill, as the road is harder and smoother that way than round by Raddin's, and the hill is not so bad as the rough road; then through East Saugus to Saugus Centre, where we found fine hard roads, and some fine hills to coast down, the last one before going into Saugus Centre being a particularly fine one.

After leaving Saugus Centre we rode through the woods and farms toward Wakefield, finding the road hard and smooth, with the exception of one or two hills in the woods, which are stony, and one has to be pretty careful on them if he wants to ride down. We rode through the village of Wakefield, down side of the lake, and then back, and to Melrose over a dry, stony, and rough road. Leaving Melrose at 5 P. M., we headed for Lynn by way of Saugus, and found good hard, smooth roads nearly all the way. We arrived home at 6 P. M. in a very heavy fog, which rolled in on us very suddenly, but as we had had a fine ride of about eighteen miles we did not care much.

There is another thing I want to speak of: about four weeks ago, about ten of our club were out showing a member of the Worcester club round town, and as we passed through an Irish village a fellow walked out of a crowd into the street and attempted to tip some of us off. He tried three before succeeding, and then he cleared out; but we notified the police, and they said they knew him, and we had him in court, and he was fined $5.00 and costs; total, $11.45.

I thought I would give you this item, as perhaps some one else may get caught in that way, and then he will know that he has some show for justice. F. S. W.

NOTICE. — Subscribers will please mail us only 1 or 2 cent stamps when sending stamps in payment. E. C. HODGES & CO.

WHEEL CLUB DOINGS

ARIEL BI. C. — An account comes from Chicago at the rate of 15 miles an hour, this wise: "Saturday, 8 o'clock P. M. Air keen and frosty, the moonlight perfect. Five of the 'Ariels' swing out of Michigan avenue into Thirty-fifth street, greeting pleasantly a solitary member of the C. Bi. C., who is waiting their arrival. East on Thirty-fifth street, four squares and the Grand Boulevard showed its wide expanse of white macadam, stretching away to the southward like a road of silver. Six abreast we bowl along its perfect surface without a sound, too happy ourselves for noise: and for other mortals, there were none. One mile and Oakwood Boulevard is reached, which is more perfect if possible than Grand. East on this about a mile, when the silence is broken with Hollo, Jack! Hollo, George! Bound for South Chicago? J. and G. respond, Hollo, Jim! No. Any gray-coats out? No. Turning we see a blue-coat (city policeman), standing in a small plot, like a statue dedicated to law and order. We know him for a friend, and ride southward into Drexel Boulevard. Two miles are quickly done, and South Parks, fourteen hundred acres, lay before us. Keeping the main drive south we soon reach and pass, as silent as the night, the Park Stables, which are lighted, and we feel sure contain many of our enemies, the gray-coats (park police). Soon turning east we ride through Hyde Park Village into East Park. Making a circuit of this park we struck the same route homeward, only stopping a few minutes at the St. Julien for hot lemonades. With mustaches loaded with ice, our exercise had kept us as warm as a 'bug in a rug.' Another half-hour spin and a jolly good night closed an evening of perfect enjoyment. F—f—."

CHICAG , 16 November, 1880.

BROOKLYN BI. C. — This club has rented the premises at 77 Clinton street, Brooklyn, N. Y., fitted up and furnished them for headquarters, and held there its regular monthly business meeting, on the evening of 6 November. Amongst other business transacted was the acceptance, with regret, of the resignation of Mr. W. T. Wintringham as secretary and treasurer; and Mr. Edward A. Caner, 98 Franklin street, P. O. Box 2806, New York City, was elected to fill the office. The club is also taking judicious action in regard to the matter of restricting bicycling, which is again before the city government.

CHILLICOTHE BI. C. — This club was organized at Chillicothe, Ohio, on 30 September, with the following officers: President, A. Dump: vice-president, I. J. Nye; secretary and treasurer, C. D. Duncan; corresponding secretary, S. E. Wayland. It adopted, with some modifications, the rules of the Boston Bicycle Club, but has deferred the matter of uniform and road officers until spring. There is a promising outlook for the club, as several business men have signified their intention of purchasing machines as soon as "the novelty of the thing" has worn away, and the people get accustomed to seeing the wheels on the streets. Every road leading out of Chillicothe is a pike, and some are as smooth as asphalt, offering splendid opportunities for fast riding and enjoyable exercise. The club has taken some fine runs into the country, and by being careful in passing horses, has created no ill-feeling.

CINCINNATI BI. C. — This club is reported as in a highly prosperous condition: has rented Power Hall, 400 by 100 feet, which gives a good ten-lap track, and is a fine place for beginners. Business meetings of the club are held at the St. Nicholas Hotel. There are now twelve members, but "we are confident of having fifty inside of a year." The Premier and Challenge are the favorite styles of bicycles. Burnett Woods and Eden Park are always in good condition, and the suburban roads are of good macadam. The roads in Kentucky, back of Newport and Covington, are also reported good.

HERMES BI. C. — On the 13th inst., ten members of the Hermes Bicycle Club, under command of their captain, made a run to Bristol, a distance of some sixteen miles, visiting the works of the National Rubber Co., and doing the town generally. After partaking of one of Rhode Island's clam chowders, the club wended its way homeward. The trip was enlivened by the incidents usual to such excursions. Among the things which the members will not forget were the sweet cider and the effects of its too liberal use in bicycling. The roads were in fine condition for about two thirds of the way, with a strong head wind in returning. The actual time in making the round trip of thirty-two miles was three hours and fifteen minutes. Altogether, it was an extremely enjoyable trip.

CIDER.

THE BOSTON-MASSACHUSETTS HEADQUARTERS.

THE first best agent for keeping up interest in the wheelman's sport is club organism: the second best is good club headquarters: and while it is evident that the second cannot exist without the first, it easily follows that the first is incomplete and unhealthy without the second. The Boston and Massachusetts clubs have thus far been kept from their rightful position among other clubs by this lack of club-rooms; but the past week has brought into effect a change that is most gratifying to the members, and promises to swell the club rolls and revive the drooping interest. For several weeks the joint committee of the two clubs was actively engaged in the search for just the right place to establish the headquarters, which it had been decided to set up as a union enterprise. There were a great many things to be considered and the difficulty of combining a reasonable rent, easily

accessible location, and ample accommodations, was not readily overcome. That it *was* overcome, need not be told to any one who was at No. 40 Providence street, last Saturday evening, when the committee, with a little pardonable pride, threw open the doors and welcomed their fellow-members, and invited guests from other clubs to an inspection of the premises, and to a social "house-warming." The committee comprised Messrs. Hodges, Weston, and Dean, of the Boston club, and Messrs. Shillaber, Parsons, and Harrison, of the Massachusetts. Of the joint committee, Mr. Schillaber was the president, and Mr. Hodges secretary and treasurer. A glance at the rooms shows that the work was in good hands. The location in Park square is about the best that could have been chosen, and as it is understood to be a part of the plan to make outside wheelmen welcome here at all times, it cannot fail to be an attractive place for visitors. The rooms (five in number) are on the first floor; and from the handsomely furnished parlor to the bath-room, the fitting and furnishing are complete. The second room from the street is the reading-room, and will conveniently serve for club meetings, while the dining-room and kitchen will not be hard to find by hungry wheelmen. The basement is to be used for storing the machines. It was a part of the dedication programme to have a joint run Saturday afternoon as a preliminary to the evening gathering; but as Capt. Pope was unable to make satisfactory arrangements with the weather bureau, and did n't care to pedal or paddle over the road alone, though he was in uniform and ready to lead any riders who might appear, Trinity square saw no starters. This disarrangement was, however, soon forgotten in the pleasures of the evening. Collation and cigars (but no liquors) served to put the physical man in the comfortably receptive mood, and then President C. E. Pratt, of the Boston club, was invited to take charge of the mental worriment. Before doing this, however, and after a little address of welcome and congratulation, he was made the victim of a little plot which was conceived at Newport last May, and which, after several *faux pas*, caused by not "catching their man," as expected at divers dates and places, the committee had been obliged to defer the consummation of till this occasion. President A. S. Parsons, of the Massachusetts club, held out an elegantly chased and massive silver pitcher, and intimated that Mr. Pratt's friends of the Newport meet would esteem it a favor if he would hereafter associate said pitcher with remembrance of the best wishes they could wish him: in short, that they believed him to be worthy of this and much more. If the editor of the BICYCLING WORLD were not almost certain to run his blue pencil through what might here be said (on the ground that space was too valuable), there would be a chance for extended remarks about the fitness of the gift: but the editor would n't "pass" them, so we must drop it. The surprise of the presentation, though complete, did not prevent a happy response. Then the president had his retaliation by calling almost everybody to stand and deliver himself of something that might instruct or amuse the rest of the company. Those heard from were Mr. Hodges, Col. Pope, F. W. Weston, Capt. J. H. Taylor (Harvard club), E. P. Sharp, E. C. Churchill (Providence club), J. Shillaber, H. E. Parkhurst, W. S. Slocum, W. H. Harrison, Dr. Baker (all from the Massachusetts club), Mr. R. W. Parmenter, of Lima, Ohio, J. S. Dean, F. B. Cochrane (Crescent club), Mr. T. H. Wakefield, and Mr. J. G. Dalton, the veteran of the Boston club. The latter, besides his prose oration, had something to say in verse, which, though not a quotation from "Lyra Bicyclica," was worthy of position there. After this the speeches became less formal, and social chat and "wheel talk" filled in the time agreeably till the hour of dispersal, which was the bedtime hour of all good bicyclers."

46 INCHES.

PERSONAL

IN ORDER to save ourselves further trouble in remailing letters to "Kol Kron," we would say that the exact address of that writer is "No. 56 University Building, Washington Square, New York City, N. Y.," and that he has no intention of changing his residence previous to "Friday, 1 September, 1916 A. D." If any change is made then, due notice of new address may be looked for in Vol. XXXVI. of BI. WORLD.

MR. W. R. BENJAMIN, of the New York Bi. C., is the present genial editor of the bicycling department of the N. Y. *Sunday Courier*.

MR. L. H. JOHNSON (Essex Bi. C., etc.), the amateur champion, is now exchange editor of Scribner & Co.'s publications. He takes his.

MR. W. R. PITMAN has made a change in business connection, and is now with Wilmerding, Hoguet & Co., 64 and 66 White street, New York City. He intends to take the road some time after the first of January.

MR. W. T. WINTERINGHAM, Brooklyn Bi. C., is about to make a voyage to the Mediterranean for his health.

MR. JULIUS WILCOX was elected an active member of the Brooklyn Bi. C. on the 16th instant. His ready pen has done much for bicycling.

MR. H. H. DUKER has returned to active service with the Crescent Bi. C., of which he is still the efficient secretary. His address is now 60 Devonshire street, Boston.

AN INQUIRY. — Mr. Charles R. Percival, the importer and outfitter, whose pleasant "opening" was noticed last week, asks, "Did friend Churchill leave his stick at C. R. P.'s on Saturday? Perhaps in his hurry he took away that bone by mistake."

MISS ELSA VON BLUMEN, the pedestrienne, has been living in retirement in Rochester for some time past. She expects soon, however, to commence walking again, and as an additional attraction will give exhibitions of bicycle riding. She is at present engaged in practice at the driving park, fitting herself for the coming season. Her bicycle is a beautiful little nickel-plated affair, thirty-four inches in diameter, and was made by the Pope Manufacturing Company of Boston. It is understood that Miss Von Blumen does not use a side-saddle. She expects to give exhibitions in Pen Yan and Albany before long. — *N. Y. Sunday Courier.*

A GIFT ACKNOWLEDGED.

IMMEDIATELY after the successful "start" of the League of American Wheelmen, at Newport, last summer, several of the gentlemen present very quietly started a subscription, limited to twenty-five cents each, for the purchase and presentation of a suitable token to Mr. Charles E. Pratt for his efforts in promoting that result, and of their confidence and esteem. Nearly every wheelman there contributed. A massive and beautiful ice pitcher was procured, and was to have been presented at Gloucester, on the two-days' run, and again at Providence, at the reception by the Providence Bi. C. But editorial engagements prevented Mr. Pratt from being on hand at either time. On the 20th instant, however, at the opening of the joint headquarters of the Boston and Massachusetts Bi. clubs, the unsuspecting president of the former was subjected to the happy infliction intended, by the president of the latter, "Cor. Sec. L. A. W." Parsons, in a most graceful and eloquent manner, to which Mr. Pratt replied with evident embarrassment.

In connection with this subject, the following note of acknowledgment explains itself: —

BOSTON, 20 November, 1880.

To my "Friends at Newport Meet, 31 May 1880": — So you are inscribed on the handsome gift which, so unexpected and undeserved, has been with graceful and kindly phrase bestowed upon me for you by Brother Parsons. In our enthusiasm for the every-tired but never tiring Wheel, many of us became friends; in that and other bonds may we remain so until the last dismount, and for a happier Meet. I have no adequate formal words of thanks, but I shall prize more the generous, friendly spirit which this costly testimonial represents than the many *quarters* from which it came; and you will always find something cool in the Pitcher and something warm in the heart of Yours faithfully,

CHARLES E. PRATT,
President L. A. W.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 26 NOVEMBER, 1880.

WINTER ARCHERY. — The asperities of the winter season are approaching. Throughout most of the Northern States, the months between December and April afford comparatively few days when archery out of doors is an unmitigated delight. It is true that there are many archers who twang the yew and draw the lancewood throughout the winter. It might be for the health and vigor of all who are reasonably strong, if they would follow such a practice, be out in all weathers, and meet the moods of Nature as she exhibits them; but cold fingers and frosty weapons, and tingling wind on the cheek, are not fascinating for the gentler and better protected people of our modern life. The members of our archery clubs, in short, are not savages. They are not forced to the use of bow and arrow as a necessity, either for livelihood or protection, or even for exercise and recreation, since there are many rival attractions for the winter months, and the target must apparently be housed in some way, if it would still attract its devotees. During last winter, many clubs enjoyed their covered ranges, and in some places several clubs united to procure and enjoy convenient and comfortable winter quarters. There are one or two peculiar difficulties attending this sort of preparation, which are worthy of allusion. It is, for instance, quite difficult to obtain a hall, or appropriate space in a building, long enough for anything but the shorter ranges: from twenty to fifty yards being the more available limit. And on this account there was considerable objection raised to indoor practice, because it accustomed the archer to a short range on one hand, and on the other, for those who had been previously shooting at the longer ranges, it seemed little more than playing archery. It was urged in answer to this objection, that short ranges are good for beginners, and that winter-practice halls encourage beginners; and further, that although the ranges are short, practice at them does serve to keep nerve and muscle somewhat in training, and to preserve familiarity with the weapons. Another difficulty is in the matter of light, it being difficult to obtain daylight through windows all around such ranges, or to arrange artificial light for evenings, so as to avoid shadows; the result being in either case that the effects of lighting are different from those found at the outdoor ranges. One other point appeared to disturb some, which is, that the archer in shooting at an indoor target has walls or ceilings or posts or other guides to shooting, and that his target is usually placed against a butt or blank wall, which arrests the vision; there and thus, as it was by some one playfully suggested, archery indoors seemed very much like shooting through a tube. But whatever objections may be raised, and however much indoor archery may differ from and be inferior to that pursuit on the open field, it is probable that most enthusiastic archers, and especially the infatuated younger ones, will hardly be willing to relinquish their devotion to the favorite pastime, where it is possible to secure any kind of opportunity for its indulgence. Not immediately will the lawn be abandoned, or the rovers be brought indoors; but many are already planning and arranging, and there will be children among them taking notes this winter, so that the comparative circumstances and results may be more indulgently and accurately discussed at a later time.

CHIEFTAIN'S BADGE FUND. — In acknowledging the addition of Dr. E. B. Weston's half-dollar to this fund, we take occasion to recall the manner in which it was started, lest some of our readers have forgotten the matter, or else it may have escaped their observation. In our issue for 30 October, we published the offer of Mr. Walter Burnham of a fifty-cent subscription, "For the purchase of a fitting emblem, to be presented to him who, on or before 1 July, 1881, shall have made the best single York round; badge to be presented by you at the next tournament. Vindication of score, etc., to be determined by you."

The contributions to the fund are now four; namely, Walter Burnham, fifty cents; Editor *Archery Field*, fifty cents; A. S. Brownell, fifty cents: E. B. Weston, fifty cents. We think there are archers enough who will be ready to chip in for so commendable a stimulus to good shooting, to make the number to fifty or more, which would insure the production of a prize of consistent value, and we hope Mr. Burnham's idea will be still further encouraged.

All contributions will be acknowledged in these columns as they are received.

COMMENT AND SUGGESTION.

Editor Archery Field: — The FIELD reached me to-day two days earlier than heretofore. The thought that the first year of its existence has safely passed, and that it is in so healthy a condition, that its publication is not an experiment but that you decide to send it to us weekly, — giving us twice as much for only a little more money, — made its appearance doubly welcome.

Your leader on "The Club Idea" is a good one, and "just the idea." After remarking that the practice of archery is commendable, and asking, "Where shall we look for the stimulus of this art?" and answering, you continue, "The great societies, like the National, Eastern, Pacific, and State Associations, furnish these incentives to an eminent degree," etc. Has it never occurred to you that we need one more grand society? The National, though like American archery having its birthplace in the West, belongs to the whole country. The East has its association, the Pacific slope its, while the West has none. But the interests of archery and its continued prosperity demand that we have a Grand Western Association. Such a society will probably be organized this winter. Then, with our local societies, the Eastern, Western, Pacific, and the Grand National, and such an organ as THE ARCHERY FIELD, the interests of archery will certainly be well cared for.

I like "Captain Jack's" article on "Archery Weapons"; and not the article only, but the fact that such an article can appear in the FIELD. It probably would not be well to open your columns to manufacturers for the purpose of praising their goods. But archers are interested in their weapons, like to read and write about them, and to discuss the comparative merits of different makers' bows and arrows. We also like to know whose make of weapons different archers use. The fact that a large score may have

been made with a certain bow does not prove that that bow is of the best make, nor that its owner thinks it is. But if the Messrs. Thompson, Mr. F. C. Havens, Mr. Sidway, Mr. Adams, Mr. Burnham, Col. Williams, Mr. Peddinhaus, Mr. Walworth, Mr. Carver, or any of the leading archers tell you they use and prefer bows of a certain make, it leads you to think that those bows have some special merit.

In a recent report of the Private Practice club, Mr. Maurice Thompson's wonderful 80 yards score, 45–261, was spoken of as the best yet made in this country. We think this is a mistake, Mr. J. R. Adams of Chicago having made, as already reported, 46–262.

I send you the fifty-cent contribution to the "Chieftain's Badge Fund."

EDWARD B. WESTON.

HIGHLAND PARK, ILL., 13 November, 1880.

RAWHIDE AND SO FORTH.

Editor of Bicycling World and Archery Field:—I have felt impelled, for some time, to "rush into print" through the medium of your "valuable paper," but have restrained myself out of consideration both for your readers and yourself. I have had no information to give *them*, and hesitated to trespass on *your* space.

Now, however, that you are to double your space by issuing weekly, I thought you might have room, perhaps, for those who don't as well as for those who do know.

"Captain Jack's" communication on "Archery Weapons," in No. 1, Vol. II, is the cause of my "breaking out" this week. It is in just the style we beginners want, only more of it (not more style, Captain, but more length).

It can readily be seen that to mention certain articles and certain manufacturers by name, as he broadly does, might become a source of abuse. A sly stab might be given to one manufacturer for his imperfections, real or fancied, while a more favored one might get his wares well advertised, "free gratis." Let us hope, however, that there is no one so base as to do such things in the fair name of archery. But "let the truth be told though the heavens fall."

Moreover, this open mention seems to be, and is, just the thing that "the greatest good of the greatest number" demands. Without it, the individual and "lone archer" must be left to experiment and struggle in vain for golds, while he gets only "flights" and "snakes" in return. With it, and with the experience of those who have "gone before," if they will kindly give it through your columns, we can hope to avoid the mistakes they have made and to have our own way made easier.

"Captain Jack's" letter interests me particularly because of his reference to Rawhide Express-Taffy Bows. He certainly does not give the genial patriarch, Sutton, much "taffy," and he touches *me* on the "raw," as I have been *struggling* with one of these weapons for some time. But I think the trouble was that I was "over-bowed." At all events, a change to a lighter bow is resulting in an improving score, although still not large enough to publish! I would like to improve still more, of course,—it is what we all want; but "Captain Jack" puts a damper on my hopes by saying, "The rawhide on the back gives a vibration that injures the accuracy of the shot." But again, he says, "The beginner, as he improves in skill, etc."

How does he reconcile the two? How is the beginner to "improve in skill," if he have a bow the peculiar characteristic of which, according to the Captain, is that it "injures the accuracy of the shot?"

In some hands this bow seems to be an effective weapon, for it took the first prize "for Jerseymen only" at Waverly; and I have seen a youth of eighteen score 176 at 40 yards, missing not one of his 30 arrows.

The "non-breaking quality of the Express," although not the first, is certainly a great desideratum for those of us who are not "bloated bondholders," and who cannot afford to lay in Spanish yews by the dozen at from $50 to $100 apiece, and then break them *ad lib.*

In this matter of breakage, it seems to me that the manufacturer should be willing to give to a known and responsible purchaser, either a guaranty against breakage, or a rebate if a bow should be broken within a certain time and in legitimate use. Until we insist upon and receive such guaranty, we are entirely at the mercy of the manufacturer whose cupidity will incite, or whose carelessness will allow him to put forth bows which are not "above suspicion."

In order that the honest or innocent maker might be protected, also, the guarantee should have some restrictions.

The parsimonious individual who uses a string until it is worn to a single thread, and breaks, and the archer who is addicted to what Ford anathematizes as "the silliest of all silly habits," viz., bending his bow backward to prevent it following the string, certainly should not be allowed the benefit of a guaranty.

JERSEY BLUE.

ARCHERY CLUBS

WINTER PRACTICE.—Those archers who are interested in securing quarters in Boston for winter practice are requested to send in their names and suggestions to W. P., *care* EDITOR ARCHERY FIELD. They will be referred to an active member of one of the clubs, who will be prompt in furthering the project.

THE ASCHAM ARCHERS are very fortunate in their range, which is at the Union Base Ball grounds in Brooklyn. On the grounds reserved for their use, 260 by 600 feet, they can shoot any desired round, and can keep it up there all winter. This club has about twenty members, and is in active and prosperous condition.

HIGHEST SCORES.—Eaton, O., 15 November, 1880. *Mr. Editor:*—Allow me to thank "L. Y. N." for his correction, as the Merrie Bowmen do not wish to labor under the wrong impression.

We now understand that 1,986 points for four gentlemen at the single American round is the highest on record.

Probably the Wabash Merry Bowmen would like to shoot the Merrie Bowmen of Eaton, O., a match. If the Wabash Merry Bowmen can score 1,986 points now or next summer, it would be an interesting match.

Now, the Merrie Bowmen of Eaton, O., wish to know whether they are laboring under a mental hallucination in regard to their practice scores, or not.

Col. R. Williams has a score, as was seen by the last issue of this paper, of 632 points at the single American round. J. W. B. Siders has scored a score of 252–30 arrows at 40 yards. This score was made 23 September, 1880. He has scored over 600 at four different times.

I shall give you here below the best scores ever made by these two gentlemen, at the American round, and let the readers of this paper say whether they are the best or not.

	40 yds.	50 yds.	60 yds.	Totals.
Col. R. Williams:	30–212	30–220	30–200	90–632
J. W. B. Siders:	3–234	30–220	30–182	90–636

ASTERISK.

DRIFT AND WAG

DR. JAMES DWIGHT, of the Hawthorne Archers, is a champion at lawn tennis, and still keeps up his attention to that and other gentle athletics at Beacon Park.

DR. WESTON'S suggestion of a Western Archery Association, to do for the West what the Eastern and Pacific are intended to do for their respective jurisdictions, is a pertinent one, and ought to incite some expression.

AGAIN we ask the favor of club secretaries in sending us the names of clubs and officers, with correct addresses. We are often called upon for information, and could often use this special knowledge to the advantage of all. Will not our friends everywhere, whether officers or not, send us names and addresses, as well as other facts, items, and suggestions?

MR. L. E. FRENCH has put his "Draw and Loose" into the hands of many archers during the fall. For some it doubtless makes a very pleasant help to comfortable shooting; but the majority will say, as we do about both archery and wheel tackle, that the simplest type of implement is preferable for the expert, and the less machinery the better.

KIND WORDS reach and encourage us from many quarters. We may be pardoned for quoting this from a letter of one of our distant correspondents: "I am very glad you see your way clear to make the WORLD AND FIELD a weekly. Now every archer in the land ought to rally behind you, and not only send to your treasurer the necessary $3.00, but also send you all the news. Let every bowman stand beside you to help and encourage you to make the best paper devoted to gentle sports in the world."

MANUFACTURE

A "NO NAME series" of very well-spoken-of bicycles has been made and sold by A. J. Philbrick, one of the lesser makers, who has mostly "made to order" for the past two years or so, and has acquired a local fame which deserves to be extended. He has brought out this fall a machine constructed for three riders, which has attracted much favorable attention. The recipe he uses is something like this: Take three bicycles of equal size, and place one in front and two closely behind it and abreast; remove the rear wheels and backbones just below the rear clip of the saddle spring, and frame them all strongly together, the two rear ones rigidly and the forward one with a centre steering as usual. There are some peculiarities not indicated in this recipe; and when mounted by a competent wheelman in front, the others may have a safe and easy time. The foot action is direct and to the best advantage, any reasonable baggage may be carried, and on the whole it appears to be a good contrivance for an excursion of three, or for a novice to acquire some experience on. Two or three similar machines have already been discovered in Massachusetts, of recent origin.

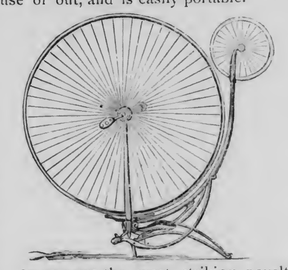
IN SPRINGS there is a genuine novelty produced in Vermont, which there is not liberty yet to describe. Cunningham & Co., however, are pushing the "cradle spring," patented in England by Mr. Harrington, and included in the budget of new things which Mr. Weston brought back with him. It consists of a steel rod coiled twice aft and twice fore, having a backward loop to which the saddle is attached, and fastened to the perch by two clamps. It yields laterally as well as vertically, and is a very easy spring.

PRICES of bicycles have known little change this fall, with one exception which it may not be too late to mention. In their October catalogue, the Pope Manufacturing Company announced a reduction in the previously fixed prices of their Special Columbias, of $12.50, and in the price of full nickelling the Standard of $2.50. The improved cyclometer made by them costs a dollar more, and is probably well worth it.

IN STANDS, the most convenient and satisfactory thing yet out is the "Acme Bicycle Stand," so called here, which is a reproduction here by the Pope Manufacturing Company, at a less price but of equal value, of an English contrivance. It is wonderfully made of iron rods bent and jointed in a nondescript way, and looking when folded like some mysterious bear-trap. It takes a bicycle upright and holds its there; and when folded and



rested another way, it receives the perch and handle-bar and holds the bicycle inverted. It takes up little room, either in use or out, and is easily portable.



IN GLOVES the most striking novelty out is the "Wright Glove," made for and sold by William M. Wright. If ever you want to look at something new, or to learn a new want, you will find it at Wright's any time. This glove is really a gauntlet of soft undressed leather, buttoning on the back, extending back upon the sleeve and buckling there, and with the fingers and thumb cut off—short. Using them in the sharp autumn air, one sometimes wishes the tips were left on; but otherwise the "glove" is as comfortable as it is convenient, nobby, and substantial. For further information the reader may turn to the notes of K. O'Bocker, Esq., in the last BI. WORLD, or stroll into the BI. WORLD office and borrow the editor's pair.

CORRESPONDENCE

RICHMOND, VA., is heard from, as having six owners of bicycles now, and "more expected." It was n't to be expected that Mr. Stokes, the genial pioneer, would long remain without company on his runs.

WEST BAY CITY and SAGINAW, MICH., have each one bicycle, and Mr. H. F. Faden is the pioneer there.

THE UNIVERSITY OF VIRGINIA is reported as having half a dozen bicyclers among the students.

LANCASTER, PA., has its enthusiastic pioneer, Mr. Martin Rudy, from one of whose letters is the following: "I have a 48-inch machine, and am taking three or four trips every day. A great many of my friends are in the fever of getting a bicycle, but the great obstacle with many is the 'money,' which seems considerable to put up on a venture of the kind. I had a rumpus with a policeman the other day. I was riding on the pavement, and he watched his chance and knocked me and the machine over. I gave him a severe talking to, mounted my machine again, and told him that I would desist in this practice as soon as he should show me proof that it was against any law."

CHARLESTON, W. VA.—This from a letter of date 15 August, from Mr. Percy Kemble, of that city. It has been withheld for additions, which are, however, not yet at hand:—

"*Dear Sir*,—In reply to yours of the 12th just to hand, I will gladly give you any information I can in regard to the Shenandoah Valley, and also the Kanawha Valley. I have not kept a perfect record of the distances, but can give you the mean distances if you would like to have them.

"The country around here is very hilly, but the roads are in good condition at present. The people are very kind and hospitable. I have been told that the roads around the valley are in a miserable condition after the last of November. I have found some sand, but not much. The roads are hard as Nicholson, almost.

"I made a run from Charleston to Kanawha Falls, a distance of 72 miles, leaving Charleston at 4.20 A. M. I got to the falls (36 miles) at 7.30 A. M., got my breakfast, rode ten miles farther to Hawk's Nest, and got back to the falls at 9.30 A. M. I left Kanawha Falls at 1.35 and got to Charleston at 5.05 P. M., having ridden 92 miles in 12 hours and 40 minutes. By taking out 4 hours I really made the run of 92 miles in 8 hours and 40 minutes, which I think good time for one day.

"I have been dismounted for about two weeks, partly on account of sickness and partly on account of my machine being broken. I will send you a map of West Virginia, with my route and the distances marked, if you wish it. You can judge for yourself then what you had better do in regard to advising your 'Inquirers.' I expect to finish my trip soon and return to Charleston, where my father has located at present as architect on the new State House and post-office. If any 'wheelmen' come out this way I would like them to let me know about it, and I will be only too glad to show them the country. I would be very well pleased if you would so state it in your paper.

"I hope you will be the means, through your valuable paper, of sending some 'wheelmen' down here to keep me company."

We hope to hear more from Mr. Kemble in relation to the matters he touches upon. Explorations and discoveries on wheel are always interesting, and there is a demand for road notes and information as to regions not yet reported in our columns.

POTTSVILLE, PA. — We take the liberty of sharing with our sympathetic readers another private letter, which we are sure will be appreciated.

These friendly asides are often more interesting than more carefully prepared statements; and this contains a suggestion for method of keeping "log," which is worth attention. But here is the letter, or rather the most of it: —

"POTTSVILLE, PA., 7 November, 1880.

"We are three, E. D. York, official phonographer of the court of Schuylkill County, R. A. Kear, banker and broker, and your humble servant L. Frank Gordon, life-insurance 'fiend,' with general Bohemianistic tendencies. In May last we concluded to go to Philadelphia and make some practical inquiries into the advantages and disadvantages of the giddy birote. We came, we saw, we bought, and we have not since regretted it; our only regret is that we cannot get others as interested in the art as ourselves.

"There is one thing against us in this region: it is right in the heart of the coal-mining section of Pennsylvania, and consequently very mountainous, and there are but few good roads around that one can ride any long distance without being obliged to dismount on account of grades being very heavy; but wth this exception we have some very fine roads, hard and compact.

"One of the principal points in writing you was to offer transcripts from our note-books as contributions to your general road or route book, and to invite further correspondence, should it meet with your favorable consideration. Below I give one of my runs as taken from my note-book; please glance over the form, and if you have any suggestions to make, pray do so freely."

FROM POTTSVILLE TO LANDINGVILLE.

Places.	T	D	Q	Kind.	Grade.	Remarks.
Pottsville.						
Mt. Carbon.....	L	½	G	Pike.	N	
Spring Garden.....	L	3¼	M	"	H	Very heavy grade in places.
Schuylkill Haven.....	4		G	"	S	
Orwigsburg.....	R	8	M	Sandy.	S	
Landingville.....		11	G	Shale.	N	Best road in the county.

T, Turnings. Q, Quality. D, Distance. Under T: L, Left; R, Right. Under Q: G, Good; M, Medium. Under Grade: N, None; H, Heavy; S, Slight.

* * *

KNOXVILLE, TENN. — The fresh enthusiasm of the beginner, the keen enjoyment and the feeling of conquest shown by one who has just entered into the joys of bicycling, are refreshing to the older rider, and encouraging to those who are about to enter upon the same course. So we let one of them speak for himself:

"I scarcely know how to begin, for really it is impossible for me to ever control my thoughts. Verily, 'my cup runneth over.' I returned from a business trip down country yesterday, and as thoughts of bicycles are always the leading ones in my mind, the moment I alighted from the train my steps were directed toward the freight house. Sauntering down through the labyrinth of 'm'd'se' stacked on either side, my eyes were soon riveted upon the object of my dreams, the acme of my hopes, — a real honest 'steel and rubber,' 52-inch 'Standard Columbia' bicycle, which had just been unloaded, disgorged from the interminable recesses of a L. & N. box car after a trip of thirteen days. After recovering from the shock sufficiently to be able to exercise my vocal organs, a dray was summoned, freight paid, and in less than twenty minutes I had permission 'to take a day off,' and was trying to 'balance on the step,' in the yard at home.

"Forty-five minutes in broken doses before dinner, twenty minutes ditto afterwards, a good nap, and fifteen minutes before supper, constituted my exercise. I had then learned to balance on the step and glide with the utmost ease into the saddle, and was just attempting to take the pedals. Thus you see I mastered the preliminaries first.

"After tea, selecting Asylum street as my field of exercise, I made a bold push for success; and after a few informal dismounts, and a few terrific falls with miraculous escapes, succeeded in propelling myself for a few revolutions, — then thirty yards, — then fifty, — then eighty, — and then, with a feeling of exhilaration almost indescribable, went two whole squares without a dismount. Being somewhat warm by that time, and having given the spectators enough amusement for one exhibition, I went home, and promptly at five o'clock this morning, with the confidence of a veteran, I sauntered forth, sighing for more streets to conquer.

"Sleep had evidently benefited me, for my falls were very few; and after a half-hour's practice, I could mount every time, and my conquest seemed complete. I therefore stowed 'Garfield' (that 's what I've named it) safely away until this evening, and after a hearty supper, again went forth and experienced an hour of delight never to be forgotten. Of course I confined my riding to retired streets, but even then I had quite an audience, with a sprinkling of the fair sex; and from their sweet lips ever and anon I could catch utterances such as 'Is n't it pretty!' 'What a beautiful object!' (referring of course to the machine,) 'So sweet,' etc., etc., — which made it natural for me to put forth my best efforts.

"To-morrow I will take in the town, and unless appearances are very deceitful, will have half a dozen comrades within a week."

NEW YORK NEWS AND NONSENSE.

AT the League parade at Newport, a direct descendant of Mrs. Partington expressed her surprise with a, "L A W sakes alive!"

IN our last week's budget we gave the world a motto for bicyclers. To-day brings the *Cyclist* with the same suggestion: as neither could have copied from the other, the full strength of the truism, "great minds run in the same groove," is forced upon our modesty.

MR. R. G. SIP has sold his bicycle and two sets of double harness. He is going to invest in a donkey engine mounted on Meyer wheels.

IN Paris all the baby carriages have bicycle wheels. In Brooklyn the baby carriages have bicycle wheels also — when they don't get out of the way.

A NOTICE is tacked up in the New York Club room, to the effect that Mr. Howard Conkling on 9 November wheeled to Tarrytown and back in 5.50. Howard a task was it, Conkling?

ON Thursday, the 18th, Mr. Theo. E. Neergaard of the Mercury Bi. Club was married to Miss Currier. Owing to the groom's family being in mourning, the wedding was a quiet one, only near relatives being invited.

MESSRS. MORTON AND JENKINS went out for a spin the other night. On the way home a friendly trial of speed was begun. Morton reached home first. He went so fast his double hollow forks twisted up like corkscrews. Poor Morton! Whenever he is ready to superintend the straightening, Signor Lynch, Wright's magician, will gladly undertake the transformation.

THE Lenox boys race for their club medal every Saturday afternoon. Last Saturday J. Stearns came in ahead, passing Capt. Ames on the inside; Ames claimed a foul, which was granted by the judges. "He Ames well who Ames" — to take the outside track, and to-day L. Stearns won the prize in 3.45. You 'll never get another 20 yards handicap, Louie.

MR. PIERRE NOEL, president of the Mercury Club, has joined the 10th Company of the Seventh Regt. A dozen or more of the regiment are doing their best to get up a bicycle club. What a glorious place the drill-room of the new armory would make for a bicycle race. Imagine Johnston, Wright, Clark, Underhill, and a few more of our swift men flying about the big room in full racing costume, with the band playing its best, and an audience of 5,000 of our prettiest lasses crying "Bravo." Speaking of the new armory, it may interest our riders to know that the arched roof and balconies were designed by Mr. Thos. E. Brown, Jr., of the Mercury Club.

MR. WILLIAM A. STEWART is decidedly the best looking man in 160 Fulton street. Every day he grows more like the lamented Jim Fisk — of course we refer to his appearance.

IT is reported on excellent authority that friend Mason, of Yonkers, sells all his old rubber tires and saddles to the proprietor of the Getty House, who, after cutting them up in infinitesimal pieces, serves them to bicyclers as fried eels and beefsteaks. The boys think there should be a change of base at Yonkers.

OUR English cousins seem greatly exercised over the question, "What shall we drink?" One gentleman suggests "cold tea," and another "rain water carried in a rubber bottle, with just sufficient vinegar or wine in it to remove the taste of the rubber." We, of New York, do not think it necessary to make any very decided change, unless it be to put in less water. How is it with you?

PICTURE Sydney flying down Riverdale Hill without a brake, — in the dim distance the lightning express comes thundering onward. Sydney grasps the situation, likewise his horn handles. Syd. nears the train, the train nears Syd. The engineer toots for Sydney to look out, the outlook for Sydney is bad; he frantically rings his bell for the train to stop, but the train will not. Sydney thinks of numerous little bills, and wonders how he can pay them if he is killed; he thinks of his little brother Willie, of his mother, his sisters, and of what a bad boy he has been in the past; then he closes his eyes, and with one last effort throws himself from his machine and allows the express to pass on unmolested.

FRIEND OLMSTEAD, — Yes, we have the inside track with E. C. Hodges & Co., and will endeavor to squeeze your first poem in gratis. If you are afflicted again, you will have to pay at the rate of $2.00 an inch.

His weight was three hundred and forty:
He soberly said that he thought he
Ought to purchase a pacer,
Or a light semi-racer, —
Good gracious! he ought n't to, ought he?

KNICK O'BOCKER.

THE PHILADELPHIA *Evening Star* has also a good word for bicycling, and a right idea about Fairmount Park: "The bicycle has evidently become one of the institutions of the country. In New England this vehicle has been gradually growing in favor, and has at last attained great popularity. Some of the riders, drivers, propellers, or whatever may be the proper term for those who supply the motive power to the bicycle, have become very expert. They move along rapidly, gracefully, and apparently with comparatively little fatigue. It is claimed for bicycle riding that it is not only equal to horseback riding as far as recreation is concerned, but that the exercise is far more conducive to health. The wonder is that the splendid roadways of Fairmount Park have not been used for bicycle riding; no other place in the country is so well fitted for it."

READERS may favor the editor of this paper by forwarding clippings, or informing where to find newspaper articles.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

CRESCENT BI. C. — Addition. William Fuller, 356 Washington street, Boston, Mass.

UNATTACHED. — William A. Cole, Red Bank, Monmouth Co., N. J.: David Hunter McAlpine, Pine street, Exeter, N. H.: William J. Cotton, care Standard Oil Co., Cleveland, Ohio.

CORRECTIONS. — Under Haverhill Bi. C., in Vol. I., No. 26, "Tenny White" should be A. Tenny White; and "E. O. Eaton" should be C. E. Eaton. In Vol. II., No. 1, under Baltimore Bi. C., "E. Clymer Whyte, 58 Courtland street," should be Clymer White, 85 W. Chase street; and Wm. L. Price's address should be 35 Johns street, instead of 562 Fayette street.

CONSULS have been appointed for parts of New York State, as follows: Downing Vaux, lieutenant N. Y. Bi. Club, No. 71 Broadway, New York, for N. Y. Bi. Club; Fred. B. Hubbard, sub-captain Albany Bi. Club., No. 40 State street, Albany, N. Y.; D. J. Mears (winter address, No. 258 Grand avenue, Brooklyn, N. Y.), Greenport, N. Y.; A. R. McNair, captain Saratoga Bi. Club, No. 626 N. Broadway, Saratoga Springs, N. Y.

NOTICE TO MEMBERS.

CERTIFICATES OF MEMBERSHIP should not be expected until about one month from date of publication of name in the WORLD. The Constitution requires two weeks to elapse after publication before any action on the names can be taken, and a week or two more may be required to get certificates signed, etc. Applicants for membership, not receiving certificates for one month after publication of their names, will please apply to their club secretary or to the corresponding secretary of L. A. W.

BADGES have been delayed by the necessity of a new die. They will be ready in about ten days, and will be sent out in the order in which deposits are received by the treasurer. Members who have sent their deposits will please be patient.

CORRESPONDING SECRETARY.

RACE DEFERRED. — At their last meeting, the Membership Committee L. A. W., to whom was referred the matter of a league race this fall, decided, much against their own inclinations and wishes, that it would be impossible to hold a successful one this fall. They have therefore postponed the race meeting until next May, so that the same medal will be raced for twice next year, in May and October.

HEADERS

WHO are those relations of the pig who get *saddley* sat upon? I refer to the *pig's kin*. — *Bicycling News.*

THE Norristown *Herald* says that "a Norristown youth, who was trying to master a bicycle, when asked his age said he had seen fifteen summers and about 115 falls."

SEVERAL years ago the London *Punch* queried as to the probable diameter of bicycle wheels in the future, and "their influence on length of limb." If you can believe a rhymer (not of a growing age), his wire-drawn rides have taken effect as follows, since 1877: —

"My walking beams were feeble sticks,
Slower and shorter then;
I was before, but five feet six,
And now I 'm five feet ten."

The man hopped on his high bicycle,
And all around him fled;
The front wheel struck a cobble-stone —
They picked him up for dead.

They scraped the mud from off his clothes,
And soon he 'gan to beller;
He swore off riding that machine —
And sold it to another feller.

Brockton Advance.

OUR own Jester is in Ireland for his holidays, and sends us the following by our own special wire: —

PAT — "Musha, Biddy acushla, did you see that bicycle over there beyond?"

BIDDY — "Well, then, I never did, Pat, see an icicle in August! But, indeed, the life was put across in me in earnest, just a couple of minutes before I clapped my two eyes on your purty self. What do you think, Pat, honey, but I am after seeing a cart-wheel running away with a fellow along the road (the saints between us and all harm)!" — *St. Mary's College Miscellany.*

RATES AND TERMS

THE BICYCLING WORLD AND ARCHERY FIELD *is sent, postage prepaid, to any address throughout the world, for one year, on receipt of* $3.00, *or* 12 *shillings, or* 16 *francs, or any equivalent of* $3.00 *in current foreign money or exchange, always in advance.*

Our charges for advertising are at the rate of $2.00 *an inch, in column this width, inside pages, for one insertion. Continued and larger insertions taken at special rates, a schedule of which will be forwarded on request. Spaces on first page, double rates.*

All remittances should be by bank draft, registered letter, post-office money-order, or bill of exchange, directed to E. C. HODGES & CO., 40 WATER ST., BOSTON, MASS.

ADVERTISEMENTS

ORDERS FOR SUBSCRIPTION TO

'Cycling - - -	taken at	$1.00
The 'Cyclist - -	"	1.75
Le Sport Velocipedique	"	1.75
The Bicycling News	"	3.50
The Bicycling Times	"	3.50

and promptly forwarded by

E. C. HODGES & CO.,
40 Water Street - - BOSTON, MASS.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown 4to, printed on best paper and ably and tastefully edited,*

BY WALTER D. WELFORD,

Hon. Secretary of the Bicycle Touring Club.

Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS: — Post Free, 12 months, $1.00. Post-Office Orders to be made payable to

WALTER D. WELFORD,
66 Grey St., Newcastle-on-Tyne, England.
g.g.t.p

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

SEND $3.00 FOR A BOUND COPY OF THE "BICYCLING WORLD AND ARCHERY FIELD," VOLUME I. A FULL RECORD OF A BUSY YEAR.

JAS. NOTMAN,

Photographer,

STUDIO,

99 Boylston St. . . Opp. Public Garden.

Special attention given to taking PORTRAITS of Bicycles and groups of Bicycle meets.

TO ADVERTISERS.

GEO. P. ROWELL & CO.'S
SELECT LIST OF LOCAL NEWSPAPERS.

An advertiser who spends upwards of $5,000 *a year, and who invested less than* $350 *of it in this List, writes: "Your Select Local List paid me better last year THAN ALL THE OTHER ADVERTISING DID."*

IT IS NOT A CO-OPERATIVE LIST.
IT IS NOT A CHEAP LIST.
IT IS AN HONEST LIST.

The catalogue states exactly what the papers are. When the name of a paper is printed in FULL-FACE TYPE it is in every instance the BEST. When printed in CAPITALS it is the only paper in the place. The list gives the population of every town and the circulation of every paper.

The rates charged for advertising are barely one fifth the publishers' schedule. The price for single States ranges from **$2** to **$80.** The price for one inch one month in the entire list is **$625.** The regular rates of the papers for the same space and time are **$2,980.14.** The list includes **952** newspapers, of which **187** are issued **DAILY** and **765 WEEKLY.** They are located in **788** different cities and towns, of which **26** are State Capitals, **363** places of over **5,000** population, and **468** County Seats. For copy of List and other information, address GEO. P. ROWELL & CO., 10 Spruce St., New York.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1 80.

BY HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, 50 cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON, MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

"MISTER TOBIAS ISAIAS ELIAS,"

A ROLLICKING

BICYCLING SONG.

Words by S. CONANT FOSTER.
Music by HARRY N. SAWYER.

Price, 40 cents.

Address, **S. CONANT FOSTER,**
P. O. Box 1227, New York City.

Brentano's Monthly,

"THE GENTLEMAN'S MAGAZINE OF AMERICA."

Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.

Send 10 cents for Sample Copy.

Brentano's Monthly and the Bicycling World, together, — $6.00 a year.

WILLIAM M. WRIGHT.

P. O. BOX 1227.

No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.



BICYCLES.

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS, PRICE $1.50 PER PAIR.

THE WRIGHT STANDARD HOLDER, PRICE $1.50 PER PAIR.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM.

96 WORCESTER STREET, BOSTON.

AGENCY for all makes of ENGLISH AND AMERICAN BICYCLES.

BICYCLES AND TRICYCLES TO LET BY HOUR, DAY OR WEEK.

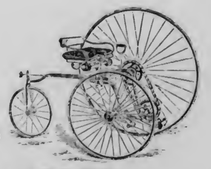
Good Stabling and Club Room, Repairing, etc.



CHAS. R. PERCIVAL,

IMPORTER OF

Bicycle and Tricycle Sundries,



BAGS, ALARMS, CYCLOMETERS, BUGLETS, SADDLES.

SOLE AGENT FOR

TYLER'S RUBBER HANDLES.

Open from 7 A. M. till 10 P. M., SUNDAYS INCLUDED.

Boys' and Children's Bicycles and Tricycles for Sale and to Let.

PROSPECTUS

FOR 1880-1.

THE BICYCLING WORLD was established one year ago as a fortnightly journal, devoted especially to the interests of bicycling, and generally to the interests of the manly and womanly recreative out-of-door arts not recognized as "sports." The *American Bicycling Journal* was purchased and merged in it.

IN THE ARCHERY FIELD they found no journal devoted especially to the interest of that ancient and noble art, but saw in it a next of kin to bicycling, and many assurances that an organ for it, a record and a voice of the movements, experiences, humors, and opinions relating to it, would be welcomed and supported by its devotees.

In their earnest endeavor to promote the best in each of these two fields, and to furnish each with a permanent, reliable, attractive, and frequent paper, the publishers united the two departments; and the cordial support and many encouragements they have received approve the wisdom of their action

THE BICYCLING WORLD AND ARCHERY FIELD enters upon its SECOND VOLUME as a WEEKLY. It will thus meet the wishes of its increasing circle of readers for more frequent and speedy dissemination of news. This change will also make it possible to expand the space given to some departments and to add new features. It will remain in the same editorial hands as in the past, the services of Mr. Charles E. Pratt as editor having been secured for the ensuing year, in such a way that he will be able to devote his time, energy, and enthusiasm more exclusively to editorial work. The able and brilliant contributors who have aided him heretofore will continue to assist him, while others will be secured. Some new features of interest are in contemplation by the publishers and editor, and will be added from time to time.

OUR READERS may see that they are to be gainers for the coming year in many respects. While we give them the paper twice as often, we have only advanced the subscription rate one fifth, making it $3.00 instead of $2.50. In returning them thanks for the support given in the past, we bespeak also their favors for the future.

OUR ADVERTISERS may be interested to know that the first twenty-six issues of the paper amounted to 78,500 copies, or an average of over 3,000 copies of each number, and that our average actual circulation since the beginning has been but three hundred less. With the issuing of it weekly, followed by other efforts on our part to make the paper more attractive and more widely known, we expect at least to double our circulation during the coming year.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional. The best value for the money attained in a bicycle.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in., from, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

87 SUMMER ST. - BOSTON, MASS.

SOME OF THE ADVANTAGES of this paper for the future to all our patrons, subscribers, and advertisers, are the following: —

1. It is the only weekly paper devoted to Bicycling in America.
2. It is the official organ of the League of American Wheelmen.
3. It is the special organ of the Archery Associations.
4. It contains more matter relating to either Bicycling or Archery than all the other papers of the country.
5. It gives stenographic, full, and official reports of all important meetings and events.
6. Its editorial and contributed departments are in such hands as to make their contents official or authoritative and reliable.
7. It is racy without being ridiculous, and conducted so as to elevate and render attractive the arts to which it is devoted.
8. It is tasteful and elegant in mechanical make-up, and is free from all objectionable contents for ladies and families.
9. It is responsibly and firmly established, and can and will fulfil all its promises and contracts.
10. It is entirely independent in tone and judgment, neither our editor nor our firm being in any way connected with the trade or manufacture of bicycles or archery goods.

With regular correspondents at home and abroad in the principal places, with friends and occasional correspondents in every club and in almost every town in the country, and with the experience gained heretofore, and greater space and resources for the future, we shall endeavor to make THE BICYCLING WORLD AND ARCHERY FIELD, VOLUME II., not only the best paper of its kind extant, but a satisfactory visitor, constantly improving; and we appeal to all our friends for a continuance of their generous aid.

E. C. HODGES & CO.,
Publishers.

BOSTON, November, 1880.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling & Archery Field World

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 4.

CHARLES E. PRATT, Editor. E. C. HODGES & CO., Publishers. BOSTON, 3 DECEMBER, 1880. Entered at the Post Office as second-class mail matter.

VOL. II] CONTENTS [NO. 4

Currente Calamo	49
Perils of Reporting	50
Editorial — BICYCLING WORLD	51
Riding Schools	51
Beacon Park Track	51
A Baltimore Tale	52
The Bicycle as an Evangelist	52
Excursions — Lima, O., to Boston	53
New York News and Nonsense	53
Wheel Club Doings — Ann Arbor	54
New Britain — New Haven, etc.	54
Delightful Entertainment — Crescent Bi. C.	55
What goeth on Betimes	55
The Wheel on Ice	56
Personal — "Credit to whom Credit," etc.	56
Editorial — Archery Field	57
"Fine Archery Goods"	57
Royal Toxophilite Society	57
Home-Made Weapons	57
Not a "Taffy-Back"	58
Archery Clubs — Robin Hood — Brooklyn and Sagittarian — New York Notes	58
Drift and Wag	59
Books and Pages	59
L. A. W. — Applications — Consul	60
The Haddonfield Turnpike Matter	60
Medal — Rota et Rotula	61
Manufacture - Cunningham & Co.	61
Rates and Terms	62

ADVERTISEMENTS

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

BICYCLING WORLD & ARCHERY FIELD.

Volume I. November, 1879 — October, 1880.

Well bound. Full Index. Valuable for Reference. 442 Entertaining and Instructive pages.

Sent by mail, postpaid.....$3.00.
By express, C. O. D. .....$2.75.

E. C. HODGES & CO.,
40 WATER STREET - - BOSTON, MASS.

THEORY & PRACTICE OF ARCHERY.
BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,
40 Water Street, Boston.

CURRENTE CALAMO

OUR second choice is Tricycle.

THE Crescent Bicycle Club *crescit.*

THERE 's Manny a good man gone wrong.

MISTAKES will occur in the best regulated offices.

THEY did n't give thanks for the snow Thanksgiving morning.

THEY say there was a tinkling of the Blue Bell the night before Thanksgiving.

A SUBSCRIPTION to a live paper is a good holiday gift for the young. Try ours.

APPOINTMENTS for hare and hounds on wheel will be better kept in the spring.

THE quiver and the bow should not be laid aside yet. There are sunny days coming.

"ONCE a man and twice a child," is the old adage. Frank Weston has returned to the cradle — spring.

MANY would like to see the Crescent Bi. C. give an exhibition in Music Hall, for instance, this winter.

IT needs many more accessions to the L. A. W. membership before all the needed consuls can be appointed.

FRANK WESTON don't pretend to know much about Elysian springs, or those in Eldorado; but he thinks the "cradle spring" is the fount of perennial youth.

THE editorial and the business departments of this paper are in separate hands now. Kind contributors and correspondents will favor us and secure speedier attention if they will bear this in mind, and separate things accordingly in their letters.

Ah! distinctly I remember
It is now the bleak December,
And my wheel, like a spent ember,
Acme-stands behind the door.
Eagerly I scan my Special;
Vainly do I seek to thresh all
Frost from fingers; none the less shall
I the snow and ruts deplore;
For no frost or ruts I guess shall
I my trusty wheel forego, or
Cease to ride it out some more.

THE Haddonfield Turnpike Company has abandoned its untenable position, without waiting for the courts to compel it to; and now bicyclers can pass the toll-gates not only without hindrance, but also without charge for the wheels as carriages.

AN IDIOTIC CRAZE, is what *Puck* of 27 October remarks about the prejudice against the bicycle, stirred up by the unfortunate Brooklyn accident, and takes occasion to remark: "Over in Brooklyn, lately, a horse shied at a bicycle, — just as it might have shied at a pile of bricks or a drunken man or a dummy engine, — the coachman could not control the horse, the horse ran away, ran into another horse: and a young lady was killed. This is very sad, of course; but is it any reason for raising a wild howl against the innocent bicycle? Suppose the horse had shied — as horses often *will* shy — at the pile of bricks, or the drunken man, or the dummy engine, would that have been cause for a call for the removal of all piles of bricks from the streets, the immediate incarceration for life of all inebriate wanderers, the abolition of the use of steam as a motor? No? Would n't it? Then why should a rampant Brooklyn coroner rise in his official might and shriek wildly for the suppression of the bicycle? There never was a more idiotic craze than the prejudice against that airy and useful vehicle. It never hurts any one except its rider; it costs the public nothing; it offends nobody. More horses shy in one day at the L road trains than the bicycle has scared in a year. On the other hand, the wiry wheel has proved the most convenient and healthful means of exercise within the reach of hard-working city men."

FRIGHTENING HORSES is remarked upon by the Philadelphia *Ledger* as follows: "The kind of horses that can be frightened by bicycles ought to be quite as much startled when they see a richly dressed lady with brilliant parasol mounted on the seat of a varnished and gilded conveyance which, if made of commoner materials, might be taken for a

huckster's cart. The fact of the matter is that the trouble is with the horses more than with the bicycles. Ninety-nine horses out of a hundred take no notice of bicycles or locomotives or any other conveyance after their curiosity about it has been once satisfied; the hundredth horse ought not to be driven in the streets of a great city, for he is sure to meet hundreds of things more likely to frighten him than the much-abused bicycle."

"BICYCLING continues to grow in favor. Quite a large number of devotees to the new art are to be found in Philadelphia, with a continually increasing tendency; and as it has by this time been practically demonstrated that horses are not frightened by the novel vehicle, the indications are that there will, in the course of another year, be a regiment of bicycles here." — *Philadelphia Evening Star.*

THE PERILS of reporting and of editing are indicated by the following cudgelsome note caused by an inadvertency of a voluntary representative of the WORLD at the recent "opening": "*Mr. Editor:* — There is a committee that would like to sit on '46 Inches,' and sentence him to forty-six years of hard labor upon 'Webster's Unabridged,' or to forty-six inches of hemp rope. He must have received a crack from Churchill's turkey bone, or have written his report immediately after the reception at Madame Roose's, for his orthography is certainly dizzy. One of the diligent workers on the joint committee of the Boston and Massachusetts clubs, Dr. Baker, is ignored, and Mr. Parsons's name inserted instead. Mr. LOUIS Harrison is entitled 'William Henry,' and the chairman, Mr. Chas. P. Shillaber, is rechristened *Y*, and has a letter *c* added to his name, converting it into the Teutonic 'Schillaber.' These three gentlemen form the 'House Committee' from the Massachusetts Club: but from all appearances they are about to re-form into a committee to squelch Mr. '46 Inches,' should they ever catch him outside of his *nom de plume*. ONE OF THEM."

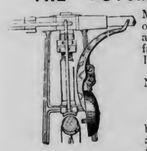
ADVERTISEMENTS

LYRA BICYCLICA:
Forty Poets on the Wheel.
By J. G. DALTON.
Sent by mail, postpaid, for **60** cents.
Address, HALL & WHITING,
32 Bromfield St., Boston, Mass.
N. B. Trade supplied at usual discount.

I have a few of my very nice
BICYCLES BICYCLES
for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.
A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
14 to 20 PEARL STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.
Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.
SEND THREE-CENT STAMP FOR CATALOGUE.
Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,
HARRINGTON'S PATENT CRADLE SPRING AND
NASH'S PATENT RUBBER BICYCLE HANDLES
deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

FINE CLOTHING
Gentlemen are respectfully invited to examine our
CHOICE STOCK
—OF—
FOREIGN & DOMESTIC
WOOLLENS,
FOR FIRST-CLASS WORK,
As this stock cannot be surpassed, and will be made at reasonable prices.
JOHN G. CALROW,
378 Washington St., cor. Franklin St.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."
A few copies at BICYCLING WORLD office.
Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,
By CHARLES E. PRATT.
New and Enlarged Edition for 1880.
276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.
THE TRADE SUPPLIED AT WHOLESALE RATES.
FOR SALE BY E. C. HODGES & CO.

TO BE HAD,
Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., ₰	$0.30
STURMEY'S "INDISPENSABLE," ₰	$0.50
THE AMERICAN BICYCLER (2d edition), ₰	$0.60
LYRA BICYCLICA, ₰	$0.60
THE AMERICAN BICYCLING JOURNAL (bound), ₰	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), ₰	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, ₰	$1.50

The Trade Supplied at Wholesale Rates.
Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE.
ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.
E. C. HODGES & CO.,
40 Water Street, Boston, Mass.

THE AMERICAN BICYCLING JOURNAL.
Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of **Price, $4.00 a Copy, postpaid.**
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 3 DECEMBER, 1880.

RIDING SCHOOLS. — Now is the winter of our discontent approaching for many of our Northern towns and cities. Riding the bicycle on the roads will be more or less interrupted, and even for weeks suspended; and the question of where to ride, or where to obtain equivalent exercise (leaving out the other pleasures of out-door wheeling), becomes an important one. It is, therefore, timely to speak of riding schools in behalf of those who have already learned to ride; and the theme also suggests some other considerations which are always timely.

The riding school is not merely a convenience, but a necessity. Equestrians as well as wheelmen may learn the art of riding their chosen steed in the country or at some quiet resort out of doors, but for dwellers in the crowded city and the busy town some arena specially devoted to the pursuit and the acquisition of the art of riding becomes necessary in which to take preliminary tuition and practice. To the would-be wheelman the riding school is something more. By himself, or on unsafer surface than a large floor, he may, at the expense of considerable tumbling and fumbling and breakage of machine or patience, or both, learn by himself most that can be learned; but it is so much speedier and easier and safer acquiring control of his steed with competent aid and in a proper place, that it pays him to go a long distance and pay the requisite fees to take his first six mounts in a riding school. Then, beyond this, the riding school offers him opportunities for learning *about* his machine, its different makes and sizes, its mechanical construction, the arts of care and repair, for seeing and reading the literature of the subject: it forms a sort of exchange where he can meet others and learn all that is going on elsewhere: and it is likely to become a sort of general and frequent resort for a long time after he has obtained somewhat of mastery over the wheel.

So to him who has been riding a season or more: when storms of winter close him in, the riding school affords him a place for occasionally handling his favorite machine, taking a mount occasionally for exercise, practising or acquiring the fancy arts or tricks of riding, and many an hour's diversion. It is, in fact, the best kind of a gymnasium for winter exercise, even in a moderate-sized hall. A half-hour spent with the wheel will exercise more muscles, and give a healthier circulation and toning up, than twice or thrice that time spent in a gymnasium.

It ought to be understood, too, by those who may be interested in promoting the sale of bicycles, or in promoting the general use of them in any community, that more people learn to ride in the winter and spring in a given length of time than in any other part of the year. There are less distractions; there is no yachting, boating, fishing, excursioning, or similar diversions; tennis, base-ball, lacrosse and cricket, and so forth, are suspended. The air is cool and bracing, exercise is not irksome, and there are all the prospects of spring riding, and all the longings to be out and away, to urge one then to take up this new art.

Why is it, then, that so few riding schools are open and kept open? Many are the agents, or alleged agents, who assume to sell bicycles; but few are wise enough to know, or have observed enough to understand, that the way to sell bicycles is to have a suitable place to try them, and learn them, and use them, and to make it attractive as a place of visiting and resort. Those agents who have riding schools succeed. They sell machines all the year round, and a great many of them. Those who do not, pick up a precarious commission here and there through the spring and summer, get discouraged in the fall, and neither they nor the community in which they are reap the full benefits of bicycling.

Few clubs can afford practice halls for winter: but all the clubs, as well as the unattached everywhere, may do something by encouragement and patronage to secure the opening of riding schools for winter practice and instruction in their respective localities, and so, besides deriving some benefit themselves, promote the general cause of wheelmanship. Winter is the time, and riding schools the places, to make converts and draw new recruits to the army of wheelmen

BEACON PARK TRACK.

ABOUT a year ago, the readers of the *World* used to receive pretty regular letters from a certain gentleman writing over the *nom de plume* of "Jack Easy"; but lately we have seen no contributions from him. One of the chief subjects he wrote about was the establishment of the Granite Bridge grounds, where it was proposed, besides having the facilities for other sports, to lay a good bicycle track. That project seems to have fallen through, and I for one am not sorry, because I do not think there is sufficient interest or strength at present to support two tracks; and therefore it will be better if the bicyclers of Boston would centre their energies on the track recently laid at Beacon Park. I understand the association intend next spring to put the track, which is of excellent shape, in first-class condition, thus affording a suitable place to hold races. But of course, in order to maintain such a track it will be necessary for those riders who take an interest in our sport to join the association. The horse-owners have been strongly opposed to the admittance of bicycles within the grounds. That objection has been, in a measure, overcome, and the Boston Bi. Club entered the wedge when it held its 20-mile race there this fall. It now remains for the other clubs of Boston and vicinity to force the wedge until they will be glad to see us there at all times. I would suggest that whatever races any club intends to hold in the spring are held there, and thereby show the horse-men that bicycles are not such terrible things as they at present seem to imagine.

Any bicycler who don't belong to some club, and fails to subscribe to a paper which is devoted to bicycling, is not one who is able to command among his fellow 'cyclers that respect which a good earnest devotee of bicycling is. Of course we don't always know whether he does support these aids to our sport or not; but let it once be known, and he is immediately set down as one of the "duffers." Let him once be a man, join a club, help on a track, and pay his subscription to

the WORLD or some other good paper, and if his self-respect is n't increased, why, then, I am also a "duffer" and don't know how it is myself.

LONDON W.

A BALTIMORE TALE.

Editor Bicycling World: — Now that the election is over, a President elected, and the "bloody shirt" and "the Chinese letter" laid away together and forever, I may with safety, and without the risk of its being taken up as a campaign story, briefly relate a little incident that occurred the summer past, and of which I was the malicious perpetrator and base instigator.

Latter June overtook me with my iron steed in Middle North Carolina, *en route* for Christian Reid's "Land of the Sky," the peaks of the Blue Ridge, and the beautiful valley of the French Broad. Upon my wiry wheel I was wending my wicked way along the public road that leads from High Point, the highest point on the N. C. C. R. R., through a village a few miles distant where I was to stop for the night. It was a calm evening twilight, about half past the hour of sunset, a peaceful parting of a rare summer day, and —

"What is so rare as a day in June?
Then if ever come perfect days."

All nature is quiescent; and my silent steed, though swift, was never more silent and serene, and seems *en rapport* with the silence that reigns around supreme.

Southward I speed swiftly onward, now along the broad footpath that lies hard and smooth to the left of the roadway. In the dim and dusky distance I descry what seems to be the figure of an approaching man; but the approach is all my own, for by it I soon discern that the traveller is going in the same direction with myself. A forest dark of lofty pine now lies upon the left, and on the right beyond the road a field of growing corn. Scarce a stone's throw now separates me from the man whom my yet nearer approach shows to be a benighted negro, absorbed in the unconsciousness of his own surroundings.

Swifter, nearer, but never so silently I approach on my right this swarthy son of the South, still unknowing of my coming. I am distanced yet by full two lengths, and now by only head and neck. As I'm now about to shoot by, I lean over toward the unsuspecting man, and in a shrill, wierd voice cry out, "Ku-Klux! Ku-Klux!" at the same time snatching with extended hand the slouched hat from the head of the terrified man. "An awful pause, — prophetic of the end!" A sudden start: an instant turn of ghostly eyes and ghastly grin! With a horrible yell he "jumps the track" and bounds away and across the road and over the fence, muttering in husky tone some piteous prayer or dire imprecation as he wildly tears his way through the corn, with outstretched arms swinging like the furious spasms of some old shackling windmill going to pieces in a thunder-gust. Without handicap of hat he runs his mad race, and though soon lost to sight himself, his way is easily marked by the spasmodic movements of the blades and stalks of corn.

And I — well, I, meanwhile, overcome with laughter and astonishment at the result of my innocent experiment, and having lost the equanimity of my mind, the equilibrium of my body, and the equipoise of my wayward wheel, make a hasty and involuntary dismount. I scan for a moment the surface of the troubled cornfield, gaze for once and the last upon the scene of operations, and with the well-ventilated hat still clinging to my unyielding fingers, slowly mount my restive steed, regain my "balance of power," and thoughtfully turn to the village.

"The day is done, and the darkness
Falls from the wings of Night,
As a feather is wafted downward
From an eagle in his flight."

Soon I am in the lap of Morpheus; dreams possess me, and visions multiform.

IOTAU.

BALTIMORE, November, 1880.

THE BICYCLE AS AN EVANGELIST.

IT has often been questioned whether Christianity can ever be a universal religion. This doubt of its world-wide capabilities of extension does not necessarily imply any doubt of its excellence, or of the benefits which the reception of it would confer upon all nations. But the gospel has to depend largely for its propagation upon human agencies and means; and although our great missionary societies expend enormous sums of money every year in fitting out missionaries and sending them off by land and water, the field is so vast that there seems no chance of ever traversing more than a very small part of it.

Even country clergymen in home parishes find it often impossible to visit all their parishioners, and bishops can only make visitation tours once in three or four years. Some of them have never seen more than a fraction of their dioceses. Bishop Watson, of Llandaff, the famous antagonist of Tom Paine, only visited his diocese once in ten years. Some clergymen are great walkers, but others find it impossible to walk a mile to visit a sick parishioner. Our American clergymen are great travellers: but when they take their walks abroad or brave the storms of the Atlantic, it is for pleasure, not for missionary purposes. Few clergymen are as lucky as Dr. Syntax in being able to keep a horse, and thus it has come to pass that Christianity is in great danger of dying out for want of the means of transportation.

In this emergency it is pleasant to read the experience of a clergyman in England who has found the tricycle — an improvement, we presume, upon the bicycle — the best, swiftest, and cheapest of all the means of locomotion. He is a deputy of the Society for the Propagation of the Gospel: and having purchased his substitute for a horse and carriage, he finds that at a speed of seven or eight miles an hour, he can do fifty miles a day. Up hill or down dale is all the same to him. He carries his valise, and sometimes his twelve-year-old boy along with him, the former no doubt containing the tracts and the victuals which the latter assists him to distribute and devour. He has tried his metallic Rosinante a sufficient time to find that it requires no groom, no corn, no water. and that it involves no tax or turnpike fees. What is more remarkable is that it will stand still where he leaves it, which says much for the respect felt for the property of missionaries in England. In Brooklyn it would be very apt to be conspicuous by its absence when the good parson went to look for it. It seems to be gentle and kind, and the right number of hands high. The inhabitants of the villages, we doubt not, look for it with eagerness, and when they see the dust it raises afar off they say, "It is the driving of the clerical Jehu on the tricycle, for he driveth furiously in his eagerness to bring us the printed fly-leaves of salvation." As a tonic and promoter of vigor, both in body and mind, this ubiquitous preacher finds it far superior to the steam-engine or the market wagon. His health, which had been injured by pastoral labors, has been restored by it, and he therefore "cordially recommends it to all clergymen."

The advice is certainly worth thinking of. If adopted in Brooklyn, for instance, our clergymen might find it possible to avoid the necessity of going every summer to Europe; and what a scene would their evangelical labors and pastoral activity present to the sanguine student of prophecy! "Many would run to and fro, and knowledge would be increased," and many who never see a minister's face would find that the ministers were at last sufficiently strong in health to bring the glad tidings to them. Of course all ministers would not look equally well on the tricycle, and some might have an awkward way of driving: but we have Mr. Joseph Howard's authority for saying that even Mr. Beecher, admirable in all other aspects, "is not a pleasant sight on horseback" when he prances as chaplain, with the Thirteenth Regiment. The tricycle would be no detriment to the deportment of the really skilful equestrian, while it would be easier to manage for those ministers whose only acquaintance with "horsey" matters has been the war-horse of Job and the white horse of the Apocalypse. Men complain that Christianity is losing ground: the tricycle, as an evangelist, would not only recover what is lost, but make tracks for the missionaries in new directions. The highways of ancient Rome proved of the greatest value to the first preachers of Christianity: the tricycle would, when used as a means of grace, evangelize the whole country in these latter days. Bishops would be able to "confirm" at the rate of fifty miles a day: a short sermon, well prepared, might be delivered

by an active clerical tricyclist twenty times in a morning's round, and every lanscape in the country would be dotted by the swiftly moving bees of the clerical profession improving each shining hour. — *Brooklyn Eagle.*

EXCURSIONS

LIMA, O., TO BOSTON.

AN INTERVIEW WITH R. W. PARMENTER.

ON 12 October last a representative of the BI. WORLD had the pleasure of meeting Mr. R. W. Parmenter, of Lima, Ohio, in Boston, whither he had wheeled himself on his bicycle for a pleasure trip. Mr. Parmenter was looking in good condition and appeared in excellent spirits after his long journey of about one thousand miles, which he had accomplished in twenty riding days, on which he averaged about fifty miles a day when riding. In answer to numerous questions, Mr. Parmenter gave an interesting narrative of the trip, the substance of which appears in the following notes, nearly in his own words: —

Lima, Ohio, is 71 miles south of Toledo, 130 miles north of Cincinnati, and about 30 miles from western State line. I started from Lima on 19 August, on a 50-inch Standard Columbia, and arrived in Boston on 11 October. I had for companion part of the way Mr. Charles E. Campbell, a resident of Lima, who rode a 52-inch Standard Columbia. We had had our machines but a short time, and neither of us had ridden a hundred miles in all before we started on this trip. The object of the journey was pleasure, and to take our time in seeing the country in a new way. First day, we started at 5 o'clock P. M., and rode that evening 11½ miles, to a place called Cranberry. Second day, we rode to Finley, a distance of about 25 miles. Third day, to Tiffin, 28 miles. Fourth day, we left Tiffin and went up to Green Springs and Clyde, and struck the first road outside of our county that was passable. We put up for Saturday night and Sunday at Monroeville. On Sunday took a Sabbath-day's journey of 4 miles to Norwalk. We did not expect to get in until after dark, but arrived at about 5 o'clock. Monday, Mr. Campbell broke down at Townsend Station, 6 miles from Norwalk, and took the train to Cleveland for repairs. That day I found the travel very bad, the roads being of clay, and did not make over 20 miles: the day following I ran into Cleveland. Left Cleveland on Thursday, and passing through Mentor, saw Mr. Garfield out riding with a party of young people. That night I put up at Geneva, and next day passed through Ashtabula, putting up that night (Friday) at Girard, Pa.

From Cleveland to West Springfield is a very sandy road and very bad travelling: but from East Springfield, Pa., struck very good natural roads made simply of soil thrown up and beaten down with travel, making splendid roads. Ran from Girard to Westfield Saturday: took dinner on State line, where I could sit with one foot in Pennsylvania and the other in New York.

Sunday and Monday I spent in visiting Lake Chautauqua. Monday night met Mr. Campbell at Mayville (he having left Cleveland Friday afternoon), and Tuesday we rode to Silver Creek, having bad roads that were a little muddy. On Wednesday we rode from Silver Creek to Buffalo, getting in just after dark; the roads through this region are very bad in wet weather, but good in dry weather. Visited in Buffalo until noon of the following day, and then went to Niagara Falls: this road was a clay road, very good in dry weather, but sticky and hard to travel in wet weather. Went from Niagara Falls to Albion the next day, and at Lockport were escorted out by a member of the club there. The next day went to Rochester, where we visited a day to rest and recruit: arrived there Saturday night, 9 October, and stayed over Sunday. Monday morning rode from Rochester to Clyde: Tuesday, from Clyde to Syracuse. A good portion of this distance we had to take by towpath on account of the stony roads and sand. After spending one day in Syracuse, we were escorted by members of the Syracuse Club to Canastota, and that night reached Utica. From Utica we had to take the railroad most of the way (on account of rains) to Little Falls; from Little Falls we ran down to Fonda, and from there to Schenectady, and Sunday ran into Albany, a distance of about 15 miles. This was a very bad road, and a good part of the way we had to take the railroad track: we did the city the rest of the day, and Monday went to Hudson, a distance of about 30 miles.

Mr. Campbell stayed there until Thursday and then left for Boston. I visited until the 6th October in New York, Brooklyn, and the Catskill Mountains, when I left Hudson, and the first night out was at Mt. Oray, 37 miles from Hudson. This road was very good, with only one large hill, and the scenery was exceedingly fine. The next day I went to Westfield: the roads were very sandy, stony, and mountainous, and altogether it was a bad day's ride. The next day's ride was to Springfield, a distance of about 8 miles over very good roads. Saturday's journey was to Worcester: the road was very bad on account of being so dusty from so much dry weather. Sunday was spent at Worcester with some members of the club in that city, and Monday night (the 10th October) found me in Boston, having met with the best roads from Worcester to Boston that I had seen since starting.

When I started I weighed 133 pounds, and when I arrived in Boston I weighed 145 pounds.

NEW YORK NEWS AND NONSENSE.

THE Wright gloves are not all rights; there are some left(s).

IN his poem mentioning the various instruments the Manhattans would play on in an imaginary concert, James forgot to say —

That Mister Revel
Would play the d—l.

WE congratulate the pitchers of that pitcher; they could n't have pitched upon a better person to give it to. Long may he live to carry it to the well, and may it never get broken in the going.

THE star Mercury rises now early in the morning; but his namesakes do not arise till the gas-stove has been lighted fully an hour, and the water is good and hot for shaving.

THE League should appoint (excuse the dictation) Mr. Rawson Underhill consul for Staten Island. He is known by and knows everybody on the island, is a prominent member of the S. I. Athletic Club and the Manhattan Bi. Club, and is covered with honors won in bicycle races.

MR. F. G. BOURNE raced against Mr. Comacho on Thanksgiving day. Had it not been that Bourne was engaged to sing at a concert on that evening and did not wish to "break himself up," the positions at the end of the race would have been reversed.

THERE was no riding on Thanksgiving day, but the boys assembled for a hot punch, and as the fifteen coaches filled with Yale and Princeton students passed by the headquarters, on their way to the football match, twenty-five bicyclers stood beside their wheels on the curbstone and drank the strangers' healths. "Rah! rah! rah! rah!"

THE perfect indifference with which New-Yorkers tolerate abuses in the municipal affairs of the city is provoking beyond expression. One wrong — and it is no small one — is the power bestowed upon a single person to allow this party to enter the city parks, or not to allow that party to enter, according as he may feel inclined to grant or deny his permission. This authority, if we may believe the New York *Herald*, is vested in no less a personage than Mr. John Kelly, ex-junk dealer, and son of a collector of soap fat. A short time ago, when the Freemasons and Knights Templar wished to parade through Central Park to lay the corner-stone of the obelisk, they were informed that no flags or banners were allowed to enter the park limits, it being against the rules: yet, on the evening of the Democratic torchlight procession, dozens of Democratic torchmen were permitted to pass through, some even carrying lighted transparencies. We do not mean to drift into a political argument, nor do we wish to insinuate that a person born of common parents and reared amongst common folk may not turn out to be a very uncommon sort of an individual. The purport of this article is merely to call the attention of bicyclers to the fact that it is not a *commission* that is prohibiting them from using the park drives, but *one man*, and to inquire if they mean to continue being elbowed to one side by Kelly and his

satellites. Base-ball players, archers, skaters, croquet players, horsemen, Democratic banner carriers, in short, almost everybody but Masonic emblem bearers and bicyclers appears to have the privilege of entering the sacred precincts of King Kelly's domain. We are all tax-payers, — we or our parents; then what are our rights? The bicycle has been held a vehicular conveyance for pleasure in England and other European countries, and will be so held here; and the rights of every owner of such a vehicle are the free use of every drive for the support of which he pays taxes. A great many riders have said, "We cannot do anything." Have we ever tried? No; it has always been one man who has gone forward and done all the work, while the others have waited around the block for results. We have no rink to ride in this winter, and unless we busy ourselves about opening the Central Park for spring riding, we will be like hedgehogs, lying inactive all through the cold season. Central Park cost $11,000,000. The *Herald* says $500,000 should be appropriated yearly to keep it in repair and make improvements. One hundredth part of this sum would lay a cinder bicycle track five feet wide from 59th street to 110th street. The equestrians have a separate path, and the wheelmen in this city outnumber the horsemen ten to one. Why should not the wheelmen have a road of their own? Can any one make a suggestion on this subject, or is everybody too much sat upon to speak? Will some one call a meeting of the officers of the several clubs to talk over the matter, and then present the result of their deliberations to a general gathering of city wheelmen? As the case stands now, we are much pitied by the bicyclers of other cities, who imagine we have left no stone unturned to gain our rights, and look upon us as the victims of oppressive laws. The League of American Wheelmen will probably be here in May: are we going to pilot our brothers over cobbles, through transverses, across sidewalks, and by mouthing policemen? What a disgrace such a passage would be to the metropolis of the United States! Granting that Mr. Kelly may consider if $5,000 is taken from the $500,000, that there would not be sufficient left to repair and make improvements in Tammany Hall, what is to hinder our raising the money by subscriptions, bicycle entertainments, and other means? Surely our brains have not all run to the calves of our legs, and we can make some effort to better our condition. Once get the permission to lay a track, and if the necessary funds were not forthcoming we could place it ourselves. With Munroe of the N. Y. Club, and Brown and Ives of the Mercury Club, what better engineers could we desire? What better lawyers do we want than Minor, Burrill, and others? "Kol Kron" would certainly put his pen to paper in the cause; and if brawn and sinews were wanted, look at Bourne, Timpson, Bruner, and a host of others. We wear the knee-breeches of our forefathers (figuratively speaking); and though it will not be necessary for us to fight this battle with picks and shovels, we should certainly rise up, as our forefathers did, above oppression, or take our knickerbockers off.

DEAR JOHNNY: We do not wonder at your being fired with poetical ardor by the young lady who sits on the window-sill at the bottom of Lenox Hill. Your pome is accepted, also the postage stamp for the return of the MS. in case it had not met with our approval.

A maid on a visit from Rye
Declared she was bashful and shy;
But the breeze ope'd her blind,
And behold, close behind,
She watched for the boys going bi.

KNICK O'BOCKER.

28 NOVEMBER, 1880.

WHEEL CLUB DOINGS

ANN ARBOR.— A copy of the *Chronicle* Supplement furnishes, under the heading of "Various Topics," an item regarding the bicycle club at the University of Michigan, which we are happy to quote. The officers of the club are as follows: President, D. E. Fox of Grand Rapids; vice-president, W. L. Mahon of Ann Arbor; secretary and treasurer, M. P. French of Milwaukee, Wis.; captain, S. A. Wood of Fenton; sub-captain, J. E. Hathaway.

This is what the *Chronicle* says: —

"The most vigorous department of college athletics is the bicycle club. Everywhere the intrepid bicycler forces himself upon our notice. He whizzes by unheralded by the slightest sound, and doubles the next corner before we have time to count him. Thus it is by day, and when at night they take possession of the sidewalk, and blinding our eyes with the flashing headlight, rush upon us like errant Cyclopes, it is enough to make the most intrepid bosom quail, and the stoutest heart leap up against the fence. Financially the club prospers. They own $950 worth of rolling stock, subject to no lien or mortgage. No stock is in the market. As to dividends we are not informed. Softly slumbering policeman No. 1 is the only party who disputes their right of way where they may go; No. 2 rarely molests them. Accidents sometimes occur which would rumple the stiffest shirt-bosom. Accounts rarely reach the newspapers. They are suppressed. These mishaps win the passing tribute of a swear, and are forgotten. However, the rules of the club permit no oath of larger calibre than by——cycle! At their formal monthly meetings D. E. Fox presides. As they flit upon the road, they are led by Wood and flanked by Hatheway. There is one official and fourteen acting treasurers."

ARLINGTON BI. C — This club, at its last meeting, elected Frank T. Rawlings s captain; W. C. Scribner, lieutenant; and H. McKenney, secretary. It was to have a run and dinner, to Marborough, twenty miles out, on Thanksgiving day.

BRATTLEBORO' BI. C. has two members practising for a fifty-mile race, to be accomplished in four hours, at the Town Hall, as soon as the repairing is done. A half-mile race against time was held by this club on Cemetery Hill, Saturday afternoon, on 13 November. It attracted many spectators, and was highly enjoyable, it being the first bicycle race in Brattleboro'. There were six competitors, and Mr. Arthur Seddons won the Hooker medal, coming in first in 1.58. Mr. O. A. Marshall, second, in 2.04½, took the club medal.

CAPITAL BI. C. took its annual club run and dinner at Marborough, on Thanksgiving day. Captain H. S. Owens's tricycle is a source of considerable comment upon the avenues. Moonlight nights are much appreciated in Washington.

NEW BRITAIN WHEEL CLUB. — Last March saw New Britain, Conn., without a bicycle. April welcomed one, and the number has steadily increased, until an organization became a much-felt want. There is now a club under the above name, with nine active members, and the following officers: President, Leonard Doig; captain, William A. Dwight; sub-captain, George W. Corbin; directors, Charles Pearsons, Frank S. Beckley, John B. Minor; secretary and treasurer, John O. Stivers; other members are Edward F. Dwight, John A. Williams.

NEW HAVEN BI. CLUB. — *Editor of the Bicycling World:* — Under Capt. Marsden's energetic management the New Haven Bi. Club is increasing in numbers, and there is a rapidly growing interest in club matters. The regular Wednesday and Saturday runs are still continued, and the club bulletin board, at headquarters, usually presents a goodly list of names upon any special occasion. Our wheelmen are not satisfied entirely with two runs weekly, but indulge in specials upon at least three evenings in the week, be it moonlight or not. We have some twenty-five miles of shell road; our streets are fine. Your true 'cycler is not content to enjoy alone what may be shared with brothers of the wheel: inspired, therefore, with this spirit, the N. H. Bi. C. decided, at their last regular meeting, to extend to the Hartford clubs an invitation to join them in their run, 17 November. In response came several members of the Hartford and Centaur Clubs. The start was made at 3.30 P. M.; and in accordance with the programme, which had been published in the daily papers, the parade extended through the principal streets and avenues. The cavalcade included the Messrs. Fowler upon American Roadsters, — tricycles; and these two handsome though less familiar vehicles shared the attention of the spectators with the better known bicycles. The sidewalks along the route were lined with people; many and various were their tokens of approval. The parade over, the run was extended to East Haven, to Montowese, and terminated at the Forbes House, Morris Cove, where supper was served and enjoyed as hungry wheelmen can enjoy the pleasures of the table. A thoroughly pleasant evening followed, and about eleven o'clock machines were mounted for the return, our visitors having to take the midnight train. Arriving without incident worthy of mention, the guests were escorted to the station, and with many pleasant wishes for the absent sent upon their way, — three ringing cheers being their parting salute.

WHITNEY.

YONKERS BI. C. — This club held its annual meeting on the evening of Friday, 19 November, and elected officers as follows: President, Horace Moody; captain, S. B. Hawley; sub-captain, H. Talmage; secretary and treasurer, Elliott Mason; Bugler, John B. Upham. Mr. Charles Nichols was elected a member, and makes the twenty-fourth. After the business meeting, a good dinner was enjoyed at the Mansion House, with social festivity. On a comparison of distance riding, it was found that one member had ridden about 1,830 miles during the year.

DELIGHTFUL ENTERTAINMENT. — The day after Thanksgiving day was made a red-letter day by the Crescent Bicycle Club of Boston. They had invited the Providence Bi. C. for a visit, and that club had responded to the invitation by sending seventeen of its members, most of them with their wheels, to the Hub. By the courtesy of the management of the Boston and Providence Railroad Company, these were given a round-trip ticket to Boston and back, good for two days, for $1.00 each, with no charge for bicycles, and they lost no occasion to express their appreciation of the courtesy they received on the trains as well.

The members of the Crescent Club met the visitors, escorted them for a short spin along the Charles, brought them back to the Brunswick, and there gave them a very pleasant and informal reception and supper. Besides the seventeen Providence men, there were only the members of the Crescent Club and two or three other invited guests, as this was essentially an entertainment of the visiting club. The Crescent Bicycle Club, be it understood, is a young and promising one. It was organized in October a year ago, and it now numbers fifteen members, all of whom are active, ready, and accomplished in their devotion to the interests of their club in particular, and of gentlemanly bicycling in general. Their pleasing costume and the courteous and graceful wearing of it have been familiar at Newport and Providence, as well as nearer home. At eight o'clock that evening they resorted, with their guests and invited friends, to the number of some three hundred, to the Institute of Technology Gymnasium, on Boylston street. It was the limitations of space in this building which caused the limited number of admission tickets issued, and none regretted the impossibility of inviting all who wished to come more than the Crescents themselves, not even those who offered to pay considerable sums for tickets. At either end of the hall were arranged a few seats for the spectators, while the middle of it, a space perhaps eighty feet wide and one hundred feet long, was reserved for the performances.

The Germania Band was in attendance, and discoursed pleasant music, and a considerable number of young ladies graced the occasion with their presence. At 8.15 P. M., fourteen members of the club appeared in line, and at signals from Captain Turner prepared to mount, mounted from the right of the line, and rode in single file around the hall. There were some very pleasing evolutions performed, executed with precision and fine effect, forming twos to single file again, forming threes and other riding: when, at a signal by whistle, six of the members dismounted, leaving a squad of eight on the floor, and the finest entertainment of the evening was afforded by this squad, performing within such narrow limits their many evolutions. Perhaps the most pleasing effect for the spectators was after the squad had divided into two columns, and then filing to right and left, formed fours down the centre of the hall, filed by columns to left and right, and then formed fours again: though some of the other tactics, which would require a cadet to describe, were equally pleasing. After this there was fancy riding, first by D. B. Robinson, who performed with accuracy and grace some sixteen or seventeen various feats, followed by Secretary Duker, W. D. Mandell, President Cochran, and others. Mr. Mandell found no difficulty in performing the usual tricks on his extraordinary, with much grace, although it did have a little the appearance of an effort at fine horsemanship with a camel. Messrs. Duker and Cochran showed a little co-operative riding on the same machine at the same time.

It is doubted whether any other president of a bicycle club would venture to take the floor as a fancy rider, but President Cochran proved that he had made no mistake, and some of his feats were quite striking; for instance, his vault to a still-mount side-saddle showed a combination of difficulty and grace which was duly appreciated by the audience. After this there was a slow race by seven competitors, the judges being President Carpenter, of Providence Bi. C., and Captain Turner, of the Crescents, with President Pratt of the L. A. W. as referee: Mr. A. Harry Baldwin being the winner. A silver medal was awarded to him, and presented by President Carpenter. After this there was dancing, and a merry time. Every part of the entertainment was carried out with great credit to the club. It is not singular that some of them should ride so well, but that *all* should ride well is very creditable, and hereafter the Crescent Club will have a reputation.

WHAT GOETH ON BETIMES *

AND it came to pass that on a certain day, nigh on to the setting of the sun, certain young men, lusty and in good favor, came to a tavern, a good hour's journey from the city's walls, nigh unto a steep hill called Milton.

Now these young men did put by their wheels of many wires, and entering the house, set about putting themselves on good terms with the landlord. For the landlord saith, "Are not your shekels of silver and of gold as good as others?"

And being anhungered they ordered a goodly portion of the flesh of kine and of the Mocha berry, and lustily did they fall to and demolish everything in shape of food set before them, and they did make themselves merry over the feast, and rejoiced much, and said among themselves, "Are we not wise to be beforehand in this matter?"

As the night wore on they betook themselves to the table called "Pool," and did match themselves one against the other, and did boast loudly of their skill.

And as they played, the steward did bring unto them "Jig-water," to every one his particular j. w., one to each; and unto him that had the least skill in the play belongeth to deliver shekels of silver to the steward.

And so the play waxed high, and the j. w. flowed freely, for glad was the steward; for quoth he, "Ever so be it; am I not gainer to the sum of almost a shekel unto each game?"

And after many games it came to pass that conversation became rife, and hotly did they dispute one against the other, until at last, tiring of the play, they betook themselves to slumber, each to some other man's couch, and great was the confusion thereat.

But it happeneth that one young man, stronger than the rest, took each man to his proper place, and comforting words said he unto them: and after many hours they slumbered, dreaming of the morrow. . . .

As the morn dawned the young men arose, and great was their sorrow to behold the ground white with snow, and loudly did they lament, and say many words expressive of their great grief.

For on that day they were to contend against each other after the manner that the hound chaseth the hare.

After paying their score, they soon betook themselves to the city's gates.

The day being the day of much stuffing, each one betook himself to his own abode and gave thanks for his emptiness, and fell to and did enjoy his turkey in a goodly and proper manner.

And as each one accounted his adventures to his friends, great was their sorrow that they, too, were not with these young men to enjoy themselves in a like manner.

"For," quoth they privately among themselves, "was not the day cold, and were we not surely left out in it?"

* The above was taken from some records over two thousand years old; which proves that "Hare and Hounds Awheel" is nothing new. — ED.

And the fine young men, seeing the envy created by their tales, resolved among themselves to say no more about it; and to this day naught can be found out of what "happened betimes."

THE WHEEL ON ICE.

Editor Bicycling World: — Not having read anything in your entertaining and valuable paper as to whether the bicycle could be successfully run on the ice, and thinking it might be of interest to some of your readers, I will relate my experience and give you an account of my first attempts to run a bicycle on such a slippery and treacherous element.

Having to go down by the river one day last week, I became interested in watching a number of skaters skimming here and there over the river, enjoying themselves as boys always do the first ice of the season. The ice looked so temptingly smooth and level, I wondered if a wheel would not run splendidly on the ice. No sooner thought of than immediately acted upon, by bringing my "Columbia" down on the river. I found it a little difficult to mount, not having any rubbers or spikes on my shoes; but after a second attempt I succeeded in placing myself in the saddle and started off, expecting every moment that the wheel would slip out from under, and drop me without any ceremony on the ice. But after a few moments' riding, I began to regain confidence, and soon felt as safe and secure as when riding on the road. Much to my surprise, I found I could turn about and circle around with perfect safety from falls or mishaps of any kind. The sun was shining brightly, yet the air was keen, the ice perfectly dry and covered with a white frost, — in fine condition for running on the wheel. After a few moments' riding I dismounted, shortened my cranks to four and one half inches for speed, again mounted, and took a pace down the river that seemed like fairly flying through the air. Not a particle of jar or vibration, not a sound excepting the whir of the wheel rapidly cleaving the air. The sharp, bracing atmosphere, the smooth and rapid motion, together with the novelty of the situation, made it a most enjoyable ride. Riders of the wheel will understand the fascination and enjoyment of a rapid spin, without my enlarging on the subject; others never will know until they have tried it and had the experience themselves. One of the ever-present small boys amused me by shouting at the top of his voice, "Hurrah! here comes the big icicle." On account of two low bridges, I could not ride any great distance without turning about or dismounting to go under them. Our city is situated at the foot of Lake Winnebago, a fine sheet of water about thirty miles long by ten wide. I am anticipating a glorious spin on the lake when the ice becomes safe and the weather suitable.

It seems to me that with a good wind in one's favor, the speed that can be attained on the ice is only limited by the ability to keep feet on the pedals. My judgment is that bicycling on ice is a success, but do not attempt it if the ice is the least bit damp or wet, as a bad fall would be certain. Yours truly,

C. J. CORNWELL.

FOND DU LAC, WIS., 24 November, 1880.

PERSONAL

THE PUBLISHERS of the BICYCLING WORLD, not wishing to obtrude the paper upon those who do not want it, wish it noted that this number, 4, is the last number that will be sent to those whose subscriptions have expired and not been renewed, unless other copies are requested.

MR. CHARLES E. ALLEN, sub-captain of the Grand Rapids Bi. C., won the five-mile race at Plainwall, Mich., on 7 October, in 18.23¾. This was on a heavy track, with a 50-inch Special Columbia.

A. D. CHANDLER, Esq., the genial pioneer wheelman, and late president of the Suffolk Bi. C., has just returned from a flying visit through the far West. Mr. Chandler keeps his wheel in his library when he isn't spinning over the Massachusetts roads with it, and considers it as essential to his health and success as any other possession.

MR. SAMUEL T. CLARKE, captain of the Baltimore Bi. C., reports a good degree of activity in that city.

MR. J. G. CARPENTER, of Wilkesbarre, Pa., made a brief visit in Boston last week. It is easy to understand why the wheeling interest prospers so well at Wilkesbarre.

ONE of the speakers at the Boston, Mass., opening, not reported by "46 Inches," was Mr. H. S. Kempton, B. Bi. C., of the Boston *Herald*, who gracefully responded for the press.

CORRESPONDENTS will oblige the editor and the readers of the BICYCLING WORLD if they will note that the business and editorial departments of this paper are separate, and divide their letters accordingly.

MR. CHARLES R. PERCIVAL has received a very courteous note of thanks for his hospitality to the Crescent Bi. C., paid them on the 17 November. He has the thanks of many who did not think to send him formal acknowledgment.

MR. CHARLES A. PITKIN (B. Bi. C.) is Master of Mathematics and Physics at the Thayer Academy, Braintree, Mass. The tasteful catalogue for 1880–81 has just been issued. This schoolmaster is often abroad on his wheel, and is one of the most good-natured.

MR. ANONYMOUS has the effrontery to send us this: "There is no suffering equal to fear, for there is no limit; that is what we thought at the opening of the headquarters of the Boston and Massachusetts Bi. Clubs, when Mr. Pratt was going the usual rounds." We always reject anonymous communications.

"CREDIT TO WHOM CREDIT," ETC. *Editor of the B. W. and A. F.:* — The account of the opening of the "Bossachusetts" headquarters, in your issue of 26 November, signed "46 Inches," pays me an undeserved compliment. That I could stand. I am used to it. But I cannot take what belongs to another, — not yet. The praise — and it cannot be too lavish — for the taste, judgment, and thoughtfulness displayed in furnishing and opening the cosey rooms at No. 40 Providence street belongs to the "House Committee," which consists, on the part of the Mass. Bi. Club, of Messrs. Shillaber, *Baker*, and Harrison: no *Parsons* in it, "Forty-six-inch Friend." I do deserve *some* praise, though: *I appointed that committee*, and I 'm proud of them. Dr. H. A. Baker could not appoint a better committee: but with his cultured and discriminating taste and zeal, he made a very much better committee-man than could Yours truly,

A. S. PARSONS,
Pres. Mass. Bi. Club.

STOOD STILL. — Marlboro', Mass., 22 November. *Editor Bi. World:* — A number of riders in this section have been trying the "stand-still" trick; and on Saturday, 20 November, Mr. T. P. Burgess, of St. Mark's College, Southboro', reached what might reasonably be called the apex of standing still. Using a smooth wood floor, he stood still for one hour and twenty-two minutes (1 h. 22 m.), and would have stood longer, but was compelled to dismount and attend to other duties. If this has been beaten or is ever beaten in the future, we should like to hear of it. LITTLE 'UN.

A CLERGYMAN in the West of England gives his experience of a tricycle as a means of locomotion in large country parishes. He says: "My first journey was ten miles, the third forty-two, across Devon into Cornwall. I have travelled about 800 miles by this time on pleasure trips in North Wales, and latterly in Derbyshire, on my work of deputation for the Society for the Propagation of the Gospel, and have found it a great comfort and pleasure. From seven to eight miles an hour is my speed, and I can do fifty miles per day. I can ride up any hill almost. I carry my portmanteau with me, and carried my boy, aged 12, behind me for thirty-four miles once. If I were in a country place and wished to save a horse, I should do so by keeping a tricycle. It wants no grooming, no corn, no tax, no gates. You can leave it at the door of a cottage and want no one to hold it; and better than all, it has done my health (which was shattered abroad) more good than all the physic I have swallowed, so I cordially recommend it to clergymen." — *N. Y. Sun.*

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America, — clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 3 DECEMBER, 1880.

"FINE ARCHERY GOODS." — In a recent issue we printed a communication from "Captain Jack" upon "Archery Weapons," which was very good reading of itself, and which was likely (and we knew it was likely) to open a line of discussion concerning bows and arrows. We have printed some communications since, and have some more in hand to print either in full or by extracts, relating to these implements of our unsanguinary warfare. There is no doubt with all archers great interest attaching to the choice of weapons; not so much for cost and accessibility, though these are by no means uninteresting points, as for effectiveness and comfort in the use. In the language of the numerous manufacturers and legion of dealers, all archery outfits of all descriptions are "Fine Archery Goods": and every dealer and of course every manufacturer will have his good points to recommend, and his claims to superiority; and every one of them will have his patrons ready to commend his goods and offer testimonials. This is right and enterprising, and there are several pages of this paper, space in which is at the disposal of any responsible party for such purposes. But we believe that it will meet the approval of our readers, whether they are dealers or users, if we continue to draw a dividing line between our general reading columns and our advertisements, — a distinction between proper and impartial discussion, narration of experience, and abstract mechanical description and examination, and mere indorsement testimonials, puffing, or disparagement. It were needless perhaps to refer to this matter in this way, were it not so easy for our valued correspondents and contributors to forget or overlook the idea.

In the bow, for instance, there is length, weight, curvature, and other matters of form: there is material, finish, proportion; there are strings for it, tips and handles: and so, without specifying further, there is a wide field of inquiry, experiment, and experience which is of interest to the beginner and the expert, and which may well be written about without personal allusion, and without partiality to any maker or dealer. It is just as true of arrows, and of those things which go to make up the outfit, the accessories of archery, none of which are without importance.

Beyond this, but intimately related to it, is the practical art of handling and getting the best results out of these implements; and it may be noted in passing that the art of using tools is modified and rendered variable by the character of the tools used. The art of using a crossbow varies from the art of using a longbow, for instance; so in a less degree but in the same way does the art of using any one long-bow differ from the art of using any other long-bow, because no two bows are alike: and this is the truth at the bottom of the general commonplace remark, that one must be familiar with his weapon in order to get the best result from it. It will be readily seen what we mean to intimate; namely, that there is a legitimate field of practical archery which we mean to keep open for all proper comment and discussion. We hope to receive communications upon subjects relating to the science of archery, both theoretical and applied: we hope to be able to present our readers for their instruction and entertainment with much of the æsthetics of archery: but with all these, and of equal interest and importance, we hope to offer a medium of exchange of opinions and experience relating to the practical and rudimentary part of archery; and with the simple hint to aid us in preserving this distinction between personal advertising and abstract profitable discussion, we invite all our readers to contribute what they can from experience, observation, and study, and to find here open columns and a fair field.

ROYAL TOXOPHILITE SOCIETY. — The last extra target of the season, for this ancient English club, was held on 4 November. Shooting was at the single York, and some of the scores were as follows: —

	100 yds.	80 yds.	60 yds.	Total.
C. E. Nesham	33–125	34–172	2–118	89–415
C. J. Longman	41–157	32–132	21– 81	94–370
J. H. Bridges	31–101	37–155	23 103	91–359
H. Kendall	28– 94	30–138	23–123	81–355
Mr. Butt	27–105	27–119	17– 85	71–309
N. Rattray	36–148	22– 86	15– 63	73–297
Col. Lewin	31– 96	26–118	16– 64	76–278

And the lowest score made was

Mr. Garratt	13–31	10–47	13–61	45–141

The society's annual dinner was held in the Archer's Hall the same evening, when eighteen members were present. £10 was voted toward the funeral expenses of James Rowley, who had been in the society's employ forty-seven years, as a complimentary recognition of his long service. "The first hundred years of the society's existence being now completed, a subscription list was opened to raise funds for the purpose of celebrating in a fitting manner the commencement of the second century, and £99 4s. was at once promised toward the expenses of an archery meeting to be held in the autumn of next year."

HOME-MADE WEAPONS.

Editor of Archery Field: — It has occurred to me that an interchange of opinions and experiences concerning the home manufacture of archery weapons would be interesting to many archers and would-be archers. Not a few are discouraged by the expense attending our noble sport. I believe there are few who have the qualifications to make good archers who could not with a few trials make their own bows and arrows; not simply those adapted to a beginner, but arrows whose flight will be perfect, and bows that will have power for a hundred yards with low trajectory. Half the pleasure of archery will be found in home manufacture for those who have a taste for the use of tools. After having made many trials and many failures, I would like to talk with brother archers in regard to our best woods and the best ways of working. Roving is a charming sport, but is disastrous to arrows. At $9 a doz., few can afford it. We are taught that a broken arrow is a dead loss. In the "Witchery of Archery," where the long bow is so successfully drawn, the reader is warned against trifling with the awful mystery of a damaged feather. I think by comparing our experiences we can easily learn to repair feathers or shafts at a slight expense of labor.

In order to call out the opinions of those interested, I will ask two questions: —

1. What is the best bow wood in our New England forests?

2. Have we any available arrow-wood that equals the apocryphal "Eng. Deal"?

Hoping to interest my brothers in home-made weapons, I am, yours very truly,

A. G. WHITMAN.

MELROSE, MASS., 25 November, 1880.

NOT A "TAFFY-BACK."

Editor Archery Field: — One of the first questions an amateur asks when he makes up his mind to practise archery is, "What kind of a bow and outfit shall I procure?"

"Captain Jack" writes an interesting article relating to the different styles of bows used at the tournament of the E.A.A., held at Boston last September, and again debates the open question of which are the best bows in use. He writes of all, and apparently without favoring any particular one. I may not be so impartial, for I wish to speak more fully of the rawhide-backed bow, or "Taffy-back," as it has been called. It must have received that name from the lips of an adversary, who spoke not in the interest of archery, but from other motives.

It seems to me that durability in a bow is what all archers desire and need.

How often have we seen bows — for which large sums of money have been paid without a guaranty of durability — broken while in the middle of a match, thus causing the archer's score to fall off on account of it being necessary to shoot with perhaps a strange bow? What better recommendation could you have than to know that your bow will always be found "not wanting"?

The assertion that the recoil "gives a vibration that injures the accuracy of the shot, and is very unpleasant to the hand and wrist," is unfounded; for with many opportunities of knowing by experience, together with collecting the experience of those that now use no other kind of a bow, I can safely say that, exercising care in the selection of a rawhide-backed bow, one feels no more jar than with a bow of another make. I have handled and shot with other bows, and have felt a recoil where I never noticed it in my rawhide-back.

I believe a great deal lies in getting used to your own bow, whether it be one kind or another. "Captain Jack" says, "No archer uses an Express of the same weight that he uses of another bow." I take it to be an advantage, enabling a beginner to use a bow that will not tire, besides obtaining a flatter trajectory with a lighter weight. In other words, he need not be overweighted; an advantage of which all archers know the value. I use myself the same weight Express — forty-five pounds — that I would of any other bow.

The owner of an Express bow has a weapon much like a favored gun, — a weapon he knows will shoot accurately and well, and knowing it is to be depended upon, he needs not to accustom himself to several, so as to be ready in case of accident. How many bows break when the string breaks, there are many archers who know to their cost! I have often had and have seen strings broken on an Express, but the bow was still there the same as ever.

To a beginner, I agree it is "valuable"; yes, invaluable. To older archers, I know it has become the same by taking the place of the so-called "something better." While it will stand more rough usage than another, still it is the same reliable bow, shooting as well as those you are compelled to be so careful with in using. Plenty of instances are already on record of the good qualities of the Express, an account of which might make an interesting subject for some future article.

The New York Club has used it almost exclusively for a year, and some of its members have made splendid scores with it, running from 350 to 425 at the single American round, and by amateurs who had not handled a bow a year ago.

The poor, unfortunate "Taffy-back" I used at the tournament made itself a good enough record, and but a very few came in ahead of it; how many, Mr. Editor, you can see by the record.

We have noticed with what alacrity the Express has been selected by archers who had the opportunity, as winners at tournaments, upon the several occasions already generously given by its manufacturer in New York, as well as elsewhere. I have heard of only one person who changed an Express for "something better," and we believe he was an amateur, and only tried it *one day*, — in fact less than one day.

On the contrary, I know of many who, having left the state of amateurship, as it were, have substituted the Express in place of another make of bow; and it is my belief that the rawhide-back bow must be the bow of the future.

Every one praises the yew, and justly so; and to my thinking, a yew, backed with rawhide, is the very best bow that can be made. Again, while you do not buy bows for your friends to use, perhaps, is it not a very pleasant thing to be able to loan your bow and know the novice will return it as perfect as when you handed it to him, and not in twenty pieces?

Clubs have obtained members by being in a position to allow friends to practise first with a "Taffy-back," and so it always is: he who holds out the best inducements in anything pertaining to this world is sure of being the most successful. Yours, J. W. A., JR.

NEW YORK, 27 November, 1880.

ARCHERY CLUBS

ROBIN HOOD ARCHERS. — *Editor Archery Field:* — A meeting was held at the residence of Miss Brown, 86th street, New York, on 13 May, 1880, which resulted in organizing an archery club of thirty-eight members, under the above name, and with the following officers: President, Mr. Campbell; vice-president, Miss Wright; recording secretary, Miss F. Sturgis; corresponding secretary, Miss D. Matthews; treasurer, Mr. Hanson; field captains, Mr. Shipman and Mr. Burrell. Field meetings were held regularly once a week through the summer. At the first fall business meeting, the president tendered his resignation, and Mr. Shipman was elected in his stead. Mr. Brandon and Mr. Burrell were elected field captains. The last field meeting was held 16 October, 1880; and these meetings will be resumed on the first Saturday afternoon in May, 1881. The present officers are: President, Mr. Shipman; vice-president, Miss Rutter; recording secretary, Miss Campbell; corresponding secretary, Mrs. Davis; treasurer, Mr. Hanson; field captains, Mr. Burrell and Mr. Brandon. By direction of the club, THE COR. SEC.

BROOKLYN *v.* SAGITTARIAN. — Cincinnati, 20 November, 1880. *Editor Archery Field:* — The accompanying scores were shot in a match between the Brooklyn Archery Club and the Sagittarian Club of our city, ninety arrows each at sixty yards. Major Constable, of the Brooklyn team, and Dr. Le Boutillier, of the Sagittarian, were both prevented from shooting, and by mutual consent the average was counted for their score.

Brooklyn.

	1st 30.	2d 30.	3d 30.	Total.
Maj. A. G. Constable	Estimated			78= 350
G. F. Pierçal	24=110	27=115	21= 93	72= 318
Mr. Nash	29=113	23= 99	29=149	81= 361
L. L. Peddinghaus	28=126	29=119	28=128	85= 373
				316=1402

Sagittarian.

C. J. Strong	27=137	27=111	22=126	76= 374
F. M. Coppock	19= 87	17= 71	26= 92	56= 250
Dr. Le Boutillier	20=102	21= 89	21=107	62= 298
H. L. Wright	16= 84	22= 86	23=105	61= 275
				255=1197

Brooklyn won by 61=205.

H. L. W.

NEW YORK NOTES. — *Editor Archery Field:* Your No. 3 has just come to hand, and I am glad to see it, although the scores of Col. Williams and J. W. B. Siders do make me feel a little discouraged as I compare them with my own. But I shall try to equal them, and others will, and some day you may get a surprising score from this part of the country. Archery in New York has been on the shelf most of the time since the Waverly meeting. The Brooklyns have had one match, I believe, and the New York Club have had the most successful field day they have ever given. They have also tried to shoot off several matches, but for four successive Fridays which had been appointed for one match it rained in torrents, and the last day, a Saturday, it was too cold for out-door shooting. The grounds of the N. Y. Club were taken away by the Park Commissioners on 1 November, and they have had to go to Mt. Morris Park for out-of-door shooting this month, and even that ground is theirs only to 1 December. But I rather think the members do not care much, as it is understood that arrangements have been made to shoot indoors at the Armory, 27th street and 8th avenue, and they begin next Saturday. The range will be fifty yards and under.

The Ascham Archers have secured a small hall, the largest in their part of Brooklyn, although the range is only 30 yards, and shot their first arrows in doors on Thanksgiving afternoon.

DARK BLUE.

DRIFT AND WAG

MR. ANDREW GEYER'S subscription to the Chieftain's Fund is duly credited.

A STEEL BOW is a late candidate for favor among archery weapons. Mr. Badger makes it, and says it is the coming bow. It is pretty much all back, being a properly proportioned and curved blade of steel, with nickel-plated handle and tips, and is made either in one piece or in two pieces, joined at the middle in such a way that it can be readily taken apart and packed in a trunk, and as readily put together again for use. It is not very much heavier than a bow of wood, is made to look very well, and would apparently be a very safe bow to lend.

THE New York Archery Club had two targets on Thanksgiving day, in its new quarters at Excelsior Hall, corner 9th avenue and 27th street, where full forty yards' range is obtained.

MR. JOHN W. SUTTON, "the genial patriarch," is no longer a member of the N. Y. Archery Club.

THE New York Archery Club has about fifty members, and practises at Excelsior Hall, Wednesday afternoons and Saturday evenings.

MR. J. W. AUTEN, JR., the first secretary of the N. Y. A. C., is at present in Davenport, Iowa.

THE BROCKTON *Advance* meanly insinuates, "The girl who chalks her cheeks thinks it is better to mark the miss than miss the mark." The *Advance* should know that ladies who practise archery have complexions which require no artificial aid.

THE WINTER-PRACTICE suggestion in the last number of the ARCHERY FIELD is responded to by eight archers already. There are probably many more interested who will send in their names to W. P., care editor ARCHERY FIELD, if they have any suggestions to make, at least so that the proposal for winter quarters may be encouraged.

OUR PUBLISHERS wish to remind subscribers from the beginning of Vol. I., that if the paper is desired for the coming year, now is the time to renew subscriptions, as they do not wish to send the paper to those who do not want it.

AS THE editorial and business department of the WORLD are separate, it will favor both correspondents and editor if they will observe the fact, and send business letters, news items, and contributions, separately.

Some of our experienced archers, and those who have made a study of the subject, might serve the interests of archery during the quiet season, by sending us contributions to the practical discussion of archery questions, and also to the entertaining literature of the subject. This is a word to the wise — and generous.

BOOKS AND PAGES

'CYCLING SKETCHES. — The 'cycler likes his special literature. Not merely route notes, club and league information, mechanical description, news, — though all these are desirable in their way, — does he enjoy and stand ready to pay his dollar for. Wheelmanship is an art. It has its tints and chiaroscuro, its rhythm, its form, its language. From the wheel one gets different views of things. By it he has fancies aroused, and sympathies and the rider's thoughts are widened. So the 'cycler likes his special literature, and makes it, and reads what others make. Mr. Burbank has therefore deserved well in attempting to bring out a collection of stories, sketches, songs, verses, and incidents, — the best waifs of our yet scant but not small literature, — and making them available and preservable in a handy volume. The advance sheets before us include McIlwraith's "Over the Handles: a Tale of Two Wheels," Hawdon's "Tom Hunt's Bicycle," "A Night in an Irish Cabin," by Holding, and several lesser pieces of prose, interspersed with many of verse, most of which are taken from English publications, though some had their origin on this side the ocean. Amongst the latter it is pleasant to meet Mr. Johnson's "Bicycling Song," —

> "I sprang upon my gallant steed,
> It bounded 'neath my tread," etc.

OTHER WHEEL JOURNALS are often drawn from by us, especially the English ones, and always with cheerful and proper credit. We like to mention them particularly, from time to time, not only because they deserve it, but because we want to see them recognized and supported. We shall not hesitate to criticise where it seems necessary, but in no case shall we disparage or resort to any of the arts of running down. If there is room for us all, and more, let us live on our own merits and not on the failings of others, — if they have any. The New York *Sunday Courier* was the first to come up after us, not as a new and special wheel journal, but as an old paper with a new bicycling department. The impulsive and inventive Lazare had the column for a time, then the more careful and diligent Mr. Ford took the department in hand, and finally the graceful Benjamin took a mount as bicycling editor, and now does the pedalling. "Imitation is the sincerest flattery," said Brother Benjamin, referring to the BI. WORLD, and then he thrice increased the clippings from our columns. Brother Benjamin always gives due credit, and it makes his paper better and saves him lots of trouble; so, although it was a little cool on us to republish our news on the "cheap library" plan, we did not object, or approve the fling of a contemporary. The *Courier* has also much racy, original matter, and is a good local paper for New York wheelmen. The *Wheel*, on the other hand, was a new paper expressly started for wheelmen, of which No. 5 is just at hand. Four pages and a half, fortnightly, of bright (though rather pungent) matter and vivacious editing make it a jolly paper for the boys of New York and vicinity. It has aspirations to be a journal for the whole country: and if it continues to improve as it has, it will doubtless grow to be so. Imitation, which, as Brother Benjamin said, is sincerest flattery, is adopted by Brother Jenkins: so we are very much flattered. The *Courier* clips our news, and the *Wheel* copies our style, headlines, special type, phraseology, arrangement (to some extent), and takes our items besides. That is (we suppose we are entitled to assume) one thing which make the *Wheel* so tasteful. Well, we shall always try to set a good example, and hope the *Wheel* may live long to follow it. We may sometime take a little of its pudding (and give credit, too), though its sauce may be a little too high-flavored for us. *Cycling* still rules as the elegant monthly magazine for bicyclers and tricyclers. In literary qualities and general enduring choice of matter, it preserves the same high standard which the accomplished editor has always observed. It has stanchly survived the tempest in a teapot which one or two of its weekly contemporaries raised about its being an "official organ" of the B. T. C., and comes up smiling with its November number, as fresh and elegant as ever. Brother Welford is not afraid to mention and quote other wheel papers without acerbity and with graceful generosity.

A SUGGESTIVE and practical article, happily lightened in form, is "Gas Burning and its Consequences," by George J. Varney, in *Lippincott's* for December. The ill effects of gas are more thought of than its wastefulness. Only six per cent of the value of coal is utilized for light by the gas companies, though they use the most expensive coal; and on the average fifty per cent of the value utilized for illumination is wasted by the imperfect means in use for distributing and burning it. So that the plain fact is that of every hundred tons of coal consumed for illuminating gas, three tons are utilized for light and ninety-seven tons are wasted. It is to electric apparatus that we are to look for economic methods and economy of fuel. A very interesting illustrated article in the same number is "Our Grandfathers' Temples," by Mr. C. F. Richardson

ACKNOWLEDGED — the beautiful and entertaining *Scribner's Monthly Illustrated Magazine* for December. Received of A. Williams & Co., Boston.

TO THOSE who are waiting, it is now announced that "Cycling Sketches" will be published on Monday, 6 December, after which date copies may be obtained.

L. A. W

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 *for individuals;* 50c. *each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.*

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the Bicycling World, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the Bicycling World *of 2 October, and may be obtained by sending* 10c. *to the office of the* World. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 *for solid silver, or* $1.00 *for nickel-plated badge.*

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

Albert S. Parsons,
Cor. Sec. L. A. W.

New Britain Wheel Club. — Frank S. Beckley, George W. Corbin, William A. Dwight, Edward F. Dwight, Leonard Doig, Charles Pearsons, John B. Minor, John O. Stiners, John A. Williams.

Additional: Harry Glidden, Weddell House, Cleveland, Ohio.

Consul appointed: Harry Glidden, Weddell House, Cleveland, Ohio.

The Haddonfield Turnpike Matter. — Early in the spring of this year, the directors of the Haddonfield Turnpike Company, of New Jersey, issued orders to their gate-keepers to close the gates on all persons riding bicycles. This order being enforced, several wheelmen attempting to go to Haddonfield, and others going to Woodbury and Mount Ephraim, were stopped. The directors were waited upon, reasoned with, made acquainted with legal decisions, etc., but all to no avail. When at last a wheelman riding on business from Camden to Haddonfield was forced to dismount and leave the pike by one of the keepers, and was thereby put to loss and expense, the matter was brought before the Philadelphia and Germantown bicycle clubs. A joint committee was appointed, consisting of Messrs. Hart, Lukens, Hudders, Tucker, and Ferguson, of the Philadelphia Bi. C., and Messrs. Pennell and Polie, of the Germantown Bi. C., to take the matter in hand, and take such steps as to test the legality of the position taken by the corporation. The committee took legal advice of several eminent lawyers, investigated the facts, the charter of the company, the general laws, etc., and asked the assistance of the League of American Wheelmen, then not fully organized or prepared to act promptly and efficiently.

Director Pennell brought the matter up at the meeting of the Board of Officers in New York, and it was referred to the Committee of Rights and Privileges. In the mean time the committee from the local clubs pursued the matter, as may be seen from the papers below, which latter were also referred to the Committee on Rights and Privileges, L. A. W. The latter committee having reported in favor of assuming and paying the sum requested by the Philadelphia Club committee, the following vote has been submitted to the Board of Officers, under Rule 13, viz.: —

"*To each Member of the Board of Officers, L. A. W. — Dear Sir:* The Committee on Rights and Privileges, to whom was referred the 'Haddonfield Turnpike Case,' and certain papers relating to it, published in our official organ, have reported that the case has been determined, for the present at least, by the efforts of the Philadelphia and Germantown Bi. Clubs, and recommend the passage of the following vote, viz.:

"*Voted*, That this Board approves and appreciates the efforts of the Philadelphia and Germantown Bicycle Clubs toward securing the rights of wheelmen on the turnpikes of New Jersey, and deems it proper that the League should assume the expense of the 'Haddonfield Turnpike Case,' as presented by a committee from the first-mentioned club; and, accordingly, that the treasurer be and he hereby is instructed to pay, from the funds of the League in his hands, to H. B. Hart and H. A. Blakiston, committee, or their order, the sum of fifty dollars, with which they may 'foot the bill' in that case, as requested."

This is submitted* to you for "approval or disapproval," under Sect. 13 of Rules L. A. W., and you are requested to forward your "aye" or "no" by an early mail to

Yours fraternally,
Charles E. Pratt,
Pres. L. A. W.

Albert S. Parsons,
Cor. Sec. L. A. W.
40 Water St., Boston, Mass.,
29 November, 1880.

As this case is of considerable general interest, and the matter the first one which has been submitted to the Board of Officers under the rule referred to, it is given in these columns at length. The papers referred to follow: —

Philadelphia, 13 November, 1880.

Chas. E. Pratt, Esq., *of Committee on Rights and Privileges of the L. A. W. — Dear Sir:* You may remember that at the last meeting of the officers of the L. A. W., the matter of the Haddonfield Turnpike Company was referred to the above committee. No action has been taken by that committee, but I inclose you a communication from the Philadelphia Bi. Club, showing what has been done by them. Considering that this action was taken to uphold the rights of bicyclers hereaway, and ultimately throughout the United States, and not merely to gain the privileges of using this road, for which we do not care in itself, I think the L. A. W. should pay the bill of $50 incurred in the case. With this suggestion I submit the matter to you and to Mr. Fred S. Pratt, to whom you will please forward these papers. Yours truly,

T. K. Longstreth.

Philadelphia, 9 November, 1880.

The committee appointed at the regular monthly meeting of the Philadelphia Bi. Club, held 24 August, 1880, to take the Haddonfield Turnpike matter in hand, — consisting of the following gentlemen, viz., Mr. Pennell and Capt. Polie, of the Germantown Club, Mr. Hart, Mr. Lukens, Mr. Hudders, Mr. Tucker, and Mr. Fergusson, of the Philadelphia Club, — beg leave through their chairman to report: A meeting of the committee was called, and held on 30 August, 1880, at the office of the chairman, when the matter was fully discussed, and which resulted in the appointment of a subcommittee of three, Mr. Fergusson, Mr. Tucker, and Mr. Lukens, to wait on Mr. S. H. Gray, attorney, Camden, and laying the whole matter before him, to ask his advice as to what should be done, and ascertain the probable cost of obtaining our rights by law from this turnpike company. The committee authorized these gentlemen to expend as much as fifty dollars in the payment of counsel's fees. On the same afternoon the subcommittee waited on Mr. Grey and laid the whole matter before him. After hearing what the committee had to say, he asked for some papers, etc., which, through the kindness of Mr. Hart, were sent, and after some delay Mr. Grey wrote as per letter attached. This was not altogether satisfactory to the members of the subcommittee; and on the afternoon of 28 October, 1880, they again waited on Mr. Grey and plainly told him that what had been done was not quite sufficient. Mr. Grey read what he had written to the turnpike company, and explaining the position as he understood it, said that the company had taken this way of backing down from their untenable position; and further, that in the event of their withdrawing permission for us to ride, and necessitating a lawsuit, the fee of fifty dollars would stand in part payment, or as a retaining fee in case of any further trouble. With this understanding the subcommittee left. A meeting of the whole committee was then called for 28 October, 1880, at which all the members were present, except Mr. Pennell, of the Germantown Club. The matter, as detailed above, was laid before them, and after some discussion, it was resolved to make this report, adding that the committee recommend the payment of Mr. Grey's fee. The captain of the Germantown Club guaranteeing, on behalf of his club, payment of their share, the general opinion prevailed that the L. A. W. should be called upon to pay the lawyer's fee, and not our clubs. It was a matter that they considered came directly under the province of the L. A. W.

John Fergusson, *Chairman.*

Camden, N. J., 14 October, 1880.

Dear Sir: I have been corresponding with the Haddonfield Turnpike Company and its officers ever since I saw you with relation to the rights of bicycle riders on its road. The Board of Directors yesterday passed a resolution, of which I inclose a copy just received. I think this will end all controversy in reference to the rights of bicyclers over this road.

Truly yours, S. H. Grey.

Fee $50.00.

To John Fergusson, Esq., 102 *Chestnut Street, Philadelphia.*

Haddonfield, 13 October, 1880.

Samuel H. Grey, Esq., *Attorney at Law, amden, N. J. — Dear Sir:* The Board of Directors of the Haddonfield Turnpike Company, at a special meeting held this day, passed the following resolution, and directed the secretary to send you a copy thereof, viz.: —

"*Resolved*, — That the Secretary notify the toll gatherers that they shall permit bicycles and their riders to pass through their gates without charge or hindrance until the first day of January next, unless otherwise ordered by the board." Yours truly, J. Lewis Rowand, *Sec'y.*

Philadelphia, 12 November, 1880.

To the Committee on Rights and Privileges, L. A. W. — Gentlemen: The undersigned having been appointed by the Philadelphia Bi. Club to present to you the matter of the Haddonfield Turnpike Company, "whereby the rights of wheelmen were imperilled," with a complete report of the proceedings up to the present time, together with a memorandum of the attorney's fee, which is for services rendered, and a retaining fee, hereby beg to present the same.

The formation of the L. A. W. having for its chief object the protection of its members, we therefore call upon you to take action in the matter. In the early stages of the proceeding, the case was brought to the attention of several directors, who stated that the League was not then sufficiently organized to take care of it. The wheelmen whom we represent, "some seventy in number," had at that time paid the dues, were accepted as members, and are therefore clearly entitled to the benefits of the League: but the Haddonfield matter was one that could not wait, and it was necessary to take prompt action, which was done, with the results as per enclosed, and in belief that the League would foot the bill when called upon. Very respectfully,

H. B. Hart.
H. A. Blakiston.

Medal. — The L. A. W. medal, which was *not* raced for at Providence, is all ready for to be offered at the first appropriate opportunity. It may be described as a bar of gold, bearing in an enamelled arch the word "Champion," crossed below and to which are appended two branches, with a diamond set at the crossing: pendent therefrom are two chains to a frosted gold support, mounted with spread wings and holding up a circular bevelled medal enamelled around the bevel with the words "One Mile — League of American Wheelmen," and on the front a bicycle in relief, and a wreath and shield with "1880," added to which is a suitable downward projection for finish. It was made in New York, and is quite "stunning."

*You will find the papers in the case printed in The Bicycling World for 3 December, 1880.

ROTA ET ROTULA.

BY ABEL ELDER.*

When life is lazy in my veins
And joy is gone away, —
Although my legs' November lacks
The spring'ness of their May,
I climb and scamper off on that
Will warm my heart to move;
'Tis greater wheel and lesser wheel,
On the pleasant seat above.

The guiding wand of silver hue,
The spinal hollow bright,
With shapely shanks that play or rest
Like creatures of delight;
Oh, these combine a stir and shine
To warm old hearts to move
By greater wheel and lesser wheel,
On the russet seat above.

The great white wheel, I tread it as
Switzer his mount of snow,
And much the good me there befell
That many more can know:
For a quiet sort of kindling stuff
To warm your heart to move,
Take greater wheel and lesser wheel,
On the pleasant seat above.

*He quickly became both a rider and a rhymer on reading certain touching sonnets to him by young Shakespoke.

MANUFACTURE

Cunningham & Co. think our language open to objection, and we cheerfully give them place for the following, reserving comment until another time. They say: —

Editor Bicycling World: — In the last number of your valued journal you convey to the reader under the heading of "Manufacture" the impression that the "Harvard" and "Yale" bicycles differ from the "Excelsiors" and "Invincibles" only in name and not in mechanism. This is not the case. The "Harvard" bicycle, as you state in your "American Bicycler," is an eclectic, and it is something more besides. It is not only a combination of the best details of the best English machines, but in it those details have in many cases been changed, and we venture to say improved. When we first sent to our manufacturers, Bayliss & Thomas, the specifications of the "Harvard," the result was the production of a machine as unlike the famous "Excelsior" they were then building as any one bicycle can well be unlike another. Since then, aided no little by their advice, skill, and experience, we have made many important improvements in this machine, until we have secured for it the estimation in which it is now held. It is a fact, however, that the "Excelsior" has grown to be more and more like the "Harvard," until to-day the main points of difference between them are those required by the features of the countries in which they are used. We cannot but consider this the sincerest kind of compliment.

In our new "Yale" bicycle, although it is by no means a *fac-simile* of the "Invincible," we cannot lay claim to so much originality. We have availed ourselves of all the well-known points of excellence contained in the "Invincible," and by a slight modification of the steering-head, and a change in the construction of the neck and centres to adapt same for the cradle spring, we have, we believe, — and our customers agree with us, — solved the problem of how to produce a bicycle of the least possible weight, which can be ridden without discomfort over the rough roads which our riders have as yet too often to encounter.

We hope you will find room for this brief explanation, as we are sure you would not wish your readers to retain a wrong impression, whether such was to our disadvantage or otherwise.

Permit us to say a word on the English "trash" you speak of under the same heading. The English makers may be fairly divided into two large classes: (1) Those who strive to produce the *very best* without regard to cost; and (2) those who strive to produce the very cheapest without regard to quality. The productions of the latter have no more suitable appellation than the one you have given them, "trash," and the American rider touring through England cannot be too careful in avoiding their cheap temptations. If he cannot afford the best, he had better far come home wheelless and content himself with a machine of American manufacture.

One more item and we are done. You speak of the "Challenge" bicycle as having been introduced into this country by the Pope Manufacturing Company. We do not contradict it; but we received our first invoice of "Challenge" bicycles on 14 November, 1877. Whether the Pope Manufacturing Company had commenced

their bicycle business at that date or not, we have forgotten; but prior to our receipt of that invoice, the only "Challenge" we knew of in this country was the one ridden by that pioneer of the wheel, Mr. A. D. Chandler, of Boston.

Apologizing for intruding to such length on your valuable space, and availing ourselves of this opportunity of congratulating you on the merited success which your excellent paper has attained,

We are faithfully yours,
CUNNINGHAM & Co.

RATES AND TERMS

THE BICYCLING WORLD AND ARCHERY FIELD *is sent, postage prepaid, to any address throughout the world, for one year, on receipt of* $3.00, *or* 12 *shillings, or* 16 *francs, or any equivalent of* $3.00 *in current foreign money or exchange, always in advance.*

Our charges for advertising are at the rate of $2.00 *an inch, in column this width, inside pages, for one insertion. Continued and larger insertions taken at special rates, a schedule of which will be forwarded on request. Spaces on first page, double rates.*

All remittances should be by bank draft, registered letter, post-office money-order, or bill of exchange, directed to E. C. HODGES & Co., 40 WATER ST., BOSTON, MASS.

ADVERTISEMENTS

ORDERS FOR SUBSCRIPTION TO

'Cycling - - -	taken at	$1.00
The 'Cyclist - - -	"	1.75
Le Sport Velocipedique	"	1.75
The Bicycling News	"	3.50
The Bicycling Times	"	3.50

and promptly forwarded by

E. C. HODGES & CO.,
40 Water Street - - BOSTON, MASS.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown* 4*to, printed on best paper and ably and tastefully edited,*
BY WALTER D. WELFORD,
Hon. Secretary of the Bicycle Touring Club.

Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS:—Post Free, 12 months, $1.00. Post-Office Orders to be made payable to

WALTER D. WELFORD,
66 Grey St., Newcastle-on-Tyne, England.
g.g.st.p

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

SEND $3.00 FOR A BOUND COPY OF THE "BICYCLING WORLD AND ARCHERY FIELD," VOLUME I. A FULL RECORD OF A BUSY YEAR.

JAS. NOTMAN,

Photographer,

STUDIO,

99 Boylston St. . . Opp. Public Garden.

Special attention given to taking PORTRAITS of Bicycles and groups of Bicycle meets.

TO ADVERTISERS.

GEO. P. ROWELL & CO.'S
SELECT LIST OF LOCAL NEWSPAPERS.

An advertiser who spends upwards of $5,000 *a year, and who invested less than* $350 *of it in this List, writes: "Your Select Local List paid me better last year THAN ALL THE OTHER ADVERTISING DID."*

IT IS NOT A CO-OPERATIVE LIST.
IT IS NOT A CHEAP LIST.
IT IS AN HONEST LIST.

The catalogue states exactly what the papers are. When the name of a paper is printed in FULL-FACE TYPE it is in every instance the BEST. When printed in CAPITALS it is the only paper in the place. The list gives the population of every town and the circulation of every paper.

The rates charged for advertising are barely one fifth the publishers' schedule. The price for single States ranges from **$2** to **$80.** The price for one inch one month in the entire list is **$625.** The regular rates of the papers for the same space and time are **$2,980.14.** The list includes **952** newspapers, of which **187** are issued **DAILY** and **765 WEEKLY.** They are located in **788** different cities and towns, of which **26** are State Capitals, **363** places of over **5,000** population, and **468** County Seats. For copy of List and other information, address GEO. P. ROWELL & CO., 10 Spruce St., New York.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1 80.

By HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, 50 cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON, MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

"MISTER TOBIAS ISAIAS ELIAS,"

A ROLLICKING

BICYCLING SONG.

Words by S. CONANT FOSTER.
Music by HARRY N. SAWYER.

Price, 40 cents.

Address, **S. CONANT FOSTER,**
P. O Box 1227, New York City.

Brentano's Monthly,

"THE GENTLEMAN'S MAGAZINE OF AMERICA."

Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.

Send 10 cents for Sample Copy.

Brentano's Monthly and the Bicycling World, together,— $6.00 a year.

WILLIAM M. WRIGHT.

P. O. BOX 1227.

No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.
NEW YORK.



BICYCLES.

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. PRICE $1.50 PER PAIR.

THE WRIGHT STANDARD HOLDER. PRICE $1.50 PER PAIR.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above

BICYCLE EMPORIUM.

96 WORCESTER STREET, BOSTON.

AGENCY for all makes of ENGLISH AND AMERICAN BICYCLES.

BICYCLES AND TRICYCLES TO LET BY HOUR, DAY OR WEEK.

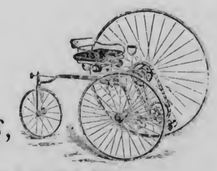
Good Stabling and Club Room, Repairing, etc.



CHAS. R. PERCIVAL,

IMPORTER OF

Bicycle and Tricycle Sundries,



BAGS, ALARMS, CYCLOMETERS, BUGLETS, SADDLES.

SOLE AGENT FOR

TYLER'S RUBBER HANDLES.

Open from 7 A. M. till 10 P. M., SUNDAYS INCLUDED.

Boys' and Children's Bicycles and Tricycles for Sale and to Let.

PROSPECTUS

FOR 1880-1.

THE BICYCLING WORLD was established one year ago as a fortnightly journal, devoted especially to the interests of bicycling, and generally to the interests of the manly and womanly recreative out-of-door arts not recognized as "sports." The *American Bicycling Journal* was purchased and merged in it.

IN THE ARCHERY FIELD they found no journal devoted especially to the interest of that ancient and noble art, but saw in it a next of kin to bicycling, and many assurances that an organ for it, a record and a voice of the movements, experiences, humors, and opinions relating to it, would be welcomed and supported by its devotees.

In their earnest endeavor to promote the best in each of these two fields, and to furnish each with a permanent, reliable, attractive, and frequent paper, the publishers united the two departments; and the cordial support and many encouragements they have received approve the wisdom of their action.

THE BICYCLING WORLD AND ARCHERY FIELD enters upon its SECOND VOLUME as a WEEKLY. It will thus meet the wishes of its increasing circle of readers for more frequent and speedy dissemination of news. This change will also make it possible to expand the space given to some departments and to add new features. It will remain in the same editorial hands as in the past, the services of Mr. Charles E. Pratt as editor having been secured for the ensuing year, in such a way that he will be able to devote his time, energy, and enthusiasm more exclusively to editorial work. The able and brilliant contributors who have aided him heretofore will continue to assist him, while others will be secured. Some new features of interest are in contemplation by the publishers and editor, and will be added from time to time.

OUR READERS may see that they are to be gainers for the coming year in many respects. While we give them the paper twice as often, we have only advanced the subscription rate one fifth, making it $3.00 instead of $2.50. In returning them thanks for the support given in the past, we bespeak also their favors for the future.

OUR ADVERTISERS may be interested to know that the first twenty-six issues of the paper amounted to 78,500 copies, or an average of over 3,000 copies of each number, and that our average actual circulation since the beginning has been but three hundred less. With the issuing of it weekly, followed by other efforts on our part to make the paper more attractive and more widely known, we expect at least to double our circulation during the coming year.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional. The best value for the money attained in a bicycle.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in., from, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

87 SUMMER ST. - BOSTON, MASS.

SOME OF THE ADVANTAGES of this paper for the future to all our patrons, subscribers, and advertisers, are the following: —

1. It is the only weekly paper devoted to Bicycling in America.
2. It is the official organ of the League of American Wheelmen.
3. It is the special organ of the Archery Associations.
4. It contains more matter relating to either Bicycling or Archery than all the other papers of the country.
5. It gives stenographic, full, and official reports of all important meetings and events.
6. Its editorial and contributed departments are in such hands as to make their contents official or authoritative and reliable.
7. It is racy without being ridiculous, and conducted so as to elevate and render attractive the arts to which it is devoted.
8. It is tasteful and elegant in mechanical make-up, and is free from all objectionable contents for ladies and families.
9. It is responsibly and firmly established, and can and will fulfil all its promises and contracts.
10. It is entirely independent in tone and judgment, neither our editor nor our firm being in any way connected with the trade or manufacture of bicycles or archery goods.

With regular correspondents at home and abroad in the principal places, with friends and occasional correspondents in every club and in almost every town in the country, and with the experience gained heretofore, and greater space and resources for the future, we shall endeavor to make THE BICYCLING WORLD AND ARCHERY FIELD, VOLUME II., not only the best paper of its kind extant, but a satisfactory visitor, constantly improving; and we appeal to all our friends for a continuance of their generous aid.

E. C. HODGES & CO.,
Publishers.

BOSTON, November, 1880.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 5.

CHARLES E. PRATT, Editor.
E. C. HODGES & CO., Publishers.

BOSTON, 10 DECEMBER, 1880.

Entered at the Post Office as second-class mail matter.

VOL. II] CONTENTS [NO. 5

Currente Calamo	65
Editorial — BICYCLING WORLD	67
The Bicycle Clubs	67
Some of my Notions about Bicycles	67
"Light, More Light." — Head Gear	68
Excursions — An American in Germany	69
Chicago Notes	70
Baltimore Notes	71
Bicycle Races — California	71
Coney Island — Brooklyn Bi. C.	72
Personal	72
Editorial — Archery Field	73
The Mission of Recreations	73
The Pequossette's Picnic	73
Archery Clubs — Oritani — New York	74
Drift and Wag	74
Rowing Archery	74
Wheel Club Doings	75
New York News and Nonsense	75
Correspondence	76
Beacon Park Management	76
Books and Pages	77
Bicycles, Railways, and Horses	77
Rates and Terms	77
To Bicycle Agents. — Directory, etc.	78

ADVERTISEMENTS

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

BICYCLING WORLD & ARCHERY FIELD.
Volume I. November, 1879 — October, 1880.
Well bound. Full Index. Valuable for Reference.
442 Entertaining and Instructive pages.
Sent by mail, postpaid.....$3.00.
By express, C. O. D. .....$2.75.
E. C. HODGES & CO.,
40 WATER STREET - - BOSTON, MASS.

THEORY AND PRACTICE OF ARCHERY.
BY HORACE FORD.
Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.
PRICE - - - - - $1.50.
E. C. HODGES & CO.,
40 Water Street, Boston.

NOTICE. IF THOSE REMITTING AMOUNTS TO US BY POSTAGE STAMPS WILL SEND ONE-CENT AND TWO-CENT, AND NOT THREE-CENT ONES, THEY WILL GREATLY OBLIGE US.
E. C. HODGES & CO.

CURRENTE CALAMO

TARGETS look all blue.

WHEELS take a short rest.

WINTER kept its engagement, according to calendar, this year.

THERE are as many headers and many more backers to be taken on skates.

JACK has taken it Easy since last May. Did the little eruption about modesty in his last Letter strike in?

NOW harness to the muffled sleigh and let the mery bells jingle.

THE treacherous ice lures the skater on, and the sudden sled is to be looked out for on the sloping way. In the north, the swift gliding toboggan and the measured tread of the snow-shoe have their attractions.

SNOWBALL warfare is in order for the boys, and hearty, sinewy men with broom and curling-stone hear the voice of the skip and "soop 'er up" to the ice.

By the way, has any one heard of Jack Easy's return from the English tour?

> Put away his little Multum,
> To the shelf his lantern bring;
> And his maps he won't consult 'em
> Much, or his cyclom, till spring.
> Though he may take a furtive winter spin, occasionally, and talk wheel among his acquaintances, until, before the last of February, every single able-bodied youth and adult im-
> Bibes the spirit and will sing,
> "'Cycle, to thy perch I cling;
> To my ankle add thy wing."

THE number of active members in the Crescent Bi C. is nineteen, instead of "fifteen," as stated by some slip in our last issue.

THE sympathies of the Philadelphia *North American* are all right; for it said, editorially, in its issue for 22 November last, "Our sympathies are with the bicycle riders in their endeavors to induce the Park Commissioners to grant them the free use of the public drives in the Park. These bicycles are in daily use on North Broad street, where they do not seem to frighten the horses so numerously used for pleasure driving on that great highway. The improved bicycle is a pleasant sight when in rapid motion, and we know of no good reason why the owners of valuable horses should not learn to accustom them not to take fright at bicycles, velocipedes, steam engines, toy balloons, brass bands, etc."

Fairmount Park is certainly a fine place for wheelmen, and they ought to have the privileges of all the drives in it. If it comes to a matter of contending for rights, they will win. A correspondent of the *Public Ledger* offers some suggestions in the columns of that paper:

"*Mr. Editor:* — Your correspondent 'A. Y. R.,' in a letter published last Saturday, under the head of 'Bicycles in the Park,' asks 'if the powers of the Commission are so absolute that bicycle riders can do nothing to force an entrance' into the Park?

"Our State Legislature, who created the Park Commission, has enacted laws under which the affairs of the Park are regulated; and I would call the attention of your correspondent to the Act of Assembly, passed 14 April, 1868, in which the Legislature provided a number of 'Rules and Regulations,' subject to which the Commission exercise their control of the Park. Art. VII. of Sect. 21 of the Act provides that —

"'No wagon, or vehicle of burden or traffic, shall pass through the Park, except upon such road or avenue as shall be designated by the Park Commissioners for burden transportation.'

"This certainly means that the roads of the Park are intended for vehicles of pleasure, and that owners or drivers of such are privileged, by law, to use same under a further regulation contained in Art. IV. of the same section, reading, —

"'No person shall drive or ride therein at a rate exceeding seven miles an hour'.

"This at once would seem to raise the questions, first, Is the bicycle a vehicle? and secondly, if so, Can it be considered a 'vehicle of burden or traffic'?

"The character of the machine has been fully settled in England, the Queen's Bench Division of the High Court of Justice having decided in the case of Taylor *v.* Goodwin (see *Law Times* Report, Vol. XL., p. 458) that a bicycle is a 'carriage,' and the rider of it is amenable to all existing laws affecting carriages ('vehicles') on the highways; and I can see no reason to believe that if the same question should be brought before our court, this English decision would be reversed, the mechanism and mode of propulsion being the same in both countries.

"In Sect. 22 of the Act (April, 1868) above quoted, a penalty is attached to the violation of any of the 'Rules and Regulations' enacted, or 'any others which shall be ordained by the said Park Commissioners for the government of the said Park, *not inconsistent* with this Act.'

"Should the English decision be sustained, it follows that the riders of bicycles are entitled by the law to the use of the Park roads under such *just* police regulations as may be ordained, '*not inconsistent*' with the spirit of the Act of Assembly governing the Park and the Commissioners.

"If the various committees of bicyclers, appointed from time to time to secure, at the hands of the Park Commissioners, recognition of what they consider their rights, feel that there is no hope of their being permitted to ride on the Park roads, then let the riders of the city join together and test the question in the courts, under the advice of the best counsel obtainable.

"I have purposely avoided any reference to the merits of the case, outside of what appears to be its status under the laws of the Commonwealth, and to hint to 'A. Y. R.' and other bicyclers that the powers of the Commission are in *no sense absolute*.

"JUSTICE."

ADVERTISEMENTS

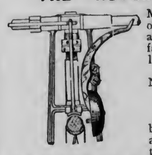
LYRA BICYCLICA:
Forty Poets on the Wheel.
By J. G. DALTON.
Sent by mail, postpaid, for **60** cents.
Address, HALL & WHITING,
32 Bromfield St., Boston, Mass.
N. B. Trade supplied at usual discount.

I have a few of **BICYCLES** my very nice **BICYCLES** for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.
A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
14 to 20 PEARL STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.
Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.
SEND THREE-CENT STAMP FOR CATALOGUE.
Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,
HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES
deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from **CUNNINGHAM & CO.**, or their authorized agents.

FINE CLOTHING
Gentlemen are respectfully invited to examine our
CHOICE STOCK
—OF—
FOREIGN & DOMESTIC
WOOLLENS,
FOR FIRST-CLASS WORK,
As this stock cannot be surpassed, and will be made at reasonable prices.
JOHN G. CALROW,
378 Washington St., cor. Franklin St.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. *No. 1. Standard Columbias of* 1880. *No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.*
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."
A few copies at BICYCLING WORLD office.
Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,
By CHARLES E. PRATT.
New and Enlarged Edition for 1880.
276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.
THE TRADE SUPPLIED AT WHOLESALE RATES.
FOR SALE BY E. C. HODGES & CO.

TO BE HAD,
Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., ₰	$0.30
STURMEY'S "INDISPENSABLE," ₰	$0.50
THE AMERICAN BICYCLER (2d edition), ₰	$0.60
LYRA BICYCLICA, ₰	$0.60
THE AMERICAN BICYCLING JOURNAL (bound), ₰	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), ₰	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, ₰	$1.50

The Trade Supplied at Wholesale Rates.
Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE.
ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.
E. C. HODGES & CO.,
40 Water Street, Boston, Mass.

THE AMERICAN BICYCLING JOURNAL.
Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of **Price, $4.00 a Copy, postpaid.**
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NEW MARLBORO',
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 10 DECEMBER, 1880.

THE BICYCLE CLUBS in America, which are reported and recognized as amateur wheel clubs, are now one hundred in number. They have an aggregate membership of about 2,000, and they include probably near one third of the active wheelmen, owning wheels, on this side the Atlantic. Forty-eight of them, or a little less than half, have joined the League of American Wheelmen with their whole active lists. These clubs exist in twenty-eight of the United States, the District of Columbia, and Canada. They are composed almost wholly of men, and of gentlemen in the good American sense of that word. The average age of members would probably be not far from thirty years. Every profession and business and trade is represented in their ranks. They are less than a majority in numbers, but more than a majority in influence, amongst those upon whom the cause of bicycling in this country rests. This is for winter reflection.

Three years ago there was not a bicycle club in America. Two years ago there were five. One year ago there were thirty-five, and to-day there are one hundred. The membership of the older clubs has in the mean time considerably increased, their achievements have grown better, and their life and activity stronger. They have not proved transient groups; they are permanent organisms. There was no craze about their inception, and there is no precariousness about their existence. They, like the noble wheel, have come to remain, and to increase and multiply. Let them be kept warm through the winter, and they will leap to new life in the spring.

SOME OF MY NOTIONS ABOUT BICYCLES.

DETROIT, MICH., 28 November, 1880.

WHAT many wheelmen are yearning for, and what bicycle manufacturers who desire a business boom should yearn for, is a liquid tire cement which will keep liquid so long as it is tightly corked, but dry quickly and adhere firmly as soon as used; put up in small tin or brass cases, with air-tight screw caps, so that they can be carried in the tool-bag along with the oil-can, ready for use anywhere and at any time. The inventor of such an article can get rich, if shrewd enough to advertise it properly. Next to a break-down, there is hardly anything so provoking as to have a tire come loose when on a trip in the country, and to have to tie it on with a string. There is hardly anything more likely to deter people from buying bicycles than to frequently see a wheel tried up with strings. But this is doubly provoking and manyfold more injurious to the reputation of the bicycle when it occurs at a race at a State or county fair, in the presence of from five thousand to twenty-five thousand spectators. A wheel tied up with strings on such an occasion is a moving advertisement, warning all the spectators against purchasing bicycles as frail machines, liable to get out of order and impossible to promptly repair when away from home.

Just such an accident occurred to two out of three of my club, who attended one county fair to race for prizes. Each left home with his machine in the very best order. Unfortunately, the county town where the fair was held had bad broken-stone pavements. Going from the hotel to the fair grounds, in some way our tires caught and pulled out, mine just as we reached the gate of the fair grounds. Then we were forced to tie them, and race with parts of our wheels bound with strings, listening to the remarks of village critics, such as, "I reckon them things won't do for the country — come to pieces too blamed easy." "Wal, *I* don't want to ride a critter that has to be fastened together with strings." Such incidents as that are liable to yank the athletic Christian right out of the arms of the church, and fling him headlong into the ranks of the profane.

There are other accidents which greatly injure the public reputation of the bicycle as "a practical road machine," some of which appear inexcusable. Accounts of road trips, of any note as to distance or the number of wheelmen engaged, too frequently mention that some one's machine broke down, could not be repaired on the spot, and he had to go home by carriage or railway. Now that is *not* "a practical road machine" which is liable to break down and leave the rider helpless far out in the country upon a pleasure trip, much more upon a serious journey. "A practical road machine" needs, above all, to be thoroughly reliable in all its essential working parts, and proof against breakage under ordinary usage or ordinary accident. Most of such inexcusable accidents are either breakages of the backbone or of the forks, with "buckling" of the wheel, bending of the cranks, etc. I say these are inexcusable accidents, because the best wheels will not buckle unless run over by a loaded cart, or something of that sort; the best backbones will not break; the best cranks will not bend under anything short of an extraordinary blow; the best forks can be depended upon for the longest journey.

A good bicycle of any standard make is a wonderfully durable machine. It will bear a vast amount of rough usage. I know of an old Standard Pope which has run, I am confident, over 6,000 miles, and is going yet, without costing anything for repairs; and this under the most villanous lack of proper care I ever knew of. I know of Harvards and other styles, which have manifested more endurance without repairs than any carriage ever drawn by a horse. But all bicycles of the same makes will not bear the test so well. In order to make the bicycle "a practical road machine," the best forms of construction need to be carefully observed by all manufacturers; and *all* machines should be as reliable as the best now are. One thing needed to increase the popularity, usefulness, and sales of bicycles is the production of machines which, like the deacon's wonderful one-horse shay, can't break down, but can only wear out.

Married wheelmen *must* have unbreakable machines. When a married wheelman tells his wife that he is going out merely for a little spin with the boys, and he will certainly be home in time to take her to Mrs. Bangup's party, and then he is caught with a break-down ten miles out in the country, far away from any railroad or livery stable, and reaches home late in the evening, looking guilty and nervous, there is n't any use of explaining that the machine broke down. The female mind is incapable of grasping the idea that iron and steel *can* break down just at that particular time, place, and way, by accident.

Most riders of experience and thoughtful minds get notions about machines. I find that nearly all such complain of the springs and saddles in general use. Manufacturers, while they have paid much and very proper attention to other details of construction, have not generally made desirable improvements in this very important part of the machine. There is, perhaps, no other part of the bicycle upon which the comfort, endur-

ance, and health of the rider so much depends as upon an easy spring and saddle. Most of the forms used communicate every jar and vibration of the vehicle more or less directly to the rider through the steel of the spring. This creates fatigue and discomfort on trips of any length. I have tried the "Club" spring and saddle, which device obviates most of this evil, and is incomparably superior to any of the ordinary forms in use. I have not yet tried the "cradle" spring; but have noticed high commendations of it. But I am convinced that the manufacturer who provides an improved and comfortable spring and saddle will greatly enhance the popularity of his machines. The perfect spring must allow a little play forward and back and sideways, as well as up and down. It must also be separated by rubber or leather from direct vibration from the forks and backbone. The saddle itself must be somewhat flexible. These improvements will increase the durability of the whole machine some, and the durability of the rider a good deal.

For ordinary riding, and for smooth roads, a five-inch crank is sufficient and most convenient; but for touring, or going over sandy or hilly roads, or for a long day's journey, the rider who uses less than a full six-inch crank imposes upon himself unnecessary labor and fatigue. Over some roads, a seven-inch crank is a great advantage, if not an absolute necessity. But every rider exerts his force most economically with that stretch of the leg at the lowest point of the stroke to which he is accustomed, which should never bring his toes much below the level of his heel. With the ordinary spring and saddle, he cannot comfortably use different lengths of crank on the same machine. But if his spring and saddle were so arranged that he could raise or lower them through a play of one inch and a half, he could use any length of crank, from five to seven inches, according to his road and length of journey, riding a wheel which would enable him to use the seven-inch crank when the spring and saddle were brought down closest to the backbone. This seems to me practicable; whereas no device to give greater or less power through the same length of crank is practicable, because of the complexity of the gearing, and simplicity and directness of action are necessary in the bicycle. In fact, some of the "improved" machines already made, with all sorts of detachable parts and double bearings, are altogether too complicated and liable to get out of order. Every additional joint, bolt, nut, or part adds to the liability to get out of order. The spokes of a wheel ought to be so arranged as to never need tightening except as the result of some unusual and severe accident. The bearings should never need to be tightened except at intervals after months of wear. Detachable cranks are good things; but they should never get loose, and they should never be fastened with projecting bolts or nuts. Detachable bearings may be handy in case of a break, but they add more joints which are not strictly necessary, and which I have known to get loose so often that I do not desire them on my machine.

If I were to order a machine for all work, and could have a spring and saddle capable of being raised and lowered, as I have described above, with simple parts, I should ride a 50-inch wheel, with three sets of detachable cranks, seven, six, and five inches, though I now ride a 52-inch wheel with five-inch cranks. I should have the "Invincible" wheels, made with broad treads; the "Invincible" backbone; the "Invincible" low and wide handles; cranks, the cross-section of which would show either a hollow oval like the cipher in figures (0), or forged with a recess on the under side from heel to slot, like a deep printer's bracket ([), with a true taper; the "Club" spring and saddle (I have not yet tried the "cradle"); the *entire* machine painted or japanned. I have "quit" on all bright and on nickelled machines, owing to the extra work of cleaning and drying them in wet weather, after rain or snow. My machine is painted throughout, and several of our riders are intending to have their machines painted. After riding in the rain, snow, or mud, I simply let my machine dry, and then brush it clean in a minute with a whisk-broom; whereas riders of bright or nickelled machines have to spend much time rubbing their machines dry to avoid rust.

Sand is generally considered fatal to bicycling; but with a seven-inch crank a rider can go over nearly any country road upon which a buggy can run, at a speed of five miles an hour, and average seven miles an hour all day on a partly difficult road. For a tour of several hundred miles, over all sorts of roads, speed is not the main object; and the six and seven inch cranks will prove great advantages. It is not so much the power put upon the crank which causes fatigue, as the rapidity of the stroke; and the long, slow stroke at moderate speed can be endured many hours, while a shift of cranks, when good roads are reached, will allow increased speed without increasing the rapidity of the stroke, and at the same time diminishing its length. The cranks should be easily and quickly shifted, be firmly attached, and have no projecting bolts or nuts. When the saddle is in the best position for ease, it ought never to be shifted forward or back on a journey.

These are my notions; perhaps they are crude and worth little, but I should like to have you publish the notions of other riders who have had touring and general experience on the road as to the best form of machine for all work on American roads. B.

DETROIT, MICH., 28 November, 1880.

"LIGHT! MORE LIGHT."

THE above heading attracted my attention to a long and interesting article in the Boston *Post* on a system of massing electric lights at a suitable elevation and at sufficient distance apart to enable a man to "walk freely at night in a 'broad daylight.'" One of the many pleasing features of this most important invention that came to me in reading the sketch of this lightning system was, what a desideratum for the bicycler! I picture here in my city those large light-towers, every half-mile or so apart, sending forth every night broad daylight, to enable the bicycler to take out of what *was* the dark carriage-house or shed his bicycle, mount, and ride swiftly and safely away over the imperfect roadways, without the aid of the old street lamps or the poor little hub or head lantern that annoy us so now by their many imperfections or insufficiencies. What an amount of added pleasures would come to the bicycler! At this season of the year, when darkness comes on so early, — ere the fortunate owner of an iron horse can be relieved of his business duties, — he could leisurely take his way to his steed and feel that no setting sun would interfere with his evening ride. Moonlight nights would not be looked for so longingly and impatiently as they are now; club runs could be counted on most regularly. One can most safely say the pleasures and use of that far from unimportant invention, the bicycle, would be doubled. This is an incident of how great inventions or discoveries lead to the advancement and increased usefulness of others. If this scheme be feasible and desirable on the whole, — which in my mind it is, — every bicycler should be an advocate for its prompt adoption. No matter if it looks as if it would lower the price of your gas stock or take from you your present employment, for you can be reasonably sure that other use will quickly and profitably be made of the gas machinery, and new and extended opportunities will be opened to you by this great revolution in illuminating. Let us hope this system of lighting large cities is no visionary thing, and wish the fortunate inventor good speed to a successful end, and a crowning glory that will illuminate his name through future ages.

B. R.

PITTSBURG, PA., 23 November, 1880.

HEAD GEAR.

Editor Bicycling World: — Your editorial on costumes in the last number of the WORLD contained many valuable hints and suggestions, and will doubtless be appreciated by many bicyclers; but allow me to protest against your wholesale slaughter of the "polo" cap. In the first place, you have never used the "polo"; how, then, are you able to form any correct opinion of it, except as regards its appearance? Since you referred to the appearance of bicyclers who wear the "polo" in such a complimentary manner, it may not be out of place to remark that they are very well satisfied with it, when compared to your favorite "bean-pot" helmet, which some few bicyclers wear.

The "polo" cap can be ventilated as thoroughly as the helmet, with sweat bands and air spaces in the top.

Over four fifths of the clubs have adopted and are to-day using the "polo" cap, and one half of the members of clubs who have the helmet, wear the "polo" for ordinary riding and touring.

Your favorite and only reasonable objection to the "polo" cap is, that in the heat of midsummer they are apt to be uncomfortable, and offer no shade to the eyes. It is an accepted fact that not one bicycler in fifty rides during the heat of the day, in the hot season; and the small number that do, have the good sense to substitute a light straw hat, which is lighter, better ventilated, and more comfortable in every respect than your much-lauded but hideous-looking "bean-pot."

There is a cap which is a modification of both the helmet and the "polo," combining the shade and ventilation offered by the former and the natty appearance of the latter. This cap was invented by the New York Bicycle Club, which is so far the only club in the country using it. Those who saw this club at the Newport meet in May last can form a very good opinion of its merits as compared to the numerous other styles of caps or helmets represented there. ROX.

BOSTON, 1 December, 1880.

EXCURSIONS

AN AMERICAN IN GERMANY.

HEIDELBERG, 19 March, 1880.

Editor Bicycling World: — The spring opened here very early; and much to my mortification — since my backbone, which needed some repairs, was still in England — I saw the roads getting into splendid condition. However, on receiving it on the 13th, I determined to make up for lost time; so putting my machine together, and packing a few necessaries into my *multum in parvo*, with a Baedeker's Rhine in one pocket, and a couple of maps in the other, I set out in blissful ignorance of exactly where I was going, and how long I should stay there.

Mounting at one o'clock, I was soon in Schwetzingen and past the old palace of the Dukes of Baden, with its extensive grounds laid out after the style of Versailles. I had intended to stick to the main road, which, although somewhat circuitous, was sure to be good. But following the advice of a peasant, I took a short cut over a road leading along the Rhine, which here does not present a very imposing appearance, looking something like the Back Bay at low water. About two miles from Speyer the road became a mere cart track, covered with stones, and I determined in future to be guided by my map, and leave peasants' advice alone. The Rhine at Speyer is crossed by a fine bridge of boats, and I felt rather vexed at having to get off in the middle and pay toll of one cent. Arriving at Speyer (17 miles) at half past one, I spent an hour in dining and visiting the cathedral,—about the only attraction, and chiefly celebrated as the burial place of several of the old kings. Mounting again, the way led over a magnificent road, through the valley of the Rhine; with the wind at my back I went along at a pace that considerably astonished the natives, who appeared to be rolling the fields with small wooden rollers. The Vosges now began to shape themselves more distinctly, forming a very imposing panorama. Leaving the village of Landau (37 miles) to the left, I was soon ascending the valley of the Queich, past several small villages, to Annweiler (46 miles), situated in the heart of the Vosges. Finding that it was six o'clock, and wishing to see several points of interest about here, I put up for the night. After supper, on going up to my room, what was my dismay to find that I was to spend the night between two feather beds, in the real German way! However, thanks to my ride, I spent a better night than I expected.

On waking next morning, I found that it was a magnificent day, and expected fine views from the hills I was going to ascend; but the mist, which I was told always hangs over the valley of Rhine in spring, rather impeded the view on that side. Still, the view of the hills was very good. The first place visited was Trifels, situated on the top of a huge mass of rock, and said to be the castle where Richard Cœur de Lion was imprisoned on his homeward journey from the Holy Land. After another hour's sharp walking, the summit of the Rehberg, commanding a splendid view of the mountains, was reached. The sandstone formations, at the top of many of the hills, are most peculiar, often almost indistinguishable from the ruins. The Magdenburg, probably the finest ruin in the Palatinate, was then visited. From here, one has, in clear weather, a splendid view of the Rhine valley from the Melibœus, near Darmstadt, to Strasburg.

Leaving Annweiler in the afternoon, I continued up the valley, through very picturesque scenery, to a point twelve miles farther up. Now turning to the left, I followed the Lauter, a small stream, said to be very good fishing, to Dahn (16 miles), a quaint old village in one of the prettiest districts of the Vosges. Going two miles up a little side road, I came to the Dahner Schloss, a curious combination of passages hewn in the rock, and masonry. Returning to Dahn, I spent the night there in a very primitive little inn, with a stork's nest on the roof.

I seemed not only to be the pioneer bicyclist through all this district, but also the first tourist of the season, and everywhere my bicycle created the greatest astonishment.

Starting again the next morning at quarter of nine, the road ascended in a way that might be most satisfactory to any one training, but was not a very encouraging opening for a day's tour. On arriving at Schoenau (10 miles), a small village with iron works, a little after ten, I found that the only way to continue my proposed journey was to go over the Wegelberg. Not quite seeing the force of pushing my bicycle up an angle of forty-five degrees, and turning somersaults with it down the other side, I decided to alter my course a little. So leaving my bicycle, I ascended the mountain, the view from the top of which amply repaid my trouble.

Mounting again about twelve, I followed the Lambach road about four miles, which was here pretty stony (and in several other places the stones were rather a nuisance). Indeed, the great secret of the excellence of the German roads is that they are always repaired *before* they get into a bad condition. Here the road to Bitsch leads off to the right, a magnificent road, though a little hilly, and having, besides the kilometer stones usually found along all the roads here, also stones at every tenth of a kilometer, or about every hundred yards. Stopping at Bitsch (34½ miles) for dinner, I afterwards spent an hour lying down in the sunlight in front of Fort Bitsch, high up on a great rocky hill, which was besieged during the entire Franco-Prussian war by the Germans, and only surrendered after the first negotiations for peace had been made.

The people here, and indeed all along, seemed to have the greatest difficulty in understanding that I was merely touring for pleasure, and not on a *wettfahrt*, as they called it. The lingo about here is probably about as bad as can be found anywhere in Germany, consisting of a villanous mixture of the worst French and German dialects, making any conversation with the peasants almost impossible. Indeed it was lucky for me that the way was furnished with plenty of guide-posts and I did not need to ask my way of the peasants, since their understanding seems not to be able to grasp any distance over six miles, and the names of the villages lengthen as their size diminishes; such as, for example, Kaltenbachhinterweidenthal and Niederschlettenbach.

On starting again, the road led down a long hill, that afforded a fine coast, and afterwards accompanying the railroad through the valley was almost level. Neiderbronn (46⅜ miles), a small town, with baths, furnished a stopping-place for the night. The hotel-keeper here, a Frenchman, was very polite (and indeed I was treated everywhere very well), bringing out maps of Alsace and giving me a very good description of the roads, with which he seemed quite familiar.

The next morning was rainy, and the roads were rapidly getting slippery, the great difficulty with roads here in wet weather. So putting on my Mackintosh, I was off as soon as possible through the battle-field of Fröschweiler. Just after pasing Fröschweiler, — a small village, with a church that should be able to seat at least three times the whole village, — the French monument rises to the left, and the German one to the right, about half a mile off. Small monuments and graves are scattered all along here. The road was in a vile condition, which with the hills and head wind, with a drizzly rain, made it anything but pleasant riding.

At Sulz (14½ miles), the road strikes the Strassburg road. Here it appeared not to have rained so much, and it began to get pleasanter, yet the wind still was very annoying. The road, although leading through a much less hilly district, since it followed no valley, was itself very hilly, and most of my riding up to dinner time was walking, as Pat would say. I found the best way was to coast recklessly down one side, and charge up the other as far as possible; and if it had not been for my bag,— which, though it certainly considerably increases the drag, helps wonderfully to keep the little wheel on the ground going down hill, — I should have got several bad falls. Passing through Weissenburg, one of the oldest towns in Germany, mentioned in history as early as the Merovingian kings, I stopped for dinner at Bergzabern, a small town. Feeling as if I had been several hundred miles that morning, I eagerly looked at my cyclometer; but unfortunately for one's private satisfaction, the difference between a hilly and level road does not make so much effect on one's cyclometer as on one's legs, and I found that I had only ridden twenty-nine miles in the four hours I had been in the saddle. The weather now became pleasant again, and I spent the next hour in regretting that I had not waited in Niederbronn to see if it was going to clear up, in which case I should have lengthened my trip by a few days' ride in Alsace.

The afternoon's ride was much less hilly. This was, however, not the fault of the road, which continued to go carefully to the bottom of every valley and top of each hill. The wind had gone down somewhat, and riding became again a pleasure. At Landau (39 miles), the road became level, leading along by the side of the Vosges and Haardts, affording a fine view. My attention for the last few miles was somewhat divided between the view and my bicycle, owing to the loss of the spring-bolt nut. Putting up for the night at Neustadt (51½ miles), a manufacturing town, one of the largest in the Palatinate, I immediately had a new nut made. Next morning the way led over a rather poor road in the teeth of the wind, through the Rhine valley, covered here with vineyards. Several small villages, built in the usual German fashion, one house deep on each side of the main road, and horribly paved, had to be walked through before reaching Ludwigshafen (18½ miles) and Mannheim (19 miles). Notwithstanding the strong wind, I resolved to try and get home in time for dinner. Going along through a little village, I managed to run over a small boy, but he got up laughing and seemed to think it a good joke. Just at dinner-time I arrived in Heidelberg (32 miles), having spent during the whole trip only $8.60. G. R. A.

CHICAGO NOTES.

THE glorious months of autumn, with its hard, smooth roads and bracing atmosphere, are drawing to a close, and with them ends the first fiscal year of organized bicycling in Chicago. Perhaps our experience may be of some interest to our brethren of the wheel, and I will briefly review what we have done to advance the useful and noble sport in this city.

In October, 1879, we gathered together a band of a little over a half-dozen riders, all enthusiastic devotees of the steel horse, and entered into a union for mutual aid, comfort, and protection. This was made necessary on account of the hostile spirit which was being displayed toward the bicycle, and rendered an organized effort on our part necessary to protect our own interests. When the first bicycle was introduced in Chicago, over two years ago, it was regarded with much curiosity by everybody, but its numbers seemed to increase very slowly. One year more found about half a dozen of the machines in constant use about the city, and everybody's attention was directed toward them with considerable interest. As is usual with every shining mark, it began to be assailed by those whose interests were thought to be in some manner endangered, and the first check placed upon our freedom was a refusal of admittance to Lincoln Park. This was caused by a wooden machine, in the hands of a reckless boy, scaring a horse. By this time a great many of the wooden machines were abroad in the streets, "raising Cain" generally; and, although our skirts were clear of any charge of scaring animals and running down baby-carriages and women, still, like Old Dog Tray, we were in bad company, — at least the people who did not know the difference between the two classed us as one, and we had to share the odium. The south parks and magnificent boulevards were next wrested from us, and we began now to feel that something serious was in store for us. This was rapidly followed in December by an effort on the part of the livery-stable keepers of the city to prevail upon the council to pass an ordinance prohibiting our use of the streets. The matter was referred to the city attorney, and he gave it as his opinion that this was in effect unconstitutional, and therefore we escaped this dire calamity. In order to ascertain just what our rights were in this world, and to know whether we really were intruders, seeing that everybody called us such, we had recourse to a legal opinion in regard to the matter, and were much cheered at the decision of one of our most eminent law firms to the effect that we *had* a right to the parkways and boulevards, highways and streets, just the same as other vehicles, and that our actions and conduct upon the road were subject to the same laws as governed the motions of carriages. This opinion was published in the WORLD of 24 July Upon this platform we proceeded to act and to regain our lost ground in the parks, but without success. We were on the point of getting a favorable decision from the board, when a small wooden tricycle on the sidewalk of the grand boulevard frightened the horse of a lady, and that was the last of us. An order was immediately drawn up even more stringent than before, forbidding us to even show our shadow upon the pavement. As some of us lived upon the drives, it behooved us to sneak up a side street and alley, and get our machines into the house in the best way possible under the circumstances. Still our numbers increased. In the spring we had a dozen members or more, with an occasional "unattached." The grand six days' tournament participated in by Keen, Terront, Cann, and Stanton, in the fall, had sowed the seed; and while, for a time, it fell on barren ground, and proved a financial disaster to the sowers, yet its effect was not lost. It set people to thinking, and when they think they generally investigate, and if they see a good thing they usually buy. But they were slow to see a good thing, considering the attitude of the city government, and the then horrible condition of most of our streets. In the latter respect we have improved wonderfully this summer. In fact, the western division of the city has been almost generally rejuvenated, and broad avenues of smooth cedar block and glistening macadam are springing into line with great rapidity. A grand boulevard system of thirty-five miles surrounding the city only lacks a short stretch of being completed, and when that is done Jericho will be outdone in being encompassed about. The spring and summer, with their jolly social runs, found us prospering and increasing. Fourth of July was celebrated with a grand run from Milwaukee through the beautiful hills and lakes of Waukesha County, lasting three days, in which we were joined by representatives from other cities, and communication and exchange of views with our neighbors served to infuse new enthusiasm into our ranks. Late in the summer another club, the Ariel Bi. C., was organized, with a dozen members, which is constantly receiving additions, and with *our* membership of nearly twenty, besides the numerous "unattached," we were beginning to assume quite an importance. The Park Commissioners have granted us permission to ride upon the boulevards whenever we desire to have a "club run," and we have generally presumed upon this privilege to ride thereon at all hours after sunset. I trust the future is not far when everything will be again open to us.

Last week we celebrated our final run of the season. Our neighbors were called in to help us have a good time; and although the weather proved somewhat unfavorable, with high wind and gusts of snow, still the hard, calendered roads, and a permission to run the boulevards, were irresistible to a goodly few, a round "baker's dozen," and off we started for South Chicago before the smacking breeze. As we always do, we had a glorious good time, and the afternoon's run of twenty-eight miles over perfection itself in the way of bottom was voted, as usual, "the best and most enjoyable one yet."

For this winter's sport we have secured the Exposition Building, with a magnificent gallery of about four laps to the mile, and we propose to do noble work in the way of speed before spring. The captain of our club has already reduced time down to a mile in 2.55 on a common country race-course, with a machine two sizes too small, and with a bicycling experience of only six months. The world will yet hear of us!

But I am getting egotistical, and will close lest I tell all I know in this letter, and leave nothing to write about in my next. STENO.

CHICAGO, 20 November, 1880.

BALTIMORE NOTES.

IT is not often that one reads in the pages of the WORLD, of bicycling in the Monumental City; not however, that we do not have and enjoy, withal, that sport here, for we do, — but accident and other circumstances have prevented any account being given to the recent WORLD.

Our latest event of importance was the "general meet," projected by the Baltimore Club, and held on the 16th ult., during Baltimore's Sesqui-Centennial Celebration, of which it was designed to form a feature.

In response to the invitations sent out to the various clubs and unattached, the Philadelphia Club responded with thirteen men, including Capt. Ferguson and Secretary Blakiston; the Capitol, of Washington, D. C., with ten men, including Capt. Owen and Vice-President Schooley; the Arlington, of Washington, D. C., with six men, including Capt. Carpenter and Secretary Scribner; the Crescent, of Boston, with one, Secretary Duker; and three unattached: thus numbering, including the Baltimore Club, forty-eight wheelmen.

The rendezvous was the Biddle street Rink, the headquarters of the Baltimore Club, where, prior to the informal run to the park, the various "crack" riders indulged in some fancy riding, much to the delectation of the lesser lights, Capt. Owen of the Capitol bearing off the palm.

The use of his ready wheel seemed but of a second nature to him, and his riding was characterized by exceeding grace and ease, and exemplified in a wonderful way the literal *versatility* of the bicycle.

At 3 P. M. an informal run was made, by way of Madison avenue, to the grand entrance to Druid Hill Park, the place of formal meet. Capt. Ferguson was appointed commander of the day, and Messrs. H. A. Blakiston of the Philadelphia Club, H. S. Owen, of the Capitol Club, W. C. Scribner of the Arlington Club, and T. J. Shryock of the Baltimore Club, were appointed as marshals.

The meet was called at four o'clock, and the line formed with the commander in the lead, immediately preceded by the four marshals abreast, and followed in order, two abreast, by the Baltimore Club, the Philadelphia Club, the Capitol Club, the Arlington Club.

The line of parade lay through the most attractive portions of the park, along whose hard, smooth roads the procession moved off with easy gait and good effect, creating no little enthusiasm and hearty applause among the multitude of ladies and gentlemen that witnessed the start.

The first halt was called at the Mansion House, which was reached just after a rather stiff push, but which commands a beautiful panorama, overlooking as it does the park about, the city, and the Chesapeake beyond. A stop of ten minutes; the signal to mount was sounded, and the wheels were soon spinning around and down the beautiful roads that lead through wood and by lake, and in less than an hour from the time of start the procession reached Druid Lake, hard by the grand entrance.

The multitude of several hundred who witnessed the start a while ago had now become a throng of as many thousands, who in carriage, on horse, on foot, lined the drives, filled the groves, and crowded the terraces that extend around the lake.

The procession moved at a lively gait twice around the lake (a circuit of a mile and a half), after which the Capitol Club gave an exhibition of drill and fancy riding which brought forth repeated cheers from the crowd of spectators.

In a short time the signal for the grand scrub race of a mile and half was given, whereupon the various contestants took position, and at the word "go," they sallied forth amid shouts of applause, which kept pace with them as they flew around the lake.

Capt. Owen of the Capitol came in an easy winner.

"Those queer, impossible machines, such elegant riding." The racing, the silent and graceful movements throughout were so entirely novel to a majority of those present, that a great deal of interest and enthusiasm were created, and the ladies especially not infrequently "gave way to their feelings," and expressed themselves too ecstatically for anything. At six o'clock the wheelmen turned from the park and pedalled back to the rink after a very enjoyable meet, run, and race.

Considering that this was our *début* before the wheel-world, that we are yet young in years (but seven months old), and small of our age (only sixteen members), it was voted a full success by visiting wheelmen as well as by ourselves.

The home club has reason to feel gratified at the showing thus made, and at the general gratification given; for it is thought that this meet will have formed a sort of wedge, as it were, which will finally open up the roads of the park to the use of bicyclers at any and all times, and thus benefit wheelmen in general as well as Baltimore riders in particular: wheelmen in general, in that the more public places which are thus thrown open throughout the country, the greater the force which precedent and example will have upon those corporations still barring such places to bicyclers; to Baltimore riders in particular, for reasons evident to all.

The Board of Park Commissioners, in granting the use of the park for the meet, allowed the full petition of the club; and in a conference with his Honor, Mayor Latrobe expressed himself as seeing "no reason why bicyclers should not have the use of the park at *any and all times*."

Our use of the roads therein is now restricted to the large lake drive, and that between the hours of 6 and 8 A. M.

We have free use of the foot-paths, of which there are about 15 miles, but we have no business thereon, and do not use them. But our hopes for the future are bright.

By the way, I must notice a communication by brother "Ike," which appeared in your columns recently, containing some strictures concerning our roads hereabout; but now enough, and more anent our roads anon. IOTAU.

BALTIMORE, November, 1880.

BICYCLE RACES

THE FIRST TOURNAMENT and races of the San Francisco and Oakland Bicycle Clubs took place at the Half-mile Track, Cliff-House Road, Thursday afternoon, 25 November. The wheelmen and their friends gathered in large numbers, and made the old Park look something like the days when it was the favorite resort of the turfmen and fashionable turnouts. The weather was beautiful, and the track in fair condition, but too undulating for fast time. However, the local record for one mile was broken by 11⅔ seconds, and our riders are now getting somewhere near the point of fast riding. The competitions were not as spirited as we expected to see them, and in several of the races it was almost a walk-over for the winner. The successful rider in each event was awarded a gold medal, and the second man a trophy of silver. W. R. Dunn of the Olympic Club acted as referee; Capt. George H. Strong as starter; and G. S. Smith and J. H. Thompson as timers. The programme was as follows: —

One-Mile Race. — *First Heat* — McNear, 1; in 3.42¾; Chas. Butler, 2; Cadman, 3; Smith and Finkler distanced. *Second Heat* — McNear, 1, in 3.41¾; Butler, 2, by 5 yards.

Half-Mile Race. — *First Heat* — Aldrich, 1, in 1.44¾; Leonard, 2, by 20 yards; Cadman, distanced. *Second Heat* — Leonard, 1, in 1.54; Aldrich, 2, by 2 feet. This was the prettiest and most exciting race of the day. The men started even, and kept breast and breast to the quarter, where Aldrich pulled a little ahead, but was soon overtaken by Leonard, and down the home-stretch they came neck and neck, their legs moving like a piece of machinery. A few yards from the line Leonard made his final effort, and amidst general applause, succeeded in crossing the wire

ahead of his plucky competitor. Each having won a heat, a third was necessary. After a rest of twenty minutes the two men mounted again; but the expectations of a close race were not realized, as Leonard lost his treadle at the start, and in a trice his companion was too far ahead to be overtaken. Aldrich, however, pressed all his strength into service, and made the quarter in 49½ seconds, the best for that distance during the day, and won the race in 1.44. Aldrich was awarded the gold medal and Leonard the silver. Both these men will make good riders, as they are still in their teens.

Two-Mile Race. — *First Heat* — H. C. Eggers, 1, in 7.21¾; McNear, 2, by 400 yards; Butler, 3, 2 yards behind McNear. Eggers took the lead, and pulled away from his competitors at the very start. He kept up his pace for the first mile in splendid style, which was made in 3.31, the best time for a mile in California, beating the previous best on this coast (3.42⅗) by McNear at the Oakland Track during the late fair, by 11¾ seconds. The second mile was considerably slower; but as they only struggled for second place between themselves, and having already run two single-mile dashes, they allowed Eggers to take his time, and he virtually had a walk-over. *Second Heat* — H. C. Eggers, 1, in 7.28¼; McNear, 2, by 350 yards; Butler, 3, 10 yards farther.

Exhibition and Trick Riding. — Between the first and second heats of the mile race Chas. Aldrich and C. L. Leonard gave a very pleasing performance on the bicycle, and went through about all the tricks so far discovered on the machine.

After the programme had been concluded all the riders present joined in drill, captained by Chas. Butler. — *Pacific Life.*

ON SUNDAY, 21 November, there were some races held at the Pavilion in San Francisco, on a track eight feet wide and seven laps to the mile. There was an effort at a one-mile race, in which time was not taken on the final heat, and a five-mile race, won by Mr. Fitzgerald in 25.29. Mr. F. T. Merrill rode against California time, but made his mile in 3.46, which was too slow. A. A. Bennett rode a mile in 3.50; and then Mr. Merrill gave some fancy and trick riding. There were some 400 or 500 spectators present, according to the *Pacific Life*, which might have made its comment more pointed by discouraging Sunday racing anyway. It is n't the proper day for public sporting, and gentlemen ought not to promote such infraction of good taste, — not to invoke any higher reason.

CONEY ISLAND. — The Brooklyn Bi. C. held a five and one half mile road race just along the Coney Island Boulevard on Saturday, 4 December. Harry G. Cortis took the lead, and covered the distance in twenty-eight minutes; Secretary Caner coming in second, and J. P. Wintringham third. M. Wrigley acted as time keeper.

The prize was a handsome gold scarf-pin, representing a rat-trap pedal. The road was exceedingly heavy from frost and snow.

TRICK BICYCLERS AT TONY PASTOR'S OPERA HOUSE. — Messrs. Underhill, Noel, Johnston, Neergaard, Brown, and Foster visited Tony Pastor's Monday evening to witness the *début* of Stirk's troupe of Trick Bicyclers, consisting of the Messrs. Stirk, Mrs. Stirk, and daughter, a little girl of five years, who rode a 22-inch wheel. The bicycle performance opened with an exhibition of rapid riding in short circles by Mr. Stirk, a feat for which he holds the championship of England. He then rode across the stage on his front wheel, stood on his saddle with one foot and arms folded, and did many other tricks, each one bringing down the house with applause. Mrs. Stirk rode gracefully; and little Miss Stirk, after being held up by her father, machine and all, for the inspection of the audience, made some pretty evolutions, coquettishly fanning herself the while.

In an interview with Mr. Stirk after the entertainment, he said he still felt the motion of the steamer, and consequently his performance was not as creditable as it will be hereafter. He said he would bring his little girl and her bicycle to 791 5th avenue some Sunday afternoon and give the boys a special treat. He has a brother in Boston whose address he has lost, but he hopes to acquaint him of his arrival in this country through the newspapers. KNICK O'BOCKER.

NEW YORK, 23 November, 1880.

PERSONAL

MR. FRED. JENKINS, editor of *The Wheel*, has been elected honorary member of the Lenox Bi. C.

MR. SAMUEL T. CLARKE was in Boston on the 4th inst., and gave a very pleasing account of Baltimore wheelmen.

MR. JACK EASY was last seen on a suburban road, leading some kind of a creature by its horns.

IT WAS President Cochran, and not President Carpenter, who presented the medal at the Crescent Bi. C. exhibition.

MR. CARL VOSSLER, so long a familiar caterer for wheelmen at 19 Hawley street, has opened a new house on the French plan of a "Hotel Garni," at 1200 Washington street, where he can entertain wheelmen and their wheels.

MESSRS. HILL AND TOLMAN, of Worcester, deserve a good sale for their automatic bells. They experimented for many months and expended considerable money in perfecting their alarm, and they make it upon their honor as wheelmen.

THERE ARE several ladies using the tricycle in Boston. Miss Minnie Lawrence, of Washington, at present studying art in this city, and Miss Elizabeth B. Whitmore, daughter of Nathaniel Whitmore, Esq., the famous fire-alarm inventor of Mansfield, Mass., are both among the lady pupils of Mr. Charles R. Percival, and may be seen on pleasant days speeding their tricycles on the pleasant streets of the South End.

MR. A. J. PHILBRICK, maker of the "three-wheeler," has brought his new machine to such perfection that several orders are already in hand for others. Mr. Philbrick knows how to make a good machine, and he does it.

MR. GEORGE PERRIN, B. Bi. C., carries his laurels with grace, since his recent engagement.

MR. JAMES NOTMAN, the genial photographer who has done so much to preserve the delights of meets and runs, and to give wheelmen and their machines a fair representation, has been elected a member of the Massachusetts Bi. C.

MR. W. E. NORRIS is a pioneer wheelman in Helena, Montana Territory.

A WESTERN CLERGYMAN writes that he owes his physical regeneration to a 48-inch bicycle. He has some good ideas about it, which he will some time share with our readers. We should be glad to give them his name if we had the liberty to.

MR. J. H. NELSON has been riding the wheel since last March, at Murfreesboro', Tenn.

FRANK H. WALWORTH, Esq., of Saratoga Springs, New York, is not only an accomplished archer but a courageous wheelman.

SOME DISTANT wretch sends in the following, which probably has reference to an envied Vermonter: —

> There is a young man name of Dean,
> 'Bout as fat as a common string bean.
> He sat up to hob-nob
> With the young misses Cobb:
> Was n't he most too quite awfully mean?

MASTER H. C. DEWITT, of Augusta, Maine, is trying to pass for a wheelman. He did set up as agent for the sale of bicycles in that city, and achieved a success in which even his modesty would restrain any pride. He has probably followed an ice-cart so long, that his notions of manners are very crude. When he gets a little older, and allows the beard to grow over some of his excrescent cheek, he will know better than to send an insolent and impertinent letter to a person who has never spoken or written to or about him, and that there are affairs in which it is better to be a gentleman than a blackguard.

FOR SALE CHEAP — Archery Butts; two good cotton butts, 4 inches in thickness, 12 by 14.
Address
S. E. FRENCH,
PARK AVE. HOTEL, N. Y. CITY.

THE BICYCLING WORLD AND ARCHERY FIELD may be found on sale at BRENTANO'S LITERARY EMPORIUM, 39 Union Square, N. Y.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America, — clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 10 DECEMBER, 1880.

THE MISSION OF RECREATIONS is one of dignity and earnest importance, when considered in its true light. Its end is physical and mental redemption, — salvation. To turn men and women from the sins which ruin and the habits and associations which degrade body and soul, has been the object of religious effort so far as it relates to this life. All the great moral-reform movements have had this end in view. Not only to save life, but to preserve health and ability to perform the duties of life, is the noble aim of medical science and practice. The best justification of all the great network of social entertainments, games, and amusements lies in their tendency to alleviate the strain and weariness of serious labor, and to divert and rejuvenate the mind and heart.

Looked at from the same point of view, it must be acknowledged that the positive, active pastimes and the organized promotion of them constitute a mission worthy of parallel, if not equal, respect and encouragement with either of those named. The archery clubs, the bicycle clubs, the tennis, lacrosse, cricket, snow-shoe, canoe, skating, hare-and-hound and gymnastic clubs are all so many mission schools, temperance societies, health associations, entertainment companies; and they deserve to be encouraged as such by the best and ablest men and women.

"Our young men," says an esteemed contemporary, the *Pacific Life*, "do not promise vigorous manhood. The State is full of effete, sickly looking fellows, who could starve the doctors and cheat the grave with one or two seasons of active field sports." That is a vigorous way of putting a wholesome recommendation. We have subjects for similar remark here in the East. Pale, limp, narrow-chested youth; bloated, blear-eyed, sluggish young men; dyspeptic, enervated, care-worn, broken-down middle-aged men; too few old men, and they not half as vigorous as they ought to be. Must we say nothing but in compliment of the ladies? Well, then, let some of them tell the plain truth and teach the plain lesson.

"Salvation's free," as Mr. Moody would say; that is, it's as free as anything fit to have in this life. There's salvation in the out-of-door, sunny, invigorating pastimes which call for positive exercise of will and nerve and muscle; which excite the faculties and stimulate the functions of body and mind into cheerful activity. They not only "starve the doctors and cheat the grave," they feed the busy hive of human industry, and pay large tribute to every other good cause in the world.

THE PEQUOSSETTE'S PICNIC.

A PACIFIC REVERY.

A SHORT time since we were at our New England home, and during that dull fall day, with its chill wind and showers of falling leaves, we attended the last regular meet of our archery club for the season of 1880.

Two weeks, and what a change! For several days we have been on board of the steamship "Colima," steaming northward near the western coast of Central America and Mexico. With the thermometer from 90° to 100° in the shade during the day, we have swung in our hammock under the awning over the upper deck, enjoying in the lazy shipboard life the cooling breezes of ocean by day and the land breeze by night; for in these bright nights, when the moon is almost directly overhead, we cannot think of going below until the small hours.

Thus the days come and go as we pass point and headland of the bold mountain-bound coast, with its few ports, which consist principally of an iron pier extending out into the ocean beyond the line of breakers that roll in continually with their varying force and tone.

The view seaward is always the same, varied only by the occasional sail; but shoreward there is an ever-changing scene of bold cliffs, hills and mountains, some standing clear cut in bright blue sky, others shrouded in the cloudy mists; volcanoes: some extinct, with their rough, precipitous, and sterile slopes; others active, with their dull leaden smoke rolling up continuously; and yet others which send up an occasional puff.

Thus we lie, sometimes conscious of the passing panorama, and again lost in revery or dozing away the hours in idleness; pleasing remembrances come to the mind, included in which are the excursions, camping-out, and picnic in our archery club, one of which is now in mind.

The sentiment seemed to prevail, with the ladies at least, that minus a picnic our archery club had not accomplished its mission.

"We want to go off altogether in a big wagon, like the club Mr. Thompson tells of," they said; and so it was arranged that we should go picnicking on 17 June following, the ladies agreeing to provide commissaries and the gentlemen transportation.

A large excursion wagon, four horses, and a driver were in readiness at the hotel early that morning, when the club members began to appear with bows, quivers, and baskets full of etceteras, which were stowed away, and then the party, numbering some twenty odd, seated themselves therein.

Our targets, hanging one on each side, were the banners on the outer walls, proclaiming, as we went, "the archery club."

"All ready." "Get up there, Bill." — a crack of the whip, a cheer, a blast from the horns, and we are off.

The party was at once resolved into boys and girls for the occasion, and a jolly good time agreed upon.

Passing up the main street, friends waved handkerchiefs, and were answered in turn, accompanied by cheers and the deafening horns.

Those who have been on such a ride know something of the fun to be had with a jolly party, and those who have not ought to try it. 'T is warranted to cure the blues, dyspepsia, and all kindred complaints, for the time at least.

Rain during the night had laid the dust and gave the morning air an agreeable freshness. On we go, over the high land, giving us a fine view of the Charles River, with Mount Ida and the several portions of Newton beyond; through the busy town of Waltham, where the townspeople gaze wonderingly at this first public exhibition of the coming of archery; then, climbing the long Bear Hill, we pass through the quiet little villages of Stony Brook, Silver Hill, and South Lincoln, and a short distance beyond, turning in through a farmyard, we are soon on the shore of Fairhaven Bay, an enlargement of Concord River. Here we have a place for an archer's picnic that can scarce be excelled: a fine grove, and just beyond an oval glade some two hundred yards long, with paths winding off in different

directions through the woods. The soil being light and sandy, only a thin turf and short grass covers the glade, while not a stone is found to injure the arrows, snaking is impossible, and the surrounding woods break any wind that may blow.

"How I wish we had a range like this in our town," is the unanimous expression. Here we set up our targets and indulge in long and short range shooting, roving, and flighting.

An hour or two of this sport, and the ladies withdraw to arrange for our lunch, to the partaking of which we are soon called.

On the soft carpet under the pines the cloth has been spread, and in tailor or Roman position we surround it. Mrs. S. well understands the wants of such a party, as shown by the large dish of lobster salad which commands the centre, flanked by cold beef, ham, tongue, and eggs, protected in front and rear by bread, rolls, pies, and cakes, with sentinels of pickles, olives, and the other etceteras, while coffee, milk, and lemonade skirmish around on the outside.

A short though vigorous campaign, and we are possessed of the citadel, where all join in discussing the trophies; then jokes and stories are in order, until some adventurous spirit breaks the circle by proposing some new game, while others stroll off through the winding woodways after wild flowers, or take a paddle in the old leaky boat in search of water lilies. Thus quickly and pleasantly pass the hours, until the declining sun reminds us of the arrival of the hour for our return.

A bite of the leavings, for those who wish it, and we re-embark for what proves not the least enjoyable portion of the day, our moonlight ride homeward.

Retracing our drive by the pale moonlight, it seems almost a different route from that of the bright morning, and light hearts break out with song, —

"Happy are we and free from care,"

followed by a curious medley of Moody and Sankey tunes, the good old Methodist hymns, and the lighter airs of the day, until, reaching our quiet little town at a seasonable hour, with tired bodies and a page of pleasant recollections, we bid each other "good night."

A. N. Drew.

ARCHERY CLUBS

Oritani Archers. — The present organization is as follows: President, Wakeman Holberton; vice-president, Miss Hattie Van Boskerck; secretary and treasurer, Irving Wood; executive committee, the officers, Miss S. C. Hopper, and Maj. W. C. Beecher. The number of members is now about thirty-five. The club was organized on 1 May, 1877.

New York A. C. — *Editor of Archery Field:* — The New York Archery Club is located this winter in the 8th Regiment Armory, through the courtesy of Col. Scott. The drill room does not give them a longer range than forty yards, but this is sufficient for indoor archery by gaslight; and the other accommodations are so very pleasant and cosey that the present quarters are really an improvement over the spacious hall of the 9th Armory used last winter.

The indoor season opened on Saturday evening, 4 December, with the ladies' match for the championship or "Columbia Badge," the conditions being ninety arrows at forty yards, Mrs. De Luna winning the coveted prize on a score of 402 points. A large number of lady and gentleman guests lined the sides of the hall, and the keen interest evinced in the sport showed the attractions which archery possesses even for those uninitiated in the charms of this healthful recreation.

The lighting of the hall is not yet all that can be desired, for although the two centre targets are well and brilliantly illuminated, the ones on the sides are not lighted as well as was expected by the reflectors on the wall; but this difficulty can be obviated by a change in the position of the side lights and the use of still larger reflectors. Everything will be done to obtain as perfect an illumination of the targets as is possible.

As the protection of the walls in indoor shooting is of paramount importance, it may prove interesting to other clubs to know that after patient, repeated, and expensive experiments with excelsior mattresses, cotton, rattan, and cocoa mattings, and canvas, our preference is decidedly in favor of the latter, which we now use in the form of loose double curtains, 12 x 12 feet square, suspended from the ceiling back of the targets; the two pieces of canvas, or double curtains, presenting a space of eight inches between them. It is utterly impossible for an arrow to penetrate both pieces of canvas if they are properly hung.

The New York club will meet during the winter on Wednesdays at 2, and on Saturdays at 8 P. M., and archers of good standing, who may happen to be in the city at such times, will always be cordially welcomed. The armory is on the corner of Twenty-seventh street and Ninth avenue.

Anul.

DRIFT AND WAG

Modesty is a virtue, but "Scrub Shot" thinks archers have too much of it. "On the Pacific Coast," he says, "we imagine that all the good shots are east of the Rocky Mountains." We don't think that way over here, Brother Shot.

The veteran archer, Will H. Thompson, Esq., will hereafter favor our readers with articles from his graceful pen.

A New York bowman approves our editorial on "Fine Archery Goods," and thinks archers want to know more about weapons and less about manufacturers; "but we would like to know what style of bow and what style and weight of arrows prominent archers use."

Mr. A. S. Brownell is meeting a hospitable welcome with the archers of San Francisco. He was invited to a Thanksgiving dinner at the residence of Mr. Frank C. Havens, and afterwards joined in a practice shoot.

From another correspondent we learn that at the Thanksgiving practice shoot, 96 arrows at 60 yards, Mr. Frank C. Havens made 96-522. The other scores are not received.

Mr. A. W. Havens is archery editor of the *Olympian*, and a right good editor, too. We cannot speed the feather as gracefully as he does, but we hope some day to meet him before the same target in a literal sense, as we do now in a figurative.

Roving archery is distinct from lawn or target archery, inasmuch as the roving archer seeks his marks the hills and dales over, and the lawn archer does not wander beyond the limits of the practice range. The good bowman who has practiced losing his arrows at "rovers," as miscellaneous marks are called, can always make a fair record on the target, but the archer who has confined himself to target shooting, finds it difficult to score well in a roving match. The laws of roving archery are very simple. A party of ladies and gentlemen, bows in hand and quivers full, start across the fields. They choose sides, or each individual works for his own place in a game. One selects a mark at a stump of a tree, a clod of earth, — anything, so it is easily distinguished, and all the band have a good view of the object indicated. The distance lies with the archer who makes the selection: it may be 50 or 60, 100 or 120 yards. Each then shoots in turn, and the archer that has shot his arrow nearest the object claims a point, and has the privilege of selecting the next mark. The first roving archery club in this vicinity was organized in Oakland last month. It is composed of three ladies and five gentlemen. The outfit of the band, in addition to their weapons of archery, is a large knapsack which contains a generous lunch, a scoring book in which all the notes of the expedition are entered, to be recopied and enlarged by the secretary of the club afterward, and a light case for botanical specimens, germs, wild flowers, insects, — anything, in fact, of interest that may be encountered in the course of the expedition. Who shall carry these burdens is decided by lot. English walking shoes, or shoes of any pattern, so long as they are strong, roomy, and comfortable, must be worn by every member of the club when on duty, as it is very rightly concluded that nothing is more disagreeable on a long tramp than the complaints and wailings of one of the party who may be suffering from cramped feet. In place of the bugle-horn which the old bowmen of Merry England's days carried, an ivory whistle hangs by the quiver of each archer, the captain only being in possession of a horn, three blasts on which are a signal to the lunch bearer to join him, and to the other archers, who may be scattered some distance apart, that their leader has found a shady place for refreshments; and this call is always obeyed with alacrity. — *San Francisco Bulletin.*

WHEEL CLUB DOINGS

Amherst Bi. C. — The membership of this club now numbers twenty-five. Uniform, seal-brown flannel, coat and knee breeches; navy-blue shirt and stockings. The officers are: — President, E. G. Rand; Captain, Paul Blatchford; Sub-Captain, W. H. Crittenden; Secretary and Treasurer, H. A. Tucker.

Ariel Bi. C. — This club was organized in Chicago, on 10 September, 1880, and numbers fourteen (14) members. The officers are: Capt. Jno. B. Lyon, Jr; Sub-Captain, George Keene; Secretary and Treasurer, L. W. Fuller (2,900 Michigan ave., Chicago). The club colors are cardinal and black. Costume, short sacque coat and knee breeches of dark corduroy; white flannel shirt, blue stockings, and dark blue polo cap. The club frequently meets for short runs to suburban towns and return, but will take no long run until warmer weather.

Oakland Bi. C. — Finding that there were enough active riders in Oakland, California, to form a club, we had a meeting and a preliminary organization, followed by another on 18 August, at which officers were elected, constitution adopted, and a uniform decided upon. The latter consists of blue knee breeches with brown stockings, low shoes, blue shirt, blue sacque coat, and blue jockey cap. The officers are: Captain, George H. Strong; Lieutenant, L. M. Brooks; Secretary, C. L. Goddard. The number of members is now twenty-one. On Thanksgiving day we had our first racing meet at the half-mile track, which is situated on the right side of the Cliff House road, just before reaching the hill. The proprietor scraped the track, and put it in as good condition as a sandy track could be put in; still it was rather soft and rough in some places. All the machines were ordinary roadsters, except Eggers', and he was the only one who was in any condition. These advantages told, as you will see. A report of the races is given elsewhere.

P. E. A. Bi. C. — *Editor Bicycling World:* — On the 9th of October, about twelve energetic wheelmen met in one of the rooms of the academy and agreed to organize a bicycle club, to be known as the "Phillips Exeter Academy Bicycle Club," and elected officers as follows: President, G. Woodbury; Captain, D. H. McAlpine, Jr.; Secretary and Treasurer, S. R. Varick; Directors, F. S. Haines and E. I. K. Noyes.

From that time on others have joined our little band, until at present our list of members numbers twenty-two.

The club has made many pleasant spins to Portsmouth, Rye Beach, Hampton Beach, etc. Now that the snow has come, we have been compelled to stable our machines; but we hope in a little while to be able to mount our favorites and enjoy a turn around the Town Hall, for the club is negotiating with the proprietor of this, the largest hall in town, for the use of it as a place to exercise the muscles of their legs and to become familiar with their wiry steeds.

The sizes of machines range from thirty-eight inches to fifty-six inches.

M. C.

6 December, 1880.

Providence Bi. C. — *Editor of the Bicycling World:* — At the annual meeting of the Providence Bi. Club, the following officers were elected for the ensuing year, *unanimously:* President, Albert G. Carpenter; Captain, William H. Richmond; Sec'y and Treasurer, William J. Burton; Lieutenant, John A. Cross; Guide, Frank Harris; Ex. Committee, first three officers (ex. officers), Jesse Howard, Harry F. Lippitt.

The club at present numbers twenty-five, all active members.

The weather of the past week has put a stop to road riding here, but one or two of our members have been out to Roger Williams' Park on the ice.

Our president proposes, a little later in the season, if possible, to have the club at Mashpang pond, where his ice-houses are situated, and have a half-mile scrub race straight-away, and we are anticipating a pleasant time At the last meeting, the subject of a club uniform was broached, and a number were found who are not satisfied with the present one; and in accordance with a motion passed, the president appointed a committee of three to report at the next meeting, and from the composition of the committee, I think we shall have *the* uniform and have it uniform, — hat, coat, shirt, breeches, stockings, shoes, and cravat, — so look out for us next spring. The interest in bicycling is steadily increasing in this vicinity; quite a number of non-riders are learning at Capt. Richmonds' riding school, and in the spring we shall have probably quite an addition to our club: and here I would like to say, that I think bi. clubs cannot be too careful as to whom they admit to membership, as his being a member of a club is generally sufficient guarantee for his being a gentleman, and as it is the individual members of a club by which we judge the whole, I think we cannot be too careful.

The Providence Club went to Boston the 26th of November, and now we are waiting for spring to come so we can repay the many courtesies shown us at that time by the Crescent Club. We received quite a compliment at Canton when returning on the 10.30 train: through the courtesy of the baggage-master (and he is a gentleman), we occupied the baggage car, and amused ourselves and the baggage-master (?) by singing gospel hymns. We are all good singers, and a person at Canton asked the conductor if he had a menagerie in that car. Yours truly,

Open all Night.

Boston Bi. C. — The regular monthly meeting of the Boston Bi. Club was held in the new headquarters, 40 Providence street, on Monday evening, 6 December, and was well attended, there being twenty-one members present.

After the regular business was transacted, which included the admission of several new members, among whom was Mr. E. P. Sharp, formerly of the Suffolk Bi. C., who is one of the fastest men in the country for one mile, the club took up the report of the Committee on Uniforms, and proceeded to discuss the same.

It was found that there was about twenty different opinions regarding the subject, but after several ballots and reconsiderations the following was adopted:

Color — Dark green. Cut — Patrol jacket, cut to the form, buttoned in front, small standing collar with B. Bi. C. in silver cord embroidered on it, close-fitting knee-breeches buttoned below the knee. Cap — The New York Club cap, with several alterations and additions. Stockings — Dark gray. The matter of a distinctive mark of rank for the officers was left open until the next meeting. The reports of the secretary and treasurer and of the House Committee were accepted. The committee on revising the rules and regulations of the club then read their report, which was accepted, and after a vote of thanks being passed to them for their labor, the report was laid on the table for future consideration at the next regular meeting.

A committee of three, consisting of Messrs. N. T. Kidder, E. P. Sharp, and A. L. Woodman, were appointed to make arrangements for the annual club dinner in February.

Capt. S. T. Clark, of the Baltimore Bi. C., was present by invitation at the meeting, and cordially welcomed.

The club twenty-mile championship medal was formally awarded by the president (who was one of the judges) to Mr. J. S. Dean, the winner of the race on 19 October last.

NEW YORK NEWS AND NONSENSE.

The New York Club is carpentering, plumbing, papering, painting, upholstering, and carpeting.

Mr. Pierre Noel carries a pocket lantern no bigger than a quarter of a dollar, and Mr. Wright sports a cane that shoots off sky-rockets, snakes, etc.

At a meeting of the Lenox Bi. Club, held 29 November, it was unanimously voted to join the L. A. W., and Mr. A. Hilton, son of Judge Hilton, was elected an active member.

Last Wednesday, a forlorn-looking specimen of the dog kind pawed at the door of 791, and whined for admittance. After he had thawed out by the fire, partaken of a good meal, and had his coat brushed, he appeared quite a creditable brute, or as one of the boys expressed it, "sort of a cross between a Humber and Boneshaker." By a vote of fourteen ayes,

he was christened Treadles, and told to make himself at home.

MONS. PAUL DEVILLERS, the editor of the *Sport Vélocpédique*, is charming in his English. In a notice to the *Wheel*, he says: "Forward you back our numbers not out." This is the way Bélard expresses himself: "I will race some more times now not till next summer comes."

MR. THEO. IVES and MR. GIBBONS FOSTER sailed a week ago for North Carolina, where they intend spending the winter months. Quite a party of Mercuryites were "on deck" to see them off. Tommy was quite overcome with grief at the separation of his office chums, and in a fit of hysterics was led home between Wright and Wallace. Latty walked to the Brooklyn ferry before he could shake the low spirits that depressed him; while Neergaard endeavored to hide the true state of his feelings by expatiating on the large size of the state-room tumblers. Havermeyer has not shot a duck.

AFTER scouring the city from the Battery to the Harlem River, interviewing real-estate agents by the score, and expending a small fortune in advertisements, Mr. Wright has at last succeeded in securing a hall for a school. The new venture is known as Harlem Temple, and is located at 125 E. 125th street. The hours for beginners are every day but Saturday and Sunday, and on Tuesday and Friday evenings; the hours for riders are every evening but Tuesday and Friday, and on Saturday and Sunday. Saturday nights will be devoted to drills, or manœuvres and evolutions similar to those given at Dickel's riding academy, and if the attendance warrants it, music will be provided. At the end of the hall is a small stage upon which an entertainment will be given once each month.

YES, Peter, we comprehend your method for gaining admittance to the Park, and rejoice to hear that you have managed to get rid of that lead 50-cent piece.

A wide-awake, Central Park cop,
Excitedly told me to stop;
When I *see*-bly opposed
The injunction, he dozed.
I rode thro' the Park. Do you drop?

KNICK O'BOCKER.

CORRESPONDENCE

SOME ENCOURAGING WORDS from generous subscribers and indulgent readers reach us by almost every mail, and we are tempted to share a few with other contributors and readers. A Chicagoian says, "I am glad you are warranted in making the WORLD a weekly. You have my sympathy in your work"; a Philadelphian, "By all means continue my subscription. I look for the WORLD'S coming with much pleasure, and should miss it exceedingly"; a Germantown wheelman, "It gives me pleasure to renew my subscription to your sparkling periodical. I shall be glad to welcome it weekly hereafter, as, if as interesting during the coming year as in the one just past, the gratification of its perusal will be exactly doubled. I have sometimes felt almost as much exhilarated after running over the WORLD as I would have felt after spinning over a mile of asphalt"; a Pittsburger, "If all subscribers to the BICYCLING WORLD AND ARCHERY FIELD were as much pleased as the writer to know that its visits are to be twice as often in future, they would send on their renewal of subscription with such cheerfulness as would delight your heart. Wish every bicycler would try it for a year, and give it up then if he can"; and a Detroiter subscribes himself to the following: "Please continue to slide a copy of your jolly little paper in my direction. Am very glad it is a weekly, and still more that it comes a day earlier, as it used to come just too late to enjoy it Sunday. Hoping that your BICYCLING WORLD AND ARCHERY FIELD will continue to please every one as it pleases me, I subscribe myself, a lover of the two 'sports' you are doing so much to encourage."

But these are sufficient for specimens, though we have many more of similar tenor; and now, that we may not seem to cull all one way, we give the only adverse expression which we have received. It bears date, "Augusta, 29 November, 188o," and its postmark indicates that it came from Maine. Fortunately that could be read; but it is often the case that when a correspondent neglects to give full address on a letter, we have to do some close guess-work. This correspondent leaves nothing to be guessed at. He addresses us: "Ed. Bi. World Boston Dear Sir Yours duly recd." Lucid composition needs little punctuation; his none. It is more respectful to a stranger not to abbreviate his name on the half or quarter, but we are so often called "Ed." around home that we don't mind; and then the "Bi." is the principal part of it. The crisp sentence which follows reflects credit upon our postal system, if, as we suppose, "yours" refers to our paper, which is mailed every Thursday forenoon; but as he is n't a subscriber, and we never saw or heard of him before, and did n't send him any paper or anything, the balance of credit, above that due the Post-Office Department, must be given to some one else, or to some hereditary Ananiasic tendency in the writer's mind. "I *acknowledge*," he continues, "the apology but *can not accept*, when masked by such lame excuses; make it *frank* and I shall be glad to be as leinent as the case will allow." He probably refers to some "apology" he wishes to make, as we never made one, to him at any rate. We should n't make an apology to any one when he was "masked," either as a Ku-Klux or a domino, or any other way, especially not if he were "masked by lame excuses." We are trying to be "*frank*" with him, certainly; and we should judge that he was already "leinent" on something, though it may be only the Ananiasic derangement before suggested. The spicy parts of his letter, however, are to follow. Hereafter we shall "flavor" our "sheets" with heliotrope, and admire the Augustan's devotion and courtesy: —

"Don't flavor your sheets with low insinuations, nor waste your energy in raking up old stale jokes and *always remember* my advice of a few days ago. Bear in mind yours is not the only Bicycling paper in the country — *thank God!*

"Your *insolence* is only equaled by your ability to confound facts with hallucinations.

"The *tone* of this paper will remind you of my latest communication — 'I only deal with *gentlemen*.'

"Yours etc. etc. etc.
"H. C. DEWITT."

Mr. De Witt must be a nice man or an ice man, or something of the sort, and if he had less wit in his name and more in his head he might be a valuable correspondent; as it is, we shall not encourage further familiarities on his part. If he is n't overwhelmed with recognition of his courtesy and success as an ice man or a wheelman, or an alleged bicycle agent on the Kennebec, we can put him to use in our office, which would make him wiser if not better, and probably less fond of using much ink.

BEACON PARK MANAGEMENT. — The annual meeting of the Athletic Department of the Boston Driving and Athletic Association was held at the Tremont House, on Monday, 6 December, at 8 P. M.

The secretary reported that the Association now numbered 239, three of whom are junior members.

The treasurer's report showed the department to be free from debt, and recited the correspondence with Mr. J. Malcolm Forbes which had led to that result. Mr. Forbes had generously offered to take upon himself the debt of the department incurred in laying out the grounds and in other ways; and a letter from the directors thanking him for the gift, and pledging the members to carry out his intentions in such a way as to make the institution of value to the community, was unanimously indorsed by the meeting.

The following gentlemen were chosen directors for the ensuing year: J. Malcolm Forbes, C. H. Williams, R. S. Russell, Henry G. Pickering, Geo. A. Sawyer, Arthur T. Cabot, Edw. C. Hodges, Geo. F. Roberts, P. F. Ferris, Henry Howland.

This board subsequently chose the following executive committee: H. F. Fay, P. F. Ferris, James Dwight.

They also elected Mr. Henry G. Pickering, 54 Devonshire street, Boston, secretary.

The retiring executive committee reported that careful estimates showed that the running expenses of the ensuing year could be met by $10 assessments on the present list of members, so that the association is financially in the best possible condition.

Great interest was manifested in bicycling, and it appeared to be the unanimous opinion of those present that it would be desirable to have bicyclers join the association, and to that end it is proposed to put the track in first-class condition for bicycling, provided a sufficient number of names can be secured to warrant it. Mr. E. C. Hodges, Boston Bi. C., was elected one of the directors to represent bicycling. The association starts this year under very favorable circumstances, being free from debt. It simply remains with those interested in athletic sports to join the association, and in that way Boston will be able to have athletic grounds second to none in the country.

BOOKS AND PAGES

"IS CONSUMPTION CONTAGIOUS, and can it be transmitted by Means of Food?" is the full title of a carefully written volume of 178 pages, by Herbert C. Clapp, A. M., M. D., published in Boston and Providence by Otis Clapp & Son, and which discusses an exceedingly interesting subject, relating to what has sometimes been characterized as a New England disease.

Dr. Clapp states in his preface that "Our knowledge is not sufficiently accurate to enable us to give just now, with mathematical exactnesss, a positive answer to these questions; but it is very doubtful if any thoughtful person can read through these seven chapters without being persuaded that there is something in it, and that to a certain extent at least, and under certain conditions, consumption is contagious." Among the results which he suggests should be obtained by an agitation of the question, are, that no person should be allowed to sleep in the same bed or in the same room with a consumptive, or to remain in too close or too constant attendance on a consumptive; that ventilation as perfect as possible should be secured; and that a rigid inspection of meat coming to markets, and cows furnishing milk, should be insisted on for the public safety. The author does not think it advisable to risk the terrifying people by telling them it is contagious, but believes in a truthful and candid presentation of the subject, so far as it is to be known, and to the consideration of it he has brought a conscientious handling and presentment of observed cases, a lucid chapter of "deductions," a chapter on the transmission of tuberculosis by means of food, and other interesting matter. "It is now pretty generally agreed that the pearl disease in cows is absolutely identical with tuberculosis in man," and that from a large number of experiments, "the preponderance of evidence and the authority of the greatest names in medicine are decidedly in favor of the transmissibility of tuberculosis from animals to men" by the use of that meat and milk from phthisical cattle.

The book is likely to create considerable discussion, and if it leads to the securing of more careful government inspection of live stock transported for meat, and more general carefulness for the health of cows supplying milk for domestic use, it will prove very useful.

BRENTANO'S MONTHLY for December is at hand, with its budget of practical and entertaining literature of the various pastimes. It is particularly full and instructive this time on billiards. There is a paper on Central Park and the bicycle, by Wentworth Rollins; brief archery notes; an illustrated description of Fetherston's patent propeller, and another on ice yachting; a "Story of the Snowy Christmas"; a paper on the base-ball season of 1879, by Henry Chadwick; and other interesting matter. The frontispiece shows models of three fine yachts.

WRIGHT AND DITSON'S *Journal of American Pastimes*, Vol. 3, No. 5, is just at hand, and with its many illustrations and descriptive paragraphs of the various implements of exercise, is a very interesting journal. It is published semi-annually, in May and November, and may be had free at 580 Washington street, Boston.

THE ST. NICHOLAS for December is a Christmas number, bearing a fine design on the cover, a beautiful frontispiece after Leonardo da Vinci, the Madonna of the Lily, and containing an unusual number of attractively illustrated articles for the young people. The January issue will also be made appropriate to the glad holiday season. Some of the new features in these two numbers are the "Land of Nod," which is a beautiful operetta, "Treasure Box of Literature," a fine story of the "Floating Prince," and a novel parlor and school exercise for the little folks, called the "Fan Brigade."

THE following is from the Germantown *Telegraph*: —

BICYCLES, RAILWAYS, AND HORSES. — A shocking and fatal accident has occurred to a carriage with ladies and a party of female equestrians in Brooklyn, L. I., in consequence of the carriage horses taking fright at a young lad who was riding a bicycle. Thereupon our journalistic brethren in various quarters feel moved to moralize upon the dangers of permitting men and boys to ride bicycles in public places where horses are liable to take fright at them. The horse is indeed a very uncertain animal, and does manage to take fright at all sorts of things, including bicycles, railroad cars, boys' kites, shooting crackers, sky-rockets, and brass bands. If, therefore, we undertake to suppress everything that is likely to frighten an occasional horse, the catalogue will be a very extensive one. We have ourselves seen horses so accustomed to unusual sights of all kinds that the swiftest railroad train might rush past them or over a bridge while they were passing under it, without in the least degree disturbing their equanimity. In fact, nothing is better settled than that horses can be accustomed to all the things that seem most to disturb their nerves. War-horses have of necessity been trained to the roar of artillery and musketry, or they would be utterly useless on the field of battle. In the streets of Philadelphia the noisiest brass bands parade everywhere without occasioning any runaway accidents; and so we presume the proper conclusion to be reached is that the owners of fine horses will have to give some attention to the training of them not to take fright at little boys' kites, fireworks, velocipedes, bicycles, railway trains, dummy engines, or in fact anything else. Those persons who neglect to do so will have to take the consequences."

RATES AND TERMS

THE BICYCLING WORLD AND ARCHERY FIELD *is sent, postage prepaid, to any address throughout the world, for one year, on receipt of* $3.00, *or* 12 *shillings, or* 16 *francs, or any equivalent of* $3.00 *in current foreign money or exchange, always in advance.*

Our charges for advertising are at the rate of $2.00 *an inch, in column this width, inside pages, for one insertion. Continued and larger insertions taken at special rates, a schedule of which will be forwarded on request. Spaces on first page, double rates.*

All remittances should be by bank draft, registered letter, post-office money-order, or bill of exchange, directed to E. C. HODGES & CO., 40 WATER ST., BOSTON, MASS.

ADVERTISEMENTS

ORDERS FOR SUBSCRIPTION TO

'Cycling - - -	taken at	$1.00
The 'Cyclist - -	"	1.75
Le Sport Velocipedique	"	1.75
The Bicycling News	"	3.50
The Bicycling Times	"	3.50

and promptly forwarded by

E. C. HODGES & CO.,
40 Water Street - - BOSTON, MASS.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown 4to, printed on best paper and ably and tastefully edited,*
BY WALTER D. WELFORD,
Hon. Secretary of the Bicycle Touring Club.
Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS:— Post Free, 12 months, $1.00. Post-Office Orders to be made payable to
WALTER D. WELFORD,
66 Grey St., Newcastle-on-Tyne, England.
g.g.t.p

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

TO BICYCLE AGENTS.

In answer to many letters of inquiry regarding our *Directory of Agents*, we have set up a few names, to show the arrangement, space, etc.

This directory is designed to meet a demand for a cheap and profitable method of advertising for those agents who do not desire to occupy a larger space in our columns during the winter season.

It will show what agents are alive to and doing the business, and be a handy page of reference to the touring bicycler, directing him where to find sundries, get the latest news and best information as to routes, hotels, etc., and where to introduce friends who intend purchasing machines.

The directory will appear in every issue of the WORLD, and will commence probably with No. 9, 7 January, 1881. Applications for space should be sent in on or before 1 January.

E. C. HODGES & CO.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

CALIFORNIA.

SAN FRANCISCO.

OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.

BILLINGS & SPENCER CO.

WEED SEWING MACHINE CO.

NEW HAVEN.

AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.

JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.

CUNNINGHAM & CO.
22 Pearl Street.

C. R. PERCIVAL,
96 Worcester Street.

THE POPE M'F'G. CO.
87 Summer Street.

NEW YORK.

NEW YORK.

WM. M. WRIGHT,
160 Fulton Street.

SCHUYLER & DUANE,
189 Broadway.

PENNSYLVANIA.

PHILADELPHIA.

H. B. HART,
813 Arch Street.

PITTSBURG.

COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

SEND $3.00 FOR A BOUND COPY OF THE "BICYCLING WORLD AND ARCHERY FIELD," VOLUME I. A FULL RECORD OF A BUSY YEAR.

JAS. NOTMAN,

Photographer,

STUDIO,

99 Boylston St. . . Opp. Public Garden.

Special attention given to taking PORTRAITS of Bicycles and groups of Bicycle meets.

TO ADVERTISERS.

GEO. P. ROWELL & CO.'S
SELECT LIST OF LOCAL NEWSPAPERS.

An advertiser who spends upwards of $5,000 a year, and who invested less than $350 of it in this List, writes: "Your Select Local List paid me better last year THAN ALL THE OTHER ADVERTISING DID."

IT IS NOT A CO-OPERATIVE LIST.
IT IS NOT A CHEAP LIST.
IT IS AN HONEST LIST.

The catalogue states exactly what the papers are. When the name of a paper is printed in FULL-FACE TYPE it is in every instance the BEST. When printed in CAPITALS it is the only paper in the place. The list gives the population of every town and the circulation of every paper.

The rates charged for advertising are barely one fifth the publishers' schedule. The price for single States ranges from **$2** to **$80.** The price for one inch one month in the entire list is **$625.** The regular rates of the papers for the same space and time are **$2,980.14.** The list includes **952** newspapers, of which **187** are issued **DAILY** and **765 WEEKLY.** They are located in **788** different cities and towns, of which **26** are State Capitals, **363** places of over **5,000** population, and **468** County Seats. For copy of List and other information, address GEO. P. ROWELL & CO., 10 Spruce St., New York.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1880.

BY HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, 50 cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON, MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

"MISTER TOBIAS ISAIAS ELIAS,"

A ROLLICKING

BICYCLING SONG.

Words by S. CONANT FOSTER.
Music by HARRY N. SAWYER.

Price, 40 cents.

Address, **S. CONANT FOSTER,**
P. O. Box 1227, New York City.

Brentano's Monthly,

"THE GENTLEMAN'S MAGAZINE OF AMERICA."

Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.

Send 10 cents for Sample Copy.

Brentano's Monthly and the Bicycling World, together,— $6.00 a year.

WILLIAM M. WRIGHT.

P. O. BOX 1227.

No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.



BICYCLES.

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. Second-hand Bicycles for Sale. Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. PRICE $1.50 PER PAIR.

THE WRIGHT STANDARD HOLDER. PRICE $1.50 PER PAIR.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM.

96 WORCESTER STREET, BOSTON.

AGENCY for all makes of ENGLISH AND AMERICAN BICYCLES.

BICYCLES AND TRICYCLES TO LET BY HOUR, DAY OR WEEK.

Good Stabling and Club Room, Repairing, etc.



CHAS. R. PERCIVAL,

IMPORTER OF

Bicycle and Tricycle Sundries,



BAGS, ALARMS, CYCLOMETERS, BUGLETS, SADDLES.

SOLE AGENT FOR

TYLER'S RUBBER HANDLES.

Open from 7 A. M. till 10 P. M., SUNDAYS INCLUDED.

Boys' and Children's Bicycles and Tricycles for Sale and to Let.

JUST READY!

OVER THE HANDLES

AND OTHER

CYCLING SKETCHES

THRILLING ADVENTURES,

ROMANTIC LOVE-STORIES,

SIDE-SPLITTING SKETCHES,

PRACTICAL ARTICLES,

On the use and care of the Wheel, sentimental and humorous poems, comprise a part of the contents of this wheelman's annual. Although largely made up of selected matter, there are a number of original pieces in the volume, and the whole, being elegantly printed and bound, forms a volume that should find a place on every wheelman's book-shelf.

Price, bound in extra cloth. $1.00

" paper covers ..... .50

Mailed free on receipt of price by

E. C. HODGES & CO.

40 Water Street . . . BOSTON.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional. The best value for the money attained in a bicycle.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in., from, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

87 SUMMER ST. - BOSTON, MASS.

SOME OF THE ADVANTAGES OF THE BICYCLING WORLD AND ARCHERY FIELD for the future to all our patrons, subscribers, and advertisers, are the following: —

1. It is the only weekly paper devoted to Bicycling in America.
2. It is the official organ of the League of American Wheelmen.
3. It is the special organ of the Archery Associations.
4. It contains more matter relating to either Bicycling or Archery than all the other papers of the country.
5. It gives stenographic, full, and official reports of all important meetings and events.
6. Its editorial and contributed departments are in such hands as to make their contents official or authoritative and reliable.
7. It is racy without being ridiculous, and conducted so as to elevate and render attractive the arts to which it is devoted.
8. It is tasteful and elegant in mechanical make-up, and is free from all objectionable contents for ladies and families.
9. It is responsibly and firmly established, and can and will fulfil all its promises and contracts.
10. It is entirely independent in tone and judgment, neither our editor nor our firm being in any way connected with the trade or manufacture of bicycles or archery goods.

With regular correspondents at home and abroad in the principal places, with friends and occasional correspondents in every club and in almost every town in the country, and with the experience gained heretofore, and greater space and resources for the future, we shall endeavor to make THE BICYCLING WORLD AND ARCHERY FIELD, VOLUME II., not only the best paper of its kind extant, but a satisfactory visitor, constantly improving; and we appeal to all our friends for a continuance of their generous aid.

E. C. HODGES & CO.,
Publishers.

BOSTON, November, 1880.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 6.

CHARLES E. PRATT, Editor. E. C. HODGES & Co., Publishers. BOSTON, 17 DECEMBER, 1880. Entered at the Post Office as second-class mail matter.

VOL. II] CONTENTS [No. 6

Currente Calamo 81
Questionings 82
Editorial — BICYCLING WORLD 83
Which is the Best Bicycle? 83
Influence of the Bicycle on Health and Morals . 83
A Bicycling Point or Two 84
A Lady's Opinion of Bicyclers 85
Another Wheel on Ice 85
Wheel-Club Doings 85
Correspondence 86
Jack Easy's Letter. No. 7 86
New York News and Nonsense 87
Country Road-Making 87
Personal 87
A Chance 88
Six Hundred Miles by Bicycle 88
Editorial — Archery Field 89
Notes by a Novice 89
"Home Made." — The Bows of Savages . . . 90
Drift and Wag 90
Books and Pages 90
L. A. W. — "Attempted Suicide" 91
The Doom of Chivalry 91
Headers 92
Roller Skating at Nantucket 92
Rates and Terms 93

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

BICYCLING WORLD & ARCHERY FIELD.

Volume I. November, 1879—October, 1880.

Well bound. Full Index. Valuable for Reference. 442 Entertaining and Instructive pages.

Sent by mail, postpaid.....$3.00.
By express, C. O. D. .....$2.75.

E. C. HODGES & CO.,
40 WATER STREET - - BOSTON, MASS.

THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,
40 Water Street, Boston.

NOTICE. IF THOSE REMITTING AMOUNTS TO US BY POSTAGE STAMPS WILL SEND ONE-CENT AND TWO-CENT, AND NOT THREE-CENT ONES, THEY WILL GREATLY OBLIGE US.

E. C. HODGES & CO.

CURRENTE CALAMO

THE holidays are coming.

SO is our MIDWINTER number.

THE *Golden Rule* is a good one to go buy.

WHO killed Jack Easy?

YONKERS BI. C. has twenty-four members.

DR. SMITH, of Philadelphia, thinks baby-carriages have injurious effects on infants under one year old.

HE ALSO suggests that the use of bicycles may induce club feet. Is he joking?

THE Harvard students, according to the *Free Religious Index*, are to produce Sophocles's play, *Œdipus Tyrannus*, next spring. There 's a chance for ticket speculators.

OUR proof-reader of last week went off to a spelling match with Josh Billings. We 've discharged him.

PUCK suggests, pictorially, the bicycle for Miss Anderson.

MISS VON BLUMEN rides a forty-eight inch. It is a Special Columbia cut to measure, with rat-trap pedals to match her little feet.

"ROX" says she ought to wear a polo cap, and he knows. But she has n't set her cap for him.

IN plain English, Josh Billings's opinion is that "Ambition to shine in everything is a sure way to put the candle all out."

THE delightful *Christian Register* says, "One of the chief uses of that department of a newspaper which is devoted to 'Wit,' 'Humor,' 'Pleasantries,' etc., is that it furnishes an opportunity to show one's desire to be agreeable."

AND then the kindly brother Batchellor adds: "Let us hope that it may be set down to the credit of many a poor fellow, 'He tried to be funny.'"

WHO the Jenkins does he mean? Well, let it be set down to his credit; we don't want it.

BUT "Juvenis" tries to be; and then makes faces because other people's sobrieties are funnier than his pleasantries.

VENNOR ought to be made honorary member of all the snow-shoe clubs in the country.

"IXION" is getting on in years, but his reminiscences of youth are very vivid, if one may judge from "Saved by Science" in *Cycling Sketches*.

HE will also have a story in our MIDWINTER number, which nobody should miss reading.

NEXT time Brother Burbank edits a book of wheel literature, we hope he may be as fortunate in the selection, and yet find more of its contents from American authors.

THIS is a good item from the *Albion* (Mich.) *Mirror*: "The Rev. Mr. Morton, rector of St. James's Church of this village, has purchased a bicycle in place of a horse and carriage, for a road vehicle. He will use it to make his regular Sunday visits to Homer Village, where he officiates. The bicycle will give him a healthy and pleasurable exercise, besides the means for a rapid trip between the two villages, and the saving in the cost of keeping a horse. The bicycle has proved itself to be a permanent, practical road vehicle, and the number in daily use is rapidly increasing."

A PROVIDENCE correspondent addresses us with a suggestion: *Mr. Editor:* The following item appears in the Providence *Journal* of 6 December: "A SLEIGH SMASHED UP. — About 12 o'clock Saturday, as an East Providence man was riding along Sabin Street, his horse took fright at the behavior of a lady who was shaking a table-cloth out of the window, and became unmanageable. He succeeded in kicking himself free

from the sleigh and throwing out the driver. The horse, being cleared from his trappings, ran, but was secured on Fountain street. The whole front of the sleigh was kicked in and both shafts and runners broken. The man, who was a very corpulent man with a black mustache, refused to give his name, as he did not want it in the papers."

It is evident that something must be done with these table-cloth "wrestlers." When a gentleman is quietly riding along the street, has his horse frightened by a table-cloth shaken out of a window, is thrown out, and has his sleigh seriously damaged, it is time that table-cloths, or those who use them, had some restrictions placed upon them. I hope that the Legislatures of the different States will take up this matter immediately. While it is evident that no LADY would ever think of shaking a table-cloth out of a window, still some penalty should be imposed upon those who persist in this harmful amusement.

RAD.

QUESTIONINGS.

O cycler! please stop your wheels' rapid rotation;
Dismount, pray, and tell me what I would fain know
About your machine and its strange fabrication,
The science and secrets of making it go.

'T is a wonder to me how this queer combination
Of wheels is persuaded to stand up at all;
It surely must be by some forced relaxation
Of gravity's laws that the thing does not fall.

O tell me the cause of the wild exultation
That seizes on all when they once learn to ride!
Evolve from your brain-works some clear explanation
Of why in your wheel you should take so much pride.

Do you ever get angry and show indignation,
When taking a "header," or "buckling" your wheel?
Do you hear the boys scoffing with imperturbation,
Or spit out bad cuss-words that show how you feel?

Can you, by some process of excogitation,
Explain how you make out that wheeling is fun?
Do you feel any symptoms of rejuvenation
When astride of the "pigskin" and off for a run?

Why do you speak out with such vociferation
When your ankles are jumped at by some barking hound?
And why are you tempted to retaliation
At the gamin's cry, "Mister, your wheel 's going 'round"?

F. W. B.

ADVERTISEMENTS

LYRA BICYCLICA:
Forty Poets on the Wheel.
By J. G. DALTON.
Sent by mail, postpaid, for **60** cents.
Address, HALL & WHITING,
32 Bromfield St., Boston, Mass.
N. B. Trade supplied at usual discount.

I have a few of **BICYCLES BICYCLES** my very nice
for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.
A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
14 to 20 PEARL STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

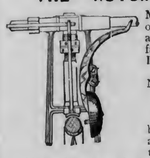
HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from **CUNNINGHAM & CO.**, or their authorized agents.

FINE CLOTHING

Gentlemen are respectfully invited to examine our
CHOICE STOCK
—OF—
FOREIGN & DOMESTIC
WOOLLENS,
FOR FIRST-CLASS WORK,
As this stock cannot be surpassed, and will be made at reasonable prices.
JOHN G. CALROW,
378 Washington St., cor. Franklin St.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE:
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. *No. 1. Standard Columbias of* 1880. *No. 2. Harwards (Grip lever brake). No. 3. Harwards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.*
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."
A few copies at BICYCLING WORLD office.
Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,
By CHARLES E. PRATT.
New and Enlarged Edition for 1880.
276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.
THE TRADE SUPPLIED AT WHOLESALE RATES.
FOR SALE BY E. C. HODGES & CO.

TO BE HAD,
Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., @	$0.30
STURMEY'S "INDISPENSABLE," @	$0.50
THE AMERICAN BICYCLER (2d edition), @	$0.60
LYRA BICYCLICA, @	$0.60
THE AMERICAN BICYCLING JOURNAL (bound), @	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @	$1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth	$1.00

The Trade Supplied at Wholesale Rates.
Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE.
ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.
E. C. HODGES & CO.,
40 Water Street, Boston, Mass.

THE AMERICAN BICYCLING JOURNAL.
Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of **Price, $4.00 a Copy, postpaid.**
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 17 DECEMBER, 1880.

WHICH IS THE BEST BICYCLE?—This question, in as many different forms as the resources of the English language permit, has been asked us ever since we committed the folly of writing a book or editing a paper.

To it we have generally made such reply as the form of the question seemed to call for; but probably in such a manner as to leave the asker quite as much in doubt as he was before. Just now we wish to take for our text an inquiry from a Western city, in the words following, to wit: "A large number of anxious inquirers are desirous to have your opinion on the different makes of bicycles: which you think the best, and why you think so. We are anxious that you should give through the next number of the BICYCLING WORLD your opinion on this important subject to our inexperienced Westerners. Please make as extended a reply as your space will permit." We are very happy to do so.

1. We appreciate the high compliment paid to our knowledge and wisdom by the inquiry, upon which our modesty will not allow us to dwell long enough even to make a disclaimer.

2. We think there are several makes of bicycles which are entitled to be, as they are by different judges, called the best. There are eight or ten at least, in which might be included the Royal Challenge, the Harvard, the Special Columbia, the Special Club, the Humber Roadster, the Stanley, and some others; as to which, taking one consideration with another, there is no great choice between them, and between which the practical difference in effectiveness, comfort, and other value is not such as would be at all appreciated by any but expert riders. In mentioning these we do not intend to disparage others; and, indeed, we might supplement our previous remark by saying that the wheelman during the first year of his riding is not likely to appreciate the difference between either of these and some of the less expensive American and foreign bicycles.

3. Our opinion is, that the advice of any responsible agent or maker is not likely to be such as to lead any purchaser far astray; because, as we have said, the beginner cannot appreciate the finer differences, and the expert will have knowledge enough to exercise his own choice.

4. We do not make a more specific answer to anybody,— that is, we do not feel at liberty to express our opinion as to choice between any two machines, or as to the one particular best machine,— because,—

5. It would obviously be not only unfair, since we are not infallible, and have not been constituted as judge between the makers, but it would be inconvenient; inasmuch as, supposing our advice to be taken, if we should say that the "Republic" is the best machine, Mr. Philbrick would be overwhelmed with orders beyond what he could fill, and the Pope Manufacturing Co., Cunningham & Co., and many others would have to close their shops, and wheelmen could not procure bicycles: on the other hand,

6. Immediately we had made a public and definite answer as suggested, then everybody would say we were prejudiced, or interested, or had a commission, and our advice would not be taken, and we should lose what reputation we have for candor, and everything would be all at sea again.

7. Again, the right of free judgment and individual choice is a precious one, and we do not wish to invade it, even when invited. There is value as well as enjoyment in studying at a problem, and experimenting with its application, which compensates for any error that may be made. We have published, from time to time, mechanical descriptions of different machines, and the improvements in them, and because of greater facilities we shall do so more, and probably more promptly and fully hereafter, and so we shall contribute as much as possible to the correctness of individual answers to these inquiries.

It is not to be forgotten, also, that the circumstances of the rider, and the roads and uses for which a machine is intended, have to be taken into account in making a choice; and that the notions of men are also to be considered.

INFLUENCE OF THE BICYCLE ON HEALTH AND MORALS.

IN these days of liver pads, patent pills, hair restoratives, tonics, and various other nostrums advertised to restore health to the debilitated, the importance of the bicycle as a health and morals promoter ought not to be overlooked. My experience has taught me to regard bicycle riding, with the bracing exercise, pure air, and enjoyment it gives, as superior to any medicine ever invented. I have taken the trouble to procure some facts and statistics showing the wonderful benefits produced by its use in this State.

I am an editor employed upon a Republican paper. Was much troubled with dyspepsia and dyspeptic views of things. I purchased and rode the first bicycle in this State, in the spring of 1879. In November, 1873, the combined Democratic, Greenback, and Prohibition vote showed a majority of 29,000 against the Republicans in this State; but the very month I ordered my first machine,—a Pope,—the Republicans carried the spring election by a majority over all of 6,043. In 1880, there were about a hundred machines in this State: I rode an Invincible: and the Republican plurality was 53,894: majority over all, 18,735. Subscription list doubled; regular boom in advertising; no dyspepsia: wife gained 25 pounds in weight; children happy; won all my election bets.

Another member of my club is an editor on the evening press; was troubled with weak lungs: bought a Pope: is well and robust; paper prospered so that it has now three branch establishments,— one in Cleveland, one in Buffalo, and one in St. Louis; salary raised; baby was almost miraculously cured of pneumonia; dog getting fat; has won several prizes; wife happy.

The president of the Grand Rapids Club is a dentist. Immediately upon his concluding to purchase a bicycle, the governor of the State appointed him one of the State Fish Commissioners: he has had a tremendous run of custom in dentistry; his boy shows signs of mechanical genius; daughter has recovered from a long illness; bald place on his head growing fuzzy; his gas bill has been unusually light.

Champion rider of my club is in the United States signal service; rides a Harvard; won a number of prizes; has been promoted to the highest rank ever held in that service by a young man of his age (just twenty-one), and has been appointed by the Washington authorities to one of the most important posts on the lakes; salary raised with promotion; is greatly admired by the ladies: a general favorite with business men.

Another member of my club: doctor: in less than a week after he learned to ride had a number of new and paying cases; rich man broke his leg and gave him a job the second week; was made State director of the L. A. W.; has had a fine business offer, and will remove to Iowa; all his patients doing well; rides a Pope.

Hardware merchant: rides a Pope; soon as he learned to ride began to have a big boom in his business: has collected several bad debts which he had despaired of ever getting; sings bass; wonderful improvement in his voice, obtained by trying to sing our club song while riding home over a bad pavement o' nights; thinks his header tones particularly improved; has unexpectedly found his chest tones going down more than a fifth below any previous effort.

Member of my club: rides a Premier; says bicycle riding promotes the growth of the hair so much that he has actually felt it growing on several occasions; has won several prizes.

Gentleman who rides a Club says that since he learned to ride he has had unexpected windfalls of money; he is treasurer of our club; thinks the practice conducive to sudden wealth.

Rider of a Harvard: business man for a big lumber company; great boom in business; thinks his wife's health is greatly improved since he purchased a wheel.

Iron founder: rides a Pope; has escaped falling into the stack and being burned to death twice since he learned to ride; might have been out on one of the wrecked steamers if he had n't been out on his wheel; it is undoubtedly a life preserver.

Country merchant: rides a Pope: was childless, but his wife bore twins three months after he got his wheel; is now perfectly happy.

Clergyman in Albion: since he ordered his bicycle has had an unprecedented run of $10 weddings; several new members joined the church; morals of the parish rapidly improving; prospective increase of salary; the practice of putting bad nickels into the contribution plate has nearly ceased.

New rider: rides a Yale; tailor almost immediately volunteered to trust him for a new overcoat; thinks the practice promotes confidence.

Per contra: Editor Democratic paper: sneered at bicycles in his paper; got fooled with the Morey forged letter; lost all his election bets; his party was badly beaten in the election: moral character run down so that he said "Jerusalem!" in a shockingly irreverent manner when the election returns were received; gloom, misery, dyspeptic editorials; is rapidly growing bald-headed: was accused by a street-car conductor of tendering a bogus nickel.

Alderman: called bicycles "them things"; wanted an ordinance "agin 'em"; failed to be re-elected; horse had the epizooty; lost two bets on the election; little dog died: swore when the returns came in; got "stuck" with a bad Canada $5.00 bill: measles in his family: looks bilious.

These are facts which can be substantiated by the affidavits of distinguished citizens. I submit that they clearly prove that the bicycle is one of the greatest promoters of health, wealth, morals, and happiness ever invented. Any manufacturer who uses these facts in his advertisements will please remember that my size is 50-inch, with 6-inch cranks.

B.

A BICYCLING POINT OR TWO.

I AM forty-six years old, and ride a 48 wheel. My experience in some questions relating to wheels "and things" is longer than my legs. My wheel has carried me at least eight miles and return, to and from business, each day for a long time. Moreover, in the old days I was an enthusiastic velocipedian. In one of the largest of American cities I faced curiosity, cajolery, quips, and incredulity, but only by the very mechanics involved was I vanquished. I first saw the Ariel spider-wheels at the Philadelphia Exposition in 1876, and mourned my then forty-two years, and gave up hope at sight of the self-locomotive. As time went on my courage came. In February, 1880, I mounted, and have since become a safe and happy rider. I propose to stick to it, if only for health's sake. Next to health I value the wheel for *utility's* sake, since if the bicycle is to have a strong, healthy, victorious future, that future will owe itself to the downright *use* we practical Americans get out of the rapid wheel.

An invention that cannot endure discussion on all its sides should not hope to win a sweeping victory. Let me open a point or two, not in behalf of controversy, but of my favorite steed. The reader is asked to remember that I speak to praise Cæsar, not to bury him.

I am satisfied that the general public prolongs the bicycle's probation because special publications, news, catalogues and personal testimonials emphasize the *sport* rather than the *utility* involved. As one result, young men and youths are almost exclusive riders, — not alone because of their more limber joints and indifference to falls, but because they feel free to indulge in that from which older, graver, and busier men believe themselves excluded by public opinion. I do not by any means object to "sport," as such: I believe in competitive athletics, and my own boy thinks me his most welcome playmate. I simply open what I regard a vital question: "Is not the bicycle's future related to its utilitarian feature, rather than to its sporting or even recreative aspects?" I am persuaded that it is as useful, within limits, as a horse: but there is no doubt that the public remains incredulous because it is misled by the comparative over-emphasis put upon the racing question. Many a substantial middle-aged man interprets this over-emphasis as an admission that the bicycle's best claim relates to its recreative features. "The boys" deserve their fun; but thousands of mentally overworked men, to whom the practical bicycle might be better than cargoes of physic, should not be overlooked or misguided. The army of youngsters should in very justice receive the powerful re-enforcement of brigades of older men, to whom the wheel would be a godsend. When the Pope's ecumenical announces that Longlegs has made his twenty miles in sixty-five minutes, let it be as triumphantly protested that Shortlegs and Graybeard bowl off their ten or fifteen miles every day of their physically revolutionized lives. The latter point will win the public far more than the former. Thirty miles a day for the practical many count more than a mile a minute to the athletic few.

I suggest one more vital, but delicate point. Sunday racing and Sunday riding by clubs, *as* clubs, are important issues, even to the interested dealers in bicycles. I open this issue now, not as related to the Sabbath, but to the wheel. Bicyclers, as individuals, have perfect legal and personal liberty; but when on Sunday they parade as clubs, and challenge public attention under conditions that insure prejudice at a time when bicycling is an open question, every wheelman, be he an atheist, is interested. I whistle when my wheel buckles, but I wince for my entire machine when a bicycle editorial attacks the views of fifteen million American Sabbath-observers. I coolly sin by repetition when I protest that I say this herein in behalf of the bicycle, and not to defend the Sabbath. It is not enough to say that the horse is not thus entangled by theology, and that the wheel deserves the same discrimination. "Jockeys run horses on Sunday and grave deacons ride to church in the saddle; and what of that?" Very true; but the horse is not an experiment, or on probation. Half of even bicyclers would smile dubiously should a doctor of divinity be seen riding from his home to his pulpit on Sunday. I write this in full consciousness that many will demur at my point, but I know the long-headed wheelmen, and those who have money invested in the issue, will confess (if only to themselves) that the point is vital.

I want to see 50,000 bicycles in use in this country within four years. Self-locomotion is as important a problem as transcontinental railways. The old "bone shaker" would have won a greater victory had not ridicule and prejudice and fools complicated the matter. If in a given city a street railway loses two nickels each secular day for a year, from each of three hundred bicyclers, it means a loss of $31.20 from each man, and a total of $9,360 a year. Of course that street railway will ridicule and condemn bicycling. Three hundred wheels have hurt somebody. What now, when ten million busy men are caused to believe a self-locomotive is but a sporting machine, or when fifteen millions see in the bicycle a new instrument for Sabbath violation? Were I a maker, or merchant, or editor, or club-manager, as a bicycle specialist and a free-thinker at that I should take the safe side in the controversy. I want to continue to ride my wheel and secure entire respect in so doing.

LUBRICATOR.

A LADY'S OPINION OF BICYCLERS.

Mr. Editor: — Nothing but your written assurance that you would not divulge the authorship inspires me with enough courage to rush into print, where I shall have none but gentlemen readers. There are, I dare say, very few of your readers of the wickeder sex who will not pronounce it unbecoming in me to thus intrude upon space which should be devoted exclusively to them; but as long as my identity is a secret, and in your keeping, I shall not mind any lordly sarcasm at my expense they may be guilty of.

My window looks out upon a street that seems to be a favorite bicycle route, or at least a favored one, and the appearance of bicyclers upon the little section of landscape which is framed by the window never fails to awaken my interest. Sometimes a lot of them file by slowly and silently, their wheels glistening in the sunlight, their bodies erect and soldierly looking, and their faces radiant with good health and spirits. Sometimes a mercurial rider, with body inclined slightly forward, arms set rigidly, and face flushed with exertion, speeds by before I can get a good look at him. Sometimes one of the uninitiated pursues the uneven tenor of his way up the street, zealous and industrious, but distressingly unsteady, possessed with an idea that he is passing himself off upon a credulous public for an experienced rider, while in truth his inexperience is glaringly conspicuous, from his apprehensive face down to his nervous legs. He gets by safely, but not before he has dashed precipitately at two or three unforeseen circumstances, and only escaped them by a hair's breadth.

And sometimes, as if for my especial delectation, a rider stops suddenly in front of the house, dives over the top of his bicycle, and alights upon his head. When one of these gentlemen picks himself up, after collecting himself from various places in the road, he seems to be a changed man. He looks at his bicycle reproachfully for some moments, and then rides away with the sad, resigned expression of one who has been the victim of misplaced confidence.

As a result of my observations, I have the pleasure now of being able to recognize at least three of the Boston clubs. I particularly admire the smooth-faced, self-satisfied young gentlemen who wear for a head-covering a muffin ring with a little moon on it. They are so pretty, so shy, and so sweetly unconscious that any one looks at them, that the girls all declare that they are too sweet to live a minute, or briefly, T. S. T. L. A. M.

I have also learned to look with awe upon some long-limbed gentlemen who have a solemn-looking officer riding ahead and a jolly retinue following. The first time I saw them, they wore old gray shirts, and had for a club hat what appeared in the distance to be an inverted bath-tub, but upon nearer inspection proved to be a gray felt helmet, with a little piece of tin fastened on it.

But there was one body of masqueraders who defied all attempts to ferret out their identity: they differed not only from each other in the color, material, and style of their attire, but each gentleman differed as much as possible from himself.

Unmistakable as was the variegation of their costume, the wearers seemed to be laboring under the delusion that they were wearing a uniform, hence I at once decided that they must be a very inferior club. Judge of my astonishment upon learning that they are the oldest and most remarkable club in the United States.

I know it is wrong to judge any body of gentlemen by their clothes; but when they parade upon bicycles, and excite everywhere public attention and criticism, it seems to me that they should not only dress in the most tasteful and becoming style possible, but should also preserve a military uniformity of attire. I have learned that one blushing youth objects to wearing any costume that may make him conspicuous, but upon a bicycle he cannot be other than conspicuous, and if he must attract attention, he might as well attract admiration along with it.

One of the Boston Cadets might, with equal reason, object to wearing the handsome uniform of his regiment, — if he were so gushingly modest.

It would be useless for me to deny that girls admire those gentlemen who can ride a bicycle, and do not entertain the most lofty opinion of those who cannot. They admire for much the same reason that Rosalind did Orlando, that Guinevere did King Arthur, that Kriemhild did Siegfried, and as women always will admire any evidence of physical superiority in the little tin gods on wheels.

MADELINE.

ANOTHER WHEEL ON ICE.

IN answer to Mr. Carpenter's communication of last year, and Mr. Cornwell's of this season, on the question of riding on the ice, I would like to give the experience of self and friends, which may save somebody from being placed in the same predicament by relying too much on other people's experience, and going in too strong at first.

Last year I accompanied a friend to try the experiment on a piece of new ice, and found that we did not care to ride at all, as it was with extreme difficulty that I could hold his machine up after he had mounted with my assistance.

Thinking that, perhaps, this year I might be more successful, tried it myself. Mounting on the ground at the edge of the pond, rode on to the ice, and for a minute or two congratulated myself on being successful; but, alas! my rubber "coincided" with a piece of wood, and I found myself lying on the ice with one straight and one "cowshorn" handle.

Straightening the handle with the assistance (and suggestions) of one hundred and seventeen small boys, I remounted, and went at it again. The second trial reproduced the cowshorn handle, and also a new application in the shape of a cowshorn front fork. (F. W. W. please take notice.) This satisfied my longings, and I wended my weary homeward way with many left-handed blessings on all advocates of ice-riding. The fall is so instantaneous that it is impossible to save one's self, and, of course, there is great danger of a broken limb.

Again, one of my club companions was having a beautiful time on the ice, when his rubber slipped, and he bent his machine all up, besides cutting a great gash in his forehead.

Our tricycle members get the "bulge" on us here, as they are perfectly safe and only find difficulty in turning at speed, as then the machine will continue in the original direction without any regard to the end that belongs first.

A trifle of snow or frost, or a roughened surface, is fairly safe for the bicycle; but smooth or glare ice is very dangerous.

In any case, do not attempt to "turn about or circle around with perfect safety" till you have experimented thoroughly for yourself.

PRACTICAL.

WHEEL CLUB DOINGS

BOSTON BI. C. — In the account of the new uniform, given last week, the printer made it read gray stockings, where it should be green. The uniform is to be dark green, throughout. The regular monthly meetings of this club are held on the first Monday evening of each month, at 7.30, at the headquarters.

LAWRENCE BI. C. — A club was organized at Lawrence, Mass., on the 5th October, 1880, with thirteen members, and the following officers: President, P. M. Lyall; Captain, D. G. Smith; Secretary and Treasurer, Francis Cogswell.

MASS. BI. C. — The regular monthly meetings of this club are held at the headquarters, on the first Tuesday of each month. The secretary will not send notices of these meetings to members hereafter.

TOLEDO BI. C. — Information is at hand of a preliminary meeting held on

the evening of 3 December, at Toledo, Ohio, for the purpose of organizing a bicycle club. Committees were appointed to report by-laws and candidates for offices at a future meeting. There was much enthusiasm, and the wheelmen of Toledo are likely to have a good club.

PEORIA, ILL., has some lively wheelmen, and in absence of better report, we quote the following bit of Western journalism from the *Crawfordsville Journal* of 4 December: —

"Charley Williams spent the latter part of last week and the first of this on the prairie about Peoria, Ill., learning to 'shuck the down row' and trying to get the 'poo—ouw' of the swine-call at a proper pitch.' On Saturday night Frank Gregory joined him at Peoria, and the two, after attending Sunday school, ran across Stephen Trip, Will Gulick, and Fred Patee, three boys as good as any Samaritan who ever 'whacked up' when a fellow was dead broke, and our visitors were tendered the use of the bicycles of the Peoria boys, and the freedom of the streets and lake. Bicycle riding on the lake was fine sport. A thousand people were on the ice skating, but the two-wheeled vehicles distanced the fleetest of them. But it took the rubber-tired Columbia wheel to skim the lake. The sociability and kindness of these boys and the radiant Addlington and his associates of the Peoria post-office were properly appreciated, and have been the means of getting our boys to believe that Peoria is the boss Sucker village."

CORRESPONDENCE

JACK EASY'S LETTER.

No. 7, Jack again at last. — On Dangerous Ground, but retreats gracefully. — A Busy Man indeed. — The Letter. — Excuses, Lazy and Lame. — The English Tour. — Fears, grave but doubtful. — English Roads, and Marvellous Atmosphere. — A Theme for Some One Else. — One Wetting Through, Dry? — "Esprit du" Wheel. — American Progress. — Its Future. — Brotherly Unity. — The Power of Organization. — A Conundrum. — A Commendable Aspiration.

VAGUE rumors have reached me, from time to time, that unless I wrote something for your durned old — but no, the DeWitt example deters me — I mean for your ably edited and valuable journal, I should find that in No. 5, Vol. II., my name would be "mentioned." Well, No. 5 of your a. e. and v. j. has appeared, is before me, — and I succumb. In a matter of this kind the weakest must go to the wall; and I am free to confess that sooner than subject myself to any long continuation of your DeWitt-icisms I would write you two letters *per diem* if necessary. If I only lived in some neighboring State, now, I might dare to pool my issues with the aforementioned-evidently-estimable-and-much-abused-personage and defy you; but sojourning as I do so near to the offices of your venerated publishers, wherein I have so frequently had opportunity to make correct estimate of the size of glove and shirt-collar worn by your much-respected business manager, I conclude that in this, as in many other matters of which I may one day speak, prudence is the better part of that valor which doth so well become me.

I cannot believe that your readers took any stock in your insinuations of No. 5, and I will therefore forbear reply: but in some slight extenuation of my long silence, I would ask permission to explain that I am a busy, very busy merchant; that I left home on the English bicycle tour May 20; that I returned home *from* the English bicycle tour Sept. 14; that the typical Yankee phrase of not having "time to draw a long breath" expresses but feebly my condition since my return; and finally, that having now caught up with my arrears of work, I am ready to inflict you and your readers as often and to as great length as you will permit.

And now to my letter.

If apology were in order or of avail, I suppose I ought to indulge in something of the kind for not keeping you informed of our movements while on that never-to-be-forgotten tour. I admit that it was my intention so to do; but I put it to you or to any other tired man of business who has ever experienced the absolute repose, the insatiable appetite for doing nothing, which our experiences on an Inman or any other first-class transatlantic steamship, whether the carrying out of such an intention was possible? I submit it was not, and I look back with, oh! how much of supreme contentment, to those blissful eight days during which — save a scraggy daily entry in my diary — the demons of pen, ink, and paper were never seen and almost wholly forgotten.

And then, when the wheel part of the tour began, what time was there for writing then? From what "London W." has told you, your readers may imagine there was little enough, and that little was not much more than sufficient for courteous reply to the kind offers of escort, the tenders of receptions, and the invitations to banquets in our honor, which awaited us at almost every hotel at which we stopped; in fact, I much fear that more than a few of those substantial evidences of English wheelman hospitality were not responded to in the manner which their kindly feeling and lavish generosity demanded.

But all is well that ends well; and thanks to the graphic pen of "London W.," your readers are gradually having the story of the tour unfolded before them, so that by the aid of an ordinary map, they can, if so disposed, follow us through the country. And those who are familiar with its features can imagine our progress along its splendid highways, its stately avenues, and its shady lanes, with the hawthorn hedges on either hand, and that — to me — marvellous atmosphere, which, whether soot-laden, as in many of the cities, or bright and balmy as in the rural districts, has in it some mysterious agency or property, exertion-compelling, appetite-producing, and sleep-enforcing, which, taken together with the correct habits and rational mode of life of the bulk of the people, has resulted in the vigorous *physique* and love for manly sports for which the Anglo-Saxon race is noted.

Somebody has said, "England has an atmosphere, but not a climate"; and to some extent it is the fashion to seem to suppose that element to be partly fog, and the rest rain. I shall venture to hope that some day, some able and more influential pen than mine may attack this theme, and clear away existing misconceptions; but it will suffice here to remark, that such was the excellent understanding between our party and the clerk of the weather, that during the entire thirty-five days of the tour, we only had one real wetting through, and even then, upon arriving at the end of our day's journey, such fine weather had succeeded the rain that we were all comfortably dry.

"In more ways than one," did you say? Well, — perhaps, — yes.

Leaving for a while the theme of that glorious tour, and the lessons of cordial good fellowship, *esprit du* "wheel," and paternal interest, which I hope it taught to us all, it was curious as well as gratifying to see how much had been done in the wheel cause during our absence, and with what rapid strides that cause had been advancing. The meet at Newport (I was with you in spirit, although in the flesh I was just then off the southwest coast of Ireland) had taken place, the L. A. W. had been born and proven itself to be a most vigorous infant, new clubs had been formed, and hundreds of fresh and enthusiastic wheelmen had been added to the riding ranks. This was indeed a splendid record to contemplate, especially in the light that, missing as I naturally did that deep and engrossing wheel sentiment in which for three months I had been living, it seemed to foreshadow a future not long distant, when the same ratio of progress would bring to us in this country the same universal uses of the wheel, the same keen and active participation in its benefits, and the same brotherly unity and power for good that exists on the other side of the Atlantic.

I say "brotherly unity," for although cliques and factions do certainly exist among our cousin wheelmen, it is only the result of such differences of opinion as must perforce obtain in all large bodies; and although it may lessen their influence, they are none the less striving, each faction according to its light, for the common good of the whole.

As to their power, I am inclined to think that the British wheelman does not yet understand or appreciate it. Perhaps it may be the lot of the B. T. C., that gigantic international club, with its thousands of members, and its consulates in every country to which the wheel has travelled, to gather up the reins and become the exponents of the might of intelligence allied with numbers; or is it in the future that, when *we* are three hundred thousand strong, the obligation which they put us under by giving us the silent wheel, is to be repaid by our demonstrating to them the value to the whole community which the wide-spread influences of club organization will bring?

There is possibly a more serious aspect underlying this than some of us, as yet, may suppose. Let all good wheelmen unite in the hope that the wheel and those who ride it may never be used for aught but good.

JACK EASY.

NEW YORK NEWS AND NONSENSE.

NOW, together: one, two, three, b-i-c-y-c-l-e.

FRIEND MORTON is up and about again.

MR. AND MRS. THEO. NEERGAARD'S reception cards are out.

THE Manhattan Bi. C. has chosen Wednesday evenings for drill nights, at Harlem Temple Hall.

THE New York Bi. C. has our congratulations on the success attained by the committee appointed to decorate the club room.

HARLEM HALL will be a capital place for our men to learn quick evolutions on the wheel, and become steady riders. The writer intends visiting the place every night till he can turn those posts without trying to knock down the building.

AT a meeting of the Mercury Club, held Monday the 6th, Messrs. R. Cornell and Paul Bunker were elected active members. Mr. Thos. Brown, Jr., was appointed secretary, *pro tempore*, or until Mr. Ives's return, and Dr. Neergaard was requested to act as first lieutenant during Mr. G. Foster's absence. After unanimously agreeing to join the League, and appointing Thursday nights for drills at the Harlem Temple, the meeting adjourned. Eight new lockers are being put up in the club room.

MR. F. G. BOURNE, of the Manhattan Bi. C., besides being the possessor of a fine physique, has a magnificent voice; he displays both to advantage in Berlioz's "La Damnation de Faust," wherein he takes the part of *Brander*. The other soloists are Mlle. Valleria, as *Marguerite;* Mr. Fred. Harvey, as *Faust;* and Mr. Franz Remmertz, as *Mephistopheles*.

CHRISTMAS and the New Year are approaching. After the holidays it will be but a step to good out-door riding weather, yet no one has called a meeting to talk over the matter of opening Central Park, and it appears as if nothing would be done. Mr. Salem H. Wales has been appointed park commissioner in the place left vacant by Mr. Wenman, deceased. As Mr. Wales's son is a member of the Manhattan Bi. C., it is fair to presume Mr. Wales himself is not opposed to bicyclers. Now is our opportunity. A delegation of our best looking men could not fail to make an impression if it waited upon the commissioners. Cinders for a path through the park can be had for nothing by applying to the track-master of the Metropolitan Elevated Railroad. If it were found necessary to wind the path in some places close to the carriage drives, hedges or trees could be planted, which in a short time would hide the untamed horse and reckless coachman from the timid bicycler. A track of this kind could be cleared of snow, and riding obtained all winter.

THERE appears to be, amongst the wheelmen of this city, a secret jealousy of one another that should not exist. If Smith says, "Would it not be well for us to do so and so?" the Browns and the Joneses immediately silence him with a volley of "Nonsense, absurd, ridiculous," and whatever of good there may have been in his suggestion is lost forever. A few days later, one of the Joneses has an idea which he propounds to his fellows. Then Smith takes his revenge. First critically eying the member of the Jones brood, he abruptly asks, "Are you a d— fool, or what?" and forthwith, in a lengthy argument, he knocks Jones into a cocked hat, and another possibly good scheme dies by strangulation. Because your neighbor has more ideas than yourself is no reason why you should wish to blot him out of existence, for undoubtedly you excel him in something else, — in possessing more money, better clothes, or bigger ears, for instance; and though he may not acknowledge it, he is probably pea-green with envy for these very things. The "green-eyed monster" starts up between the clubs occasionally, and we hear two club men each running down the other's organization, — good-naturedly, perhaps, but with a tinge of sarcasm that may fester like a splinter in the flesh, and cause trouble hereafter. These little "spats" frequently remind us of the two small girls who entered upon an argument as to whose father owned the finer house. One said, "My papa's house has a French roof on it." "That 's nothing," said missy No. 2, "my papa's house has a mortgage on it." A little competition is a good thing, and should be encouraged, for it will sooner bring our clubs to a state of perfection; but the feeling which stays one club from helping along some worthy enterprise, simply because a rival association is promoting it, is a mean one, and should not be harbored among gentlemen.

JIM. First learn to ride a bicycle. The man who deliberately runs into a horse and cart when he has half an acre of available road at his disposal should n't attempt to ride Pegasus. Your poem goes in, but learn to mount and dismount before sending another.

He went for a peaceable roll,
His wheel took a piece of a hole,
And it soon came to pass
That a requiem mass
Was sung for the peace of his soul.

KNICK O'BOCKER.

12 DECEMBER, 1880.

COUNTRY ROAD-MAKING. — It is a matter of universal comment with travellers, that country road-making in the United States is either a lost art or a to-be-acquired science. The average selectman or road-agent of a country town is usually deplorably ignorant of the first principles of making a good road. Nothing will so surely advance the growth and well-being of a town as well-made and well-kept roads. No part of its domestic economy will more certainly repay the outlay. Nothing more bespeaks the intelligence and character or public spirit of its citizens. In England and most of its dependencies, the roads are made directly by the state or under its supervision. As a result, the contrast between English roads and those of this country is much in favor of the former. A common and natural mistake of most towns in this country is that an intelligent farmer must necessarily know how to make a good road, but the reverse is the fact. Road-making is a subject requiring study and a knowledge of the nature of soils, not often considered by any but engineers, or those to whom such a knowledge is a necessary adjunct of their business in life. A well-made road, even in our climate, and with the wide differences in soil ingredients, will last for years, whereas ordinarily the item of repairs on our roads means an entirely changed thoroughfare; the pitch, watersheds, and general character being more in the way of experiment than a scientific and practical renovation. The country road-maker commences by throwing out the "big stones" on the side of the road, retaining the smaller ones, when by thoroughly "bedding" the big stones the best possible foundation is had; and with a covering of the smaller stones mixed with gravel, or even with good loam carefully harrowed and scraped, a road-bed is formed that will defy both rains and heavy teams. Generally the tyro devotes his time to heaping up the material in the centre with such a slope as often to interfere with locomotion, and which heap the first heavy team resolves into deep ruts, vitiating its usefulness for any but a similarly heavy team, and for it only with constantly increasing strain on the horses. Yankee ingenuity has invented capital road-making tools, which need but intelligent application to developing such thoroughfares as would make them admired, in place of being a reproach and shame. Our country is rich enough to place the roads in the hands of such government as will insure their perfection, instead of leaving them to town officials without the education or experience necessary to an accomplishment of the object. — *Kankakee Gazette.*

PERSONAL

MR. HENRY S. MEYER is about to open a riding school at Williamsport, Pa.

RUSSIAN orders have begun to come in for American bicycles. The Pope Manufacturing Company are filling them with their Standard.

WILL some one kindly send us the address of Mr. H. B. Thompson, late of Utica, Erie, Oil City, and Pittsburg, and

inform us whether he has a portable riding school?

If he leaves one wherever he stops, he does a good thing.

MR. J. S. DEAN, of the Boston Bi. C., was presented with the championship medal, won at the adjourned race on 23 October last. The medal consists of a plain bar, bearing the engraved letters Boston Bicycle Club, from which is pendent an elliptic shield with a wreath, a wing, and a large wheel from the centre of it, the medal being of gold, and the wing and connecting straps of oxidized silver. Mr. Dean will have to win it twice more before he can hold it perpetually.

PREJUDICE entered into the Haverhill city election recently, when one of the members of the Haverhill Bi. C. was a candidate for a member of the school committee, and was defeated. The reason some of his fellow-citizens gave for not voting for him was, "Because he rides a bicycle."

MR. S. CONANT FOSTER (Mercury Bi. C.) appeared in Boston this week, looking the worse for his recent illness. He says he is about as weak as Taunton water, which is reported to be too weak to run down hill. He is now gaining strength, however.

THE NASHVILLE BI. C. has been called upon to lament the untimely death of Mr. Rutledge Whipple, one of its esteemed charter members.

THE MANIA for nursery rhymes continues unabated. One of the victims hands in this: —

There was a wise 'cycler named Hodges.
Who was up to all manner of dodges.
When he went on a spin,
He cried, "Would I were thin!"
This solid old dodger named Hodges.

MISS ELSA VON BLUMEN has been giving bicycle exhibitions in Rochester, N. Y. The circulars of invitation are very neat, and filled with tasteful commendations. When she *does* happen to take a header, she lands on her feet very prettily.

MISS MADELINE ——, whose contribution appears in another column, is a close observer of wheelmen and their habits, and is likely to accompany them on a tricycle next spring. She has in preparation a story for our midwinter number.

IT is written that a store-keeper for the B., C. R. and N. R. R. Co., at Cedar Rapids, Iowa, takes part of his riding over acres of tracks, and that he thinks nothing of taking a Trail, even at a small angle.

A CHANCE. — Our esteemed contemporary, the *Spirit of the Times*, has for a year or two been throwing discredit upon certain alleged fast skating records, and comes out this winter again, ready to back its opinions. In its issue for 11 December it makes, amongst other offers, the following: "There is also some difference of opinion as to the comparative speed of skaters and bicyclists, and to test this matter the *Spirit* will give a prize of $250 to any skater who will, over a track of same number of laps to the mile, beat the bicycle record for any distance from 1 to 1,000 miles." It is to be hoped that the *Spirit* will bring out some good skating for record, and let us see what the possibilities are. Perhaps some of our ice-riders will like to accompany the competitors. As the prize is offered in silver plate to amateurs, perhaps Mr. Pitman might compete; and where are the Harrisons and Rollinson? Or maybe Brother Jenkins or Lazare might coach them along.

SIX HUNDRED MILES BY BICYCLE.

[*From the Philadelphia Press of 4 October*, 1880.]

HENRY M. BENTLEY, President of the Philadelphia Local Telegraph Company, returned to his Germantown house Friday evening, after a tour of 600 miles on a bicycle. Those who know Mr. Bentley would describe him as a rather portly gentleman, in the neighborhood of fifty years of age, and almost the last one to be named as a rider of "the wheel." But as he sprang nimbly from his steel horse last evening, about dusk, in front of his residence on Walnut lane, he looked every inch a bicycler, with his gray flannel shirt, corduroy knee-breeches, and coarse brown stockings, his feet encased in canvas rubber-soled shoes, and his head surmounted by a skull-cap; no sign of corpulence, but the straight lines of his form and muscular development denoting robust health and strength. Mr. Bentley is an enthusiastic bicyclist, never more so than he was Friday evening, when, after supper, but without having doffed his tourist's suit, he related the many interesting and oftentimes amusing incidents of his trip. His steed stood in the hallway: a fine animal, imported from England, and having many points not possessed by American stock. Principal of these, and one which bicyclers will appreciate, especially those who have been pitched upon their heads when riding rough roads, is the peculiar arrangement of the fork and treadles. The fork, instead of being almost perpendicular, slants at an angle of about sixty degrees, this throwing the saddle back until it is almost on a level with the top of the wheel. The treadles are worked with a lever and toggle-joint attachment, making the motion of the legs, when riding, more like that of walking, and giving greater power and ease of operation. Mr. Bentley explained the machine's points much as would the possessor of a fine horse expatiate upon the superior qualities of his purchase. Having shown the steed, he told of his journeyings upon it. After spending the early months of the summer in and about Hudson, N. Y., viewing that part of the country from the saddle of a bicycle, he was asked by Mr. James Merrihew, superintendent of the Western Union Telegraph Company, to accompany him on a month's jaunt over the country. Accordingly, about the 1st of September, the two gentlemen, accompanied by Mr. Merrihew's son, a lad of twelve years, started from Hudson, working their way through New York to Saratoga. They travelled leisurely, averaging about thirty-five miles a day. They carried nothing but a coat and extra flannel shirt, strapped to their bicycles; but they sent their valises by express from point to point, when convenient. Everywhere they went they created great excitement among the country people, their departure from a town gathering great crowds. The rustics could not understand the object of bicycle riding, and many an amusing dialogue took place. An honest farmer, after viewing the machine in wonderment for five or ten minutes, would ask: —

"Where are you going; to the fair?"

"No, we have no objective point."

"Trying to sell them things?"

"No."

"What do you do with them, then?"

"Ride around the country."

"What for?"

"Pleasure."

"How much do you make by it?"

"Nothing whatever; on the contrary, it costs a good deal of money."

"But," the farmer would ask, "what is in it?" and being told that there was no money in the operation, would walk off with an incredulous look, totally at a loss to understand how people could travel around in that manner for nothing. While resting by the roadside a man in a wagon would pull up, upon first sight of the strange machine, and pour forth a string of questions beginning with "What is it?" and ending with "What 's in it?" At a county fair visited by the travellers an old lady asked a gentleman whom she had noticed talking to the tourists, "What are those men?"

"Bicyclers."

"Um, bicyclers. What do they do?"

"Ride around the country on a big wheel."

"Kind of queer, ain't they?"

"Yes, somewhat gone, you know."

"Poor men, is n't it a pity!"

A very intelligent-looking farmer looked at the strangers some time in silent curiosity, and then asked: "What countrymen are you?" He was told they were Italians, which he unhesitatingly believed, notwithstanding the correct English of the travellers, and asked a great many questions concerning the difference of the climates of America and Italy. At Saraoga, the bicyclists were received by a number of Philadelphia friends with hardly less amazement than that exhibited by the country people. On the home trip they took in New York City, and came home by the Bound Brook route, — that is, by the roads along that line of railway. During all the time, Mr. Merrihew's son rode his machine with the others, and has probably ridden a larger distance on a bicycle than any lad of his age in the country. Mr. Bentley laughingly remarked that he himself might set up for the champion heavy-weight amateur bicyclist, there being no record of a man 48 years of age and weighing 190 pounds having ridden so long a distance.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 17 DECEMBER, 1880.

NOTES BY A NOVICE.

I AM beginning to learn that without a certain amount of skill and experience an archer cannot fully appreciate the difference between a good bow and a bad one. Last spring I laid aside a 48-pound beef and hickory bow, which had had but little use, because it followed the string and would not shoot with force enough for me. Having a 46-pound beef and lance bow that would cast a 4*s*. 9*d*. arrow over a fence 200 yards distant, what did I want with a 48-pound bow that would not cast the same arrow within twenty or thirty yards of it? This fall, after breaking three bows and being threatened with the lockjaw from the use of two others, I drew forth the much-despised 48-pound beef and hickory bow. Either a rest had done it good, or my eye had become more accustomed to sunken bows; and I surprised myself more than any one else by passing 500 points on the York Round with it. The truth is that it was by far the best bow of the lot.

It is not strange that at the first blush, bowyers as well as bowmen should lay undue stress upon extraordinary driving power and durability, which, of all the qualities that distinguish a fine bow, are the least important. At any rate, they are of no moment whatever until after steadiness in the bow has been attained. American makers who work for anything more than a transient notoriety and temporary profit should look well to this.

As soon as the archer has learned to shoot at the gold instead of the target, 80 or 100 yards away, he begins to hanker for a yew bow; and I venture the assertion that, without exception, the leading archers of all times and places have admitted no rival to the self-yew bow other than the yew-backed yew.

Except yew bows, my preference is for beefwood backed with lance or hickory. And I have in mind that Mr. Peddinghaus found beefwood nearest to yew.

I do not care to invite the invidious retorts of dealers or their henchmen by giving public expression to my predilection for the bows of any particular maker; but to those archers who are willing to do so, I feel indebted in common with others.

I have had greater difficulty in getting good arrows than good bows, the average being about four good ones to the dozen. Aside from general clumsiness and various inequalities, many were crooked, or became so with short use; and the greater number had a tendency to spring and gad, but this was partially due to the bows in which they were used. Arrows weighing 4*s*. 9*d*., which no smoothness or gentleness of loose could make stand in any of several 46 and 48 pound bows, fly in perfect line from my 51-pound self-yew. Archers who have an opportunity of selecting their arrows from a large stock can look out for themselves, but many of us have no such chance; and I must admit, after having purchased two or three gross of them for myself and fellow archers, that I know not where I can send $10 with the comfortable anticipation of receiving a dozen perfect arrows for the money.

It is worthy of note that the same weight of arrow is not always equally well suited to different bows of the same weight. A 5*s*. arrow had a beautiful flight from a 48-pound snake and hickory bow to a target 100 yards away, but from a 48-pound beef and hickory bow flew barely fast enough to maintain its steadiness. At 80 yards, using a 4*s*. 6*d*. arrow, both bows were about equal. This weight of arrow for the beefwood, and 4*s*. 9*d*. for the snakewood, proved best at all ranges. The beefwood really seemed to be the quicker bow and somewhat pleasanter to use, but the snakewood seemed to maintain the force of the recoil better to the finish. At a 27-inch draw both bows pulled the same number of pounds, but probably the latter pulled more pounds at a short draw. I can account for the matter in no other way. What is here said of bows and arrows is intended to apply to those used to test an archer's skill, not to those used merely for exercise or as a mere excuse for sociableness.

It is a popular fallacy that an archer's skill will increase almost in proportion to the extent of his practice. Years of constant practice, added to rare natural ability, will not lead to success as surely as the occasional practice of him who cares to bring his intelligence to bear upon his pastimes, and profits by the successful experiences of those who have gone before. Any person who has attained a fair degree of proficiency at chess, whist, billiards, or any other game of great skill, should know this. Shooting with the long-bow at long ranges is not comparable to throwing stones. How many a fair shot at 30 yards has announced that he could shoot proportionately well at 100 yards as soon as he "got the elevation"? But how long it does take these fellows to get the elevation!

As to the details of the most effective method of using the bow, my conclusions, — I will not try to dignify them by calling them convictions, — founded on a single season's practice, coupled with a close study of Ford's instructions, are as follows: That the string should be held midway between the tips and first joints of the fingers; that on finding the aim, the arrow should be drawn within very few inches of the pile — two inches in my own case; that after this the arm should not be bent *nor the shoulder extended*, nor the first joint of the thumb closed; that the draw should be finished, according to the capacity of the archer, fast enough to avoid hesitation, wavering, or trembling; that *the aim should be perfected at a full draw*, — that is, that the pile should be distinctly seen and noted — shifted if need be — in its relative position to the gold and the axis of the aiming eye by the indirect vision; that holding should be little if any longer than it takes the archer to loose; that the force of the draw should be felt when quitting the string, — that is, that the loose be not independent of the draw, which will probably cause the arrow to fall short; that the drawing fingers be sufficiently bent or tense to give elasticity to the loose, — if too much bent the loose is apt to be independent of the draw, whereas relaxation, especially in the last joints, is apt to cause unsteadiness and a drag of the string; that the wrist and forearm be kept rather to the right of the line of draw. This is easily carried to an extreme and an over-strain thrown on the hand, but a slight extra strain on the fingers seems necessary.

A jerk of the string in loosing generally throws the arrow to the left, and a loose by simply straightening or relaxing the fingers seems to let the string hang to them occasionally and make the arrow fly to the right. I object to the use of the terms "loosing on the draw" and "dead loosing" as being misleading, as well as too general and vague.

Theoretically, it may seem that the point of aim should be covered at a full draw; but as far as I have gone, my experience is decidedly opposed to it. The line indicated by the arrow can be more accurately appreciated before the arrow is fully drawn, *if not still more accurately while it is being drawn;* and the slight pause following the draw seems more conducive to steadiness than any pause that can be made by long holding. Moreover, the loose is rendered far easier of

accomplishment, at least for most archers. My reference to not closing the thumb may excite a smile. To many archers it may have no application, but in my own practice it is very important, chiefly as tending to equalize the grasp and add freedom and elasticity to the whole performance. By way of invoking authority, I will call attention to the fact that while the illustration of the proper grasp of the bow in Ford's book represents the thumb closed, the representation is reversed in the frontispiece, which, be it remembered, is copied from a photograph.

If any archers, whose experiences are in opposition to mine, will submit their views, no one will read them with more pleasure, or I trust more profit, than I will. F. H. WALWORTH.

7 DECEMBER, 1880.

"HOME-MADE."

Editor Archery Field: — I think I promised to write you, long ago, but was then not aware our worthy president was furnishing items from Highland Park. And now a word to Mr. Whitman, whose communication appeared in last week's issue. If he will select an ironwood (hornbeam) tree of about eight or ten inches in diameter, of straight grain, — and he will have to search well to find such a one, — cut it down and split out a piece about seven feet in length, he will have material for a first-class bow. The wood is of fine grain, very elastic, and easily worked. If made according to the following directions he will have a bow that will equal a lancewood, and retain its full power, and one which will not break: Shave down to about three inches in diameter with a drawing-knife, hang by a hook or nail from the ceiling in a room where there is a fire night and day, if possible, for two weeks, then plane down to about two inches square; hang up again for one week more, then work into shape, roughly at first and by stages, seasoning gradually, and finishing up about the middle of March. Nocks can be worked into the wood, or horn nocks can be glued on if desired.

I have such a bow, made three years ago, which is still intact. An excellent bow can be made from a cedar fence post — the "white cedar" of commerce — really I believe the "American arborvitæ." The bow should be made of both heart and sap, — a strip of sap about an eighth to a quarter of an inch in thickness for the back, and the balance all heart. It should be made as yew bows are made, and before being polished, should have the pores of the wood well "filled." Bows of forty to forty-two pounds' pull can be made from this wood; but one of fifty pounds would be found rather large and clumsy. I cannot make a good arrow, and *good* arrow-makers are scarce. Have tried my hand at mending, patching, and putting on feathers, but without much success. We, at Highland Park, have found those made by good English and American workmen far ahead of any of "home" manufacture. Very good hunting arrows were made for me by Messrs. Reifsnider, of Chicago, after a sample of my own, that shoot very accurately.

Would like to give "Capt. Jack" and your other readers the result of four seasons' experience, and also a little history of archery at Highland Park in that time; but am afraid I have taken too much of your space already. Yours truly,

C. GRANVILLE HAMMOND.

HIGHLAND PARK, ILL., 6 December, 1880.

DRIFT AND WAG

THERE will be special attractions in our Midwinter number.

"LONG BOWMAN" deals gently with the New York Archery Club, and others, in *Brentano's Monthly* for November.

THE *Olympian* says we give "all the boys a chance to ventilate their notions." So we do — when they are worth it. There is nothing like ventilation. Try it yourself, Brother Havens.

ONE of the good things Mr. Brownell did before he went away was to improve his score-book. In the new form it presents a convenient and substantial cover, containing a removable paper book of size for 150 scores, which may be removed and replaced for twenty-five cents. The entries are to be on one side the paper only, and there is a better arrangement of spaces than before. It would seem to be nearly perfect now.

MR. JOHN R. ADAMS, of Chicago, sends his subscription to the Chieftain's Badge Fund. Next!

EXCUSE us, club secretaries; but we beg to remind you about that little matter of account of the club, its officers, practice grounds, etc.

WINTER is a good time to write up and read reminiscences of the past season, its incidents, humors, etc. Don't all send us a batch at once.

As a gentle stimulus, we offer a subscription to the ARCHERY FIELD for a year, to the order of any lady or gentleman who will send us the best original archery poem before the first of February next.

AND we will submit all poems received, without names, to the President of the Papyrus Club for his decision on their merits.

FURTHERMORE, we will print as many of them as we have space for, and are to have liberty to print all of them.

WE are waiting for those Thanksgiving scores. So are our readers.

WHY not develop the social side of our archery clubs, and the abilities for social entertainment among the members, now that shooting is so largely suspended

THE BOWS OF SAVAGES. — The Klamath River Indians of California use a weapon about three feet long, and about two inches wide at its widest part, which is about 5 inches either side of the handle. It gradually tapers towards the ends, until only about one half-inch in width. In its thickest part it is not over three eighths of an inch from belly to back. It is made of yew limbs and backed with sinew. The sinew is made fast by a kind of glue that the Indians make of sturgeons' heads. The wood is made quite smooth by the use of fine sandstone. The string is made of sinew. The one we were shown had a strength of 45 lbs. at 22 inches' pull. The bow is made so that the string sets to one side and not in the centre of the bow when at rest. The tops are trimmed with pieces of fir, which is also used as a trimming on each side of the handle.

We saw a bow recently which came from one of the Pacific islands. The owner did not know exactly where it came from, but it is reasonable to suppose that it came from the locality mentioned, as it was presented to him by a sea-captain and is made of a tropical wood, — that is, cocoanut. It is seven feet long, and when at rest the string and bow are close together; in fact, the string is quite slack. Evidently the native warrior uses some kind of hand guard to save his fingers from being taken off entirely. It is finished very plain and ornamented with grooves cut into the wood in all kinds of fantastic shapes. The string is made of hemp with a coating of some kind of gum. It looks as though it would have to be pulled by machinery, especially when you see the arrow, which is nearly five feet in length. — "*Scrub Shot*," *in Pacific Life.*

BOOKS AND PAGES

CYCLING SKETCHES, of which we have made frequent mention before, is now in hand in very tasteful form, and we have been able to glance over the whole of it. Mr. Burbank had very considerately withheld the last half of it from the bunch of advance sheets sent to us. He has shown much adroitness and good-nature in passing compliments all round. Besides the entertaining sketches and poems which make up the principal part of the book, there are several short articles containing practical and useful suggestions. There is a brief account of the formation of the League of American Wheelmen, and a short chapter on "New Things for the Wheel and its Rider." In the advertising pages, the publisher announces that he intends to contribute otherwise to the literature of bicycling, and naively suggests among other things: "If you are thinking . . . of starting a bicycling paper, . . . it will be for your interest to correspond" with him. This is a good suggestion. Mr. Burbank is an elegant printer and publisher, as well as a graceful wheelman, and as publishers are always conservative in the matter of new literary ventures, we have no doubt he will give very judicious advice to those who see millions of profit and fun in the idea of starting a bicycling paper.

The book is, or soon will be in the hands of every one of our readers, so we forbear any further comment; though we would like to suggest that there ought to be artistic resources enough in the humors and incidents of bicycling, for something besides illustrations of headers. This volume is sprinkled with illustrations of these unfortunate and not to be encouraged tricks of riding, and we throw out the suggestion in the hope that future compilers and editors of bicycling literature will leave such things to the Philistines.

JOHN SWINTON'S TRAVELS is the title of a tasteful little book of forty-six pages, from the press of G. W. Carleton & Co., New York. Its sub-title is "Current Views and Notes of Forty Days in France and England, by John Swinton."

It is written with a purpose which is best found out by reading it, and will well repay perusal.

OUR LITTLE FOLKS is a beautiful little illustrated monthly magazine, edited by Wm. T. Adams (the genial "Oliver Optic"), and published by the Russell Publishing Company, 149 A Tremont Street, Boston.

Although a new-comer in the already beautiful and extensive literature for the little folks, it is a candidate likely to receive a large majority, and to become a favorite. The editor has had twenty years' experience as a teacher, and fourteen years as a member of school boards, and has for about as many years delighted his thousands of youthful readers with the healthful and attractive products of his pen.

THE GOLDEN RULE, an announcement from which appears in our advertising columns, is one of the freshest and most interesting of weekly newspapers. Its eight pages of bright and wholesome reading matter, mostly original, and its liberal tone in religion and politics, make it justly popular.

"THE RAILROADS AND THE PEOPLE" is a paper which Mr. F. B. Thurber, of New York, furnishes to the December *Scribner*, and which bids fair to create considerable excitement. It is entitled "The Railroads and the People," and it presents most forcibly the recent exposures of corruption in the great railroad monopolies of this country.

THE price of SCRIBNER'S MONTHLY is $4.00 a year, and new subscribers who begin with the November number may secure, by the payment of $1.00 additional, nine back numbers, containing all of Part I. of Schuyler's now famous serial history of Peter the Great, of which Rev. Edward Eggleston recently wrote: "It is indeed a wonderful story, needing no aid to the imagination to make it one of the most curious in human history."

For $2.50 extra, the two richly bound volumes of last year may be had in connection with a year's subscription. Booksellers everywhere, or the publishers, Scribner & Co., 743 Broadway, New York, will supply the numbers and volumes.

L. A. W

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

ADDITIONAL. — *Worcester Bi. C.*, Lincoln Holland, corner Union and Central streets; Willie H. Holland, 7 Shelby street; John H. C. Hadley, 300 Main street. *Brooklyn Bi. C.*, Julius Wilcox, 1284 Dean street; S. C. Scott, 240 Washington avenue; J. M. Uhler, 25 Ormand place.

UNATTACHED. — John Moodie, Jr., Hamilton, Ont.: R. R. Baldwin, Guelph, Ont.; Jo. Schneider, Williamsport, Pa.; Malcolm Douglas, Jr., Andover, Mass.

"ATTEMPTED SUICIDE. — At about 3.15 Saturday afternoon, Mr. H. M. Richards, manufacturing jeweller at 7 Green street, reported at Station 3 that one of his workmen named John Manglegorf, a German, 37 years old, had attempted to commit suicide in his room at 146 Court street, at about noontime. Dr. Cilley was called by Mr. Richards, and found that the unfortunate man had cut his left wrist with a razor, inflicting a wound about three inches long."— *Boston Globe.* This may seem to be of little interest to bicyclers, but it *is* "interesting," in view of the fact that the would-be suicide was putting the last touches on the new die for the L. A. W. *badge*, and this delays the badge another week or two. It is supposed that the poor fellow's brain got in a whirl from so much study of the *wheel*. Members who have sent money for badges, who wish it put on *interest* until they are ready, may address the treasurer, L. A. W.

THE DOOM OF CHIVALRY.

To the Editor of the Chicago Tribune: — CHICAGO, 27 November. — "Thus the whirligig of time brings round its revenges." If the Bard of Avon visioned forth the modern bicycle, his prophetic soul made a most palpable hit. An interesting question is coming upon us; and although it is not, strictly speaking, a new one, it is assuming an importance which is new. The bicycle is becoming a frequent sight on the city streets. Healthy men, whose countenances and bearing would indicate also a sound mind, glide by, elevated above the heads of other mortals, motionless except as to a slight palpitation of the feet and undulation of the legs, but silently expressing the very spirit of motion as compared with stationary objects, and even such moderately mobile objects as the wayside pedestrian.

The bicycle is assuming a prominent place among those divers means of locomotion which render the word "go" especially expressive in the mouth of the restless American. This idea of rapid self-locomotion, which struggled for expression in the fabled Centaur, and in the mythical Mercury with winged heels, at length finds practical form and substance in the modern bicycle, and adds to the faculties of man what those fascinating dreams could not do for the plodding wayfarer. On a good roadway the bicycle rider accomplishes one hundred miles in a day, and with less fatigue than the walking of twenty-five miles in the same time would entail; or he easily does his ten miles in an hour, and with no more than the usual effect of moderate exercise. These results are indeed worth having; and, as a natural consequence, this stranger vehicle is forcing its acquaintance upon us, and coming, gradually but surely, into common use. Although, in the first place, it costs as much as a good horse, the running expenses are practically *nil*.

To the looker-on, it sometimes seems as if this rapid transit were purchased at too great an expense of physical energy and overstraining of the attention; but from the rider's side of the matter, the question of real value and utility seems to call out no dissenting voices: at least, he who has once become a rider rarely if ever gives up the practice so long as his moral courage suffices to face a frowning world.

From the point of view of that still somewhat numerous and respectable part

of the community which does not ride bicycles, complaints against this latest outrage on the rights of our daddies are by no means uncommon, and it is to the latter class we speak. The complaints so far entered bear, for the most part, a striking family likeness to those made in the already dim past against such innovations as, for instance, the railroad, — and even the first brave man who carried an umbrella on the king's highway was made a martyr of in the interests of horseflesh. Even in these liberal days we would not speak too leniently of the umbrella fiend; but it must be admitted that the umbrella has survived the ban of conservatism, and as for railroads, they go almost where they will. The chief objection encountered by the umbrella, the railway, and other similar shocks to the equanimity of our highly respectable but short-sighted ancestors was the frightening of horses. But equine nature seems to have improved fully as fast as human nature, and horses are learning to look with philosophical composure on sights which would have astonished Bucephalus, — perhaps annoyed him beyond endurance. We are sorry to say that there are some horses that make no effort to conceal the fact that they are "natural fools," dammed and sired such, and therefore incurable. They take fright at many objects which could not reasonably be expected to have that effect on them. A bit of paper in the street, a shawl blown by the wind, the swinging of a door, a pile of bricks by the wayside, even the every-day rattle of the melodious lumber wagon, have shaken many a traveller's faith in horse sense. Some of these asses of horses will go to the length of seeking out opportunities for terror with a delicacy of solicitude and shrewdness of perception worthy of a worthier cause. It is not an occasion for surprise, then, that there are horses which see in the bicycle an opportunity not to be neglected. But the question arises, Shall this means of locomotion forego its rights on the road because certain persons desire to drive horses which are dangerously timid? The horse-frightening objection, in the case of the railroad, has been reasonably well overcome, and no one now thinks of objecting to railroads on that account; and it is quite possible that the new controversy of horse *versus* bicycle may be amicably settled by the operation of the law of expediency.

The bicycle has proved to be the swiftest means of self-locomotion yet acquired by man, except skating, and the latter only holds its own as against the bicycle for moderate distances, besides having a far too limited field of application to be seriously taken into account; the bicycle is, moreover, used to advantage on all roads that are suitable for driving a carriage, as only a very uneven or soft surface is impracticable for it; it enables man to attain, unaided, the speed of the horse; its utility is no longer a matter of doubt, and it is proving to be something more than a means of amusement. It will be found erelong to claim and fill a place in popular use which cannot be denied it. Its use in England, France, and other countries has already become so common as to render its rights on the road an admitted fact; and although it had a hard battle for existence in England, — that land of prejudices and set ways, — it has won the respect of the authorities and the public. Hundreds of thousands are in daily use in that country and the adjoining countries of the Continent, and its very general adoption may be looked for in this.

A dread akin to superstition seems to be produced in some persons by the silence which characterizes the movements of the bicycle, — a dread probably founded in the fact that the means of travel to which we are thoroughly accustomed are accompanied by more or less clatter and rumble. This stillness is, however, viewed as a positive advantage by the riders themselves, and it is said to be less startling to horses, at least, than noise would be; and doubtless whatever noise may be necessary for purposes of safety to pedestrians can readily be supplied.

The age of chivalry is evidently on its last legs. Horseflesh is giving place to machinery on every hand. Gradually but surely the day seems to be approaching when man and his merchandise shall be moved over the earth by means more controllable, reliable, cleanly, and economical, and safer than the harnessed beast of the field. In that happy day the horse will still be good to eat, but he will not be suffered to foul the thoroughfares, terrify the timid, and take up more room than the load he unwillingly transports, not to mention the coarsening of the manners of our culture-tending race with horsey influences. The prophet Ezekiel gazed down the avenues of time with no cloudy vision, — "For the spirit of the living creature is in the wheels."

BROZ.

HEADERS

THE GLASGOW (*Scotland*) member of the L. A. W. Da(l)zzles the Cor. Sec. with a conundrum, —

"Why do the unattached not join the League of American Wheelmen?

Because the unattached are a necessity, and 'necessity knows no L.A.W.'"

YANKEE LAND.

(*Encore.*)

This iron forms no tyrant's chain,
Yankeeland!
Britannia *now* sends not in vain,
Yankeeland!
She greets her kindred o'er the main —
Slick transit! be the wild refrain
We shout in greeting back again,
Yankeeland, my Yankeeland!

D.

There was a young man, called DeWitt,
Who to slander this paper saw fit;
As he comes from Augusta,
We don't mind his bluster,
But on him there's some one will sit.

"CORTIS'S Great Bicycle Feat. — Sounds personal, does n't it?"—*Bicycling News.*

SINCE bicycles have become so fashionable it is proposed to popularize the wheelbarrow, by changing its name to the unicycle. It is thought if some of our swell youths would organize a unicycle club they might possibly earn enough to pay for their cigarettes. — *Railroad Advertiser.*

Is it true that bicycles have more metal than horses? —*Bicycling News.*

THE carriage builders of the United States held a convention in New York the other day. Some of the spokesmen were from the "Hub"; good felloes too, whose speeches did not tire the audience. One speaker seemed to carryall before him, being of excellent carriage and eloquent speech, and showing himself something of a wag-on referring to the hackneyed methods of certain members of the association, discharging some shafts of sarcasm which seemed to hit. Several wheeled into line and supported his views. The proceedings were entirely harmonious. — *Boston Times.*

CHEAPER bicycles are wanted in the country, as appears by the following letter to one agent, and by him offered for a hint to others: —

"HARDRODE, Spt 13, 1880

Dire Sur i recieved book of bycicles in diu time, and like yur stile furst streight I shod it to sum of my neibors boys that talk of giting one when i rote to you they lik the stile furst streight but they al kik on the prise, for they can get a new bugy ofer the same prise and their aint so mutch meterial and work to them as their is about a bugy, but it beter meterial and beter put to geather, for their a little rig, now their is 3 of us hear that talk strong of giting one a peece and we want to no how cheap you can get us up 1 or 3 and send to us on these grounds, we want no high prise stele nor horn or lignam vite handls nor no silver or nickle plaiting or high finish a bout them, but hav comon and durible work a bout them but sel whare it is required and white or oke handls insted of horn, we do not care if it is a litle heaver for we want it for farrms purpoes and will haf to run on ruff cuntry rods whitch is not like the city. if you want to now what size i take, take it on level forre with my five boots i can over a stick 32 inches long with eazyness my hight is 5 foot 7 in weight 156 ponds now want to see how wel you can do with us by sending for 3 or 1 seprit when we here from you we can tel what to do, you will find stamp for a book of bycycles parts, yours truly From Adison Shreeve Hardrode Niggra Cy N' y'—"

ROLLER SKATING AT NANTUCKET is thus reported by Bob Burdette in the *Hawkeye*: —

The fashionable dissipation is roller-skating. There is a rink here that I am told is crowded every night with gentlemen and ladies, more or less, — I mean less and more. It is a beautiful sport, they tell me. And I have no doubt it is an exercise at once healthful and graceful. I have not roller-skated any myself. I could if I wished, but I do not wish to roller-skate any this summer. I prefer to enjoy my skating vicariously. I find it pleasanter — oh, much pleasanter — to look on and see the other people enjoy the poetry of motion. They tell me one sleeps so well after an hour's exercise on the skates. I should think, after a man has swept up half a peck of pine slivers with his knees and that sort of thing, that he would be ready to go to sleep after he had got them all pulled out. I have been a very careful observer of roller-skating, and it always seemed to me that the principal part of the exercise consisted in getting up. One evening, in Burlington, I watched a young man fall down twenty-nine times while skating about three miles and a half. Now he might have gone over to the *Hawkeye* office and fallen down the front stairs, and got just the same number of bumps in a much shorter period of time and distance. Why, I have seen men skating around a summer rink, so full of slivers that they looked like wooden porcupines with clothes on. And yet they said they liked it.

A man can fall down on roller skates in greater variety than he can on anything else. He can go down in two times and fifty motions, and when he gets down at last, he is right where he started, and fully eighteen feet from where he expected to be. This element of uncertainty makes it very exciting and fascinating.

I have been proof against all manner of wiles and bribes in this matter of roller skates. I have amazed myself by my steadfastness; I, who am prone to do anything anybody asks me to do, to hold out against this thing all summer! I fear I am really becoming good. But while I am always glad and happy if I can afford people amusement, I don't like to amuse them by making a pine pincushion of myself. I once heard Mr. Beecher say that a man who had very little dignity had to be very careful of what little he had. I have no objection in the world to roller-skating, but for my own part, I can sit down almost as quickly and ten times as comfortably without the skates.

RATES AND TERMS

THE BICYCLING WORLD AND ARCHERY FIELD *is sent, postage prepaid, to any address throughout the world, for one year, on receipt of* $3.00, *or* 12 *shillings, or* 16 *francs, or any equivalent of* $3.00 *in current foreign money or exchange, always in advance.*

Our charges for advertising are at the rate of $2.00 *an inch, in column this width, inside pages, for one insertion. Continued and larger insertions taken at special rates, a schedule of which will be forwarded on request. Spaces on first page, double rates.*

All remittances should be by bank draft, registered letter, post-office money-order, or bill of exchange, directed to E. C. HODGES & CO., 40 WATER ST., BOSTON, MASS.

ADVERTISEMENTS

FOR SALE.

A 52-INCH HARVARD ROADSTER,

Rear Cones, full Nickel, perfectly new, never run a mile. Will be sold at a discount.

Apply at GOLDEN RULE OFFICE,
25 Congress Street, Boston, Mass.

THE BICYCLING WORLD AND ARCHERY FIELD may be found on sale at BRENTANO'S LITERARY EMPORIUM, 39 Union Square, N. Y.

ORDERS FOR SUBSCRIPTION TO

'Cycling - - -	taken at	$1.00
The 'Cyclist - -	"	1.75
Le Sport Velocipedique	"	1.75
The Bicycling News	"	3.50
The Bicycling Times	"	3.50

and promptly forwarded by

E. C. HODGES & CO.,
40 Water Street - - BOSTON, MASS.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown 4to, printed on best paper and ably and tastefully edited,*
BY WALTER D. WELFORD,
Hon. Secretary of the Bicycle Touring Club.
Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS: — Post Free, 12 months, $1.00. Post-Office Orders to be made payable to

WALTER D. WELFORD,
66 Grey St., Newcastle-on-Tyne, England.
g.g.4.p

OVER THE HANDLES
AND OTHER
Cycling Sketches.

Selected and Original Stories, Sketches, and Poems, Practical Suggestions, etc. 190 pp. Illustrated.

Half the Edition disposed of within a week after publication. Edited by JAMES P. BURBANK, H. Bi. C.

Price, bound in cloth.....$1.00
" paper covers..... .50

Mailed free on receipt of price by

E. C. HODGES & CO.
40 Water Street - - Boston, Mass.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

TO BICYCLE AGENTS.

In answer to many letters of inquiry regarding our *Directory of Agents*, we have set up a few names, to show the arrangement, space, etc.

This directory is designed to meet a demand for a cheap and profitable method of advertising for those agents who do not desire to occupy a larger space in our columns during the winter season.

It will show what agents are alive to and doing the business, and be a handy page of reference to the touring bicycler, directing him where to find sundries, get the latest news and best information as to routes, hotels, etc., and where to introduce friends who intend purchasing machines.

The directory will appear in every issue of the WORLD, and will commence probably with No. 9, 7 January, 1881. Applications for space should be sent in on or before 1 January.

E. C. HODGES & CO.

DIRECTORY
OF
BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.

NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
22 Pearl Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
87 Summer Street.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.

PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

WHEELMEN, ATTENTION!

THE GOLDEN RULE.

PREMIUM LIST FOR 1881.

The publishers of THE GOLDEN RULE, desiring to continue the co-operation of their friends in pushing the circulation of their paper, and having found by experience that the best way to get people to work for them is to offer SUFFICIENT INDUCEMENTS, submit the following premium offers for subscribers.

Wheelmen, Attention!

No paper in the country can equal this list for attractiveness and intrinsic value. THE GOLDEN RULE is one of the easiest of all journals to canvass for. It is well known in New England and throughout the country. It is the favorite family paper wherever introduced. It has something for every member of the family, and is always, pure, bright, helpful, entertaining, and pre-eminently READABLE.

Wheelmen, Attention!

Send for samples and information, and EARN A BICYCLE all ready for spring use. The goods are all standard articles, and are WARRANTED to be as represented.

Subscription price of the Golden Rule is $2.00 a year.

BOYS!

Here is a chance to earn a

FIRST-CLASS BICYCLE!

Don't fail to improve this GOLDEN OPPORTUNITY.

BICYCLE PREMIUMS.

Through an arrangement with the Pope Manufacturing Company we are enabled to offer the following remarkable premiums: —

SPECIAL COLUMBIA BICYCLE.
Half bright and painted in two colors. Price from $117.50 to $132.50 according to size. Any size will be furnished. Given for 100 new subscriptions.

STANDARD COLUMBIA BICYCLE.
Price from $80 to $100. Any size. Given for 75 new subscriptions.

ORDINARY MUSTANG BICYCLE.
Price from $60 to $75. Any size. Given for 60 new subscriptions.

YOUTH'S MUSTANG BICYCLE.
36, 38, or 40 inch. Price, $50 to $55. Given for 50 new subscriptions.

THE GOLDEN RULE, BOSTON, MASS.

REMEMBER.

Sample copies furnished free. Premiums offered for NEW subscribers only.

SEND $3.00 FOR A BOUND COPY OF THE "BICYCLING WORLD AND ARCHERY FIELD," VOLUME I. A FULL RECORD OF A BUSY YEAR.

JAS. NOTMAN,

Photographer,

STUDIO,

99 Boylston St. . . Opp. Public Garden.

Special attention given to taking PORTRAITS of Bicycles and groups of Bicycle meets.

TO ADVERTISERS.

GEO. P. ROWELL & CO.'S
SELECT LIST OF LOCAL NEWSPAPERS.

An advertiser who spends upwards of $5,000 a year, and who invested less than $350 of it in this List, writes: "Your Select Local List paid me better last year THAN ALL THE OTHER ADVERTISING DID."

IT IS NOT A CO-OPERATIVE LIST.
IT IS NOT A CHEAP LIST.
IT IS AN HONEST LIST.

The catalogue states exactly what the papers are. When the name of a paper is printed in FULL-FACE TYPE it is in every instance the BEST. When printed in CAPITALS it is the only paper in the place. The list gives the population of every town and the circulation of every paper.

The rates charged for advertising are barely one fifth the publishers' schedule. The price for single States ranges from **$2** to **$80.** The price for one inch one month in the entire list is **$6625.** The regular rates of the papers for the same space and time are **$25,980.14.** The list includes **952** newspapers, of which **187** are issued **DAILY** and **765 WEEKLY.** They are located in **788** different cities and towns, of which **26** are State Capitals, **363** places of over **5,000** population, and **468** County Seats. For copy of List and other information, address GEO. P. ROWELL & CO., 10 Spruce St., New York.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1880.

By HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, **50** cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON, MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

"MISTER TOBIAS ISAIAS ELIAS,"

A ROLLICKING

BICYCLING SONG.

Words by S. CONANT FOSTER.
Music by HARRY N. SAWYER.
Price, 40 cents.

Address, **S. CONANT FOSTER,**
P. O. Box 1227, New York City.

Brentano's Monthly,

"THE GENTLEMAN'S MAGAZINE OF AMERICA."
Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.
Send 10 cents for Sample Copy.

Brentano's Monthly and the Bicycling World, together, — $6.00 a year.

WILLIAM M. WRIGHT,

P. O. BOX 1227.

No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.



BICYCLES.

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T, and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM.

96 WORCESTER STREET, BOSTON.

AGENCY for all makes of ENGLISH AND AMERICAN BICYCLES.

BICYCLES AND TRICYCLES TO LET BY HOUR, DAY OR WEEK.

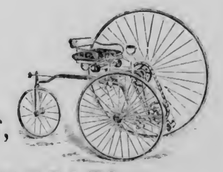
Good Stabling and Club Room, Repairing, etc.



CHAS. R. PERCIVAL,

IMPORTER OF

Bicycle and Tricycle Sundries,



BAGS, ALARMS, CYCLOMETERS, BUGLETS, SADDLES.

SOLE AGENT FOR

TYLER'S RUBBER HANDLES.

Open from 7 A. M. till 10 P. M., SUNDAYS INCLUDED.

Boys' and Children's Bicycles and Tricycles for Sale and to Let.

A

SPECIAL ILLUSTRATED

Midwinter Number

OF THE

BICYCLING WORLD

AND

Archery Field

WILL BE ISSUED

14 JANUARY, 1880.

It will contain original articles, sketches, poems, and other rich and racy matter, especially contributed by prominent literary

WHEELMEN AND ARCHERS,

Some of whose names will be announced in an early issue.

IT WILL BE SENT TO ALL SUBSCRIBERS,

AND MAY BE

LOOKED OUT FOR

At the News Stands.

E. C. HODGES & CO., Publishers,

40 Water Street - - Boston.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional. The best value for the money attained in a bicycle.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in., from, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

87 SUMMER ST. - BOSTON, MASS.

SOME OF THE ADVANTAGES OF THE BICYCLING WORLD AND ARCHERY FIELD for the future to all our patrons, subscribers, and advertisers, are the following: —

1. It is the only weekly paper devoted to Bicycling in America.
2. It is the official organ of the League of American Wheelmen.
3. It is the special organ of the Archery Associations.
4. It contains more matter relating to either Bicycling or Archery than all the other papers of the country.
5. It gives stenographic, full, and official reports of all important meetings and events.
6. Its editorial and contributed departments are in such hands as to make their contents official or authoritative and reliable.
7. It is racy without being ridiculous, and conducted so as to elevate and render attractive the arts to which it is devoted.
8. It is tasteful and elegant in mechanical make-up, and is free from all objectionable contents for ladies and families.
9. It is responsibly and firmly established, and can and will fulfil all its promises and contracts.
10. It is entirely independent in tone and judgment, neither our editor nor our firm being in any way connected with the trade or manufacture of bicycles or archery goods.

With regular correspondents at home and abroad in the principal places, with friends and occasional correspondents in every club and in almost every town in the country, and with the experience gained heretofore, and greater space and resources for the future, we shall endeavor to make THE BICYCLING WORLD AND ARCHERY FIELD, VOLUME II., not only the best paper of its kind extant, but a satisfactory visitor, constantly improving; and we appeal to all our friends for a continuance of their generous aid.

E. C. HODGES & CO.,
Publishers.

BOSTON, November, 1880.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 7.

CHARLES E. PRATT, Editor.
E. C. HODGES & CO., Publishers.

BOSTON, 24 DECEMBER, 1880.

Entered at the Post Office as second-class mail matter.

VOL. II] CONTENTS [No. 7

Currente Calamo 97
To My Bicycle 98
Editorial — BICYCLING WORLD 99
Where shall we race Next Season . . . 99
A Case for Sympathy 99
Excursions — Paris to London 99
Thanksgiving Day on the Bicycle . . . 101
Chicago Notes 102
Correspondence — Oil. — Beacon Park. — Names. "Claremont." — Another Lady's Opinion . 103
New York News and Nonsense 103
Spinning Thro' England 104
Editorial — Archery Field 105
A Thanksgiving Tourney 105
Bows and Arrows 106
The Loose 106
Books and Pages 106
Notes from Abroad 107
Spokes from Foreign Wheel Papers . . . 107
Sole and Exclusive Rights 107
New Clubs 108
Wheel-Club Doings 108
L. A. W. — Applications 108
Consuls Appointed 108
Personal 109
Rates and Terms 109

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

BICYCLING WORLD & ARCHERY FIELD.

Volume I. November, 1879 — October, 1880.

Well bound. Full Index. Valuable for Reference. 442 Entertaining and Instructive pages.

Sent by mail, postpaid.....$3.00.
By express, C. O. D. .....$2.75.

E. C. HODGES & CO.,
40 WATER STREET - - BOSTON, MASS.

THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,
40 Water Street, Boston.

NOTICE. IF THOSE REMITTING AMOUNTS TO US BY POSTAGE STAMPS WILL SEND ONE-CENT AND TWO-CENT, AND NOT THREE-CENT ONES, THEY WILL GREATLY OBLIGE US.

E. C. HODGES & CO.

CURRENTE CALAMO

RIDING halls ought to be well patronized now.

THE author of "Beautiful Snow" was not a wheelman.

THERE will be some surprises in our Midwinter Number.

TWO active bicyclers were recently elected members of the Boston City Council.

DIRECTOR Lamson, of Portland, Me., is promoting a riding school in that city. He ought to be encouraged.

ONE of our bicycling Doctors of Divinity is planning a run, with his son, through Scotland, England, and Normandy, next summer.

"IT is true that the bicycle is a vehicle," says the editor of the New York *Journal of Commerce*; "but it is a vehicle of a very dangerous class, if for this reason alone, that it will not stand upright unless balanced by the rider."

THAT might lead one to suppose the editor aforesaid to know nothing of the bicycle practically, but to be desirous, as a philanthropist, of deterring men from use of it. But this commendable though mistaken motive appears not to be present.

HE has no solicitude for the wheelman at all, but urges this "as a chief reason why bicycles should be prohibited"; and declares that when bicycles "are so common that no horse is afraid of them, our objection remains in full force."

AND then he sums it up in a sentence, thus: "No vehicle that will not stand alone on the level ground is fit for a public thoroughfare!" Sounds philosophical, don't it?

WHY stop at vehicles? Would n't it be well to prohibit canes and umbrellas, for instance; and oxen, and horses that stumble or will not stand still without hitching? The former "will not stand upright unless balanced," and the latter "will not stand alone."

THOSE wheelmen of Boston and vicinity who take an interest in development of bicycling thereabout, should promptly respond to the Beacon Park proposal referred to in Dr. Dwight's letter on another page.

ONE of the first uses the new track would be put to in the spring would probably be an inter-club *team* race. Our suggestion on that topic in a previous number has been very favorably received.

A VALUED correspondent suggests that the record of miles on wheel during the year by some of our touring and other bicyclers would be interesting. So it would in many ways: let us have some summaries of your logs, brethren.

WE are told in a private letter from "Clarion," of the Canonbury Bicycle Club, that he has an English book published in August, 1769, in which an engraving and description are given of a carriage without horses. He thinks that no doubt the Frenchmen copied from it.

CAN any of our readers furnish us, or put us on the track of, a copy of *The Velocipedist*, published in New York in 1869?

TRICYCLING is a leading topic in English wheel journals; and on the subject the *Bicycling Times* remarks: —

"If we have devoted more space to tricycling topics than usual lately, it has been because they really form the principal subject of conversation amongst wheelmen just now; and in the comparative dearth of bicycle news, riders of all kinds, no matter how many wheels they prefer, turn their attention to the action of the three-wheel votaries, and we are therefore bound to go with the stream.

"It is an ill wind that blows nobody good, and the unusual amount of attention

which the recent race has excited, has served to turn people's consideration towards three-wheelers more than ever, and we daily hear of all sorts and manner of men 'going in' for a tricycle, either as adjuncts to their bicycles, or for their 'sisters, cousins, and aunts' to ride; so that we anticipate a sensible impetus will be given to the trade."

MR. ESCOTT, in an octavo volume on "England: her People, Polity, and Pursuits," says: "There are bicycling clubs in every part of England which have their periodic meetings. A favorite rendezvous in the neighborhood of London is Bushey Park, and there, when the weather is fine, as many as a thousand bicyclists congregate. During the summer, too, in the heart of the city, when the business traffic of the day is done, and the streets are clear, an active scene may often be witnessed by gaslight. Under the shadow of the bank and the exchange, the asphalt thoroughfare is covered with the hosts of bicycle riders performing a series of intricate movements on their iron steeds."

TO MY BICYCLE.

"Over the hills and far away,"
Bear me from things that are vexing and troubling;
Make me forget for one bright, happy day,
That life is a battle, filled with more or less struggling.

Faster and swifter, bear me on without fear,
Away from business cares and strife,
Out into the sunshine, broad and clear,
Carry, and bring me into new life.

On, on we go, leaving all behind,
Care flies as we glide, and my heart 's growing light:
So press on, my good wheel, away from mankind,
And we'll soon forget all but the peaceful and bright.

Now with senses all quickened, and on the alert,
Fit for receiving what nature can give,
Life seems radiant and glorious, with naught to pervert,
And makes one feel thankful, simply to live.

* * * * * * *

And now as I stand by the roadside to rest,
I gaze on you fondly, and with the belief
That few things have the power of which you 're possessed
To give man relief from great care or grief.

To hundreds and thousands thus may you come,
Ever a messenger, not of woe, but of weal,
And teach with untiring patience, though dumb,
Lessons of courage, endurance, and — steel.

M. N.

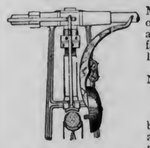
ADVERTISEMENTS

LYRA BICYCLICA:
Forty Poets on the Wheel.
By J. G. DALTON.
Sent by mail, postpaid, for 60 cents.
Address, HALL & WHITING,
32 Bromfield St., Boston, Mass.
N. B. Trade supplied at usual discount.

I have a few of BICYCLES BICYCLES my very nice for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.
A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
14 to 20 PEARL STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.
Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.
SEND THREE-CENT STAMP FOR CATALOGUE.
Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,
HARRINGTON'S PATENT CRADLE SPRING AND
NASH'S PATENT RUBBER BICYCLE HANDLES
deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

FINE CLOTHING
Gentlemen are respectfully invited to examine our
CHOICE STOCK
—OF—
FOREIGN & DOMESTIC
WOOLLENS,
FOR FIRST-CLASS WORK,
As this stock cannot be surpassed, and will be made at reasonable prices.
JOHN G. CALROW,
378 Washington St., cor. Franklin St.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."
A few copies at BICYCLING WORLD office.
Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,
By CHARLES E. PRATT.
New and Enlarged Edition for 1880.
276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.
THE TRADE SUPPLIED AT WHOLESALE RATES.
FOR SALE BY E. C. HODGES & CO.

TO BE HAD,
Sent, postpaid, to any address,
THE VELOCIPEDE: Its History, etc., @ . . $0.30
STURMEY'S "INDISPENSABLE," @ . . . $0.50
THE AMERICAN BICYCLER (2d edition), @ . $0.60
LYRA BICYCLICA, @ $0.60
THE AMERICAN BICYCLING JOURNAL (bound), @ $4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @ $3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @ $1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth . $1.00
The Trade Supplied at Wholesale Rates.
Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE.
ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.
E. C. HODGES & CO.,
40 Water Street, Boston, Mass.

THE AMERICAN BICYCLING JOURNAL.
Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of Price, $4.00 a Copy, postpaid.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 24 DECEMBER, 1880.

WHERE SHALL WE RACE NEXT SEASON? — This question is already being agitated among bicyclers throughout the country, and particularly by the officers and directors of the L. A. W.

The League Races will undoubtedly be held at the most central point in the country, provided a suitable and fast track can be found there.

What advantages can we hold out to the racing members of the League None at all, excepting that Boston can undoubtedly furnish more bicyclers to the square mile than any other section of the United States. When we say that, we have said all.

Now, what can be done to bring the important race-meetings here? There is but one answer to make, and that is to build the fastest track in the country, and have it brought to the notice of the bicycling public.

The cost of a good four-lap cinder track, thirty feet wide, would not be less than $1,500, which is a large outlay when made especially for one branch of athletics.

There seems to be but two ways out of the difficulty: —

First. For a suitable site to be selected, land leased, fenced, and buildings erected, etc., etc., which, at a low estimate, would cost $7,000.

Second. For the bicyclers of Boston and vicinity to come forward now, and join the Athletic Department of the Boston Driving and Athletic Association.

In another column a letter will be found from Dr. Dwight, one of the directors of the Association, explaining their position. About twenty names have been handed in at this office, and it is necessary to obtain twenty more. When this is done the problem will be solved, and we shall undoubtedly have the best cinder path in the country.

There would be many special and local advantages to local clubs and wheelmen in Massachusetts, which do not need recounting here; but there ought to be a sufficient number to come forward with ten dollars each, and make the prospect a certainty.

A CASE FOR SYMPATHY.

Editor of Bicycling World: — As the only exponent of bicycling interests known to me in this country, I come to you with my grievances.

A few weeks since, after having bicycle on the brain for many months, I bought, through a friend in the city, a very nice "Harvard Roadster." Living, as I do, an inconveniently long distance from business for frequent trips, I have found it most admirable in shortening my walk to a delightful spin of five minutes; and just as I begin to thoroughly enjoy the situation, my employers indulge in numerous comments as to the childishness of the thing, which is rather discouraging, to say the least. One said he would pay me one half the cost of it, if I would give it to a boy he named. Another said he would have supposed it of any man in town sooner than me, etc. One of these men keeps half a dozen horses, for the fun of the thing. I ventured to ask if he ever thought any one laughed at him for taking a pleasure ride. I was "steed and caparison" both, while he was idly pulled along; that was all the essential difference it seemed to me. I said I thought the bicycle seemed out of place as a vehicle because it was so new to our eyes, and so few were used.

I am thirty-eight years of age; have a dutiful wife and lovely baby; am now and have been for some years the treasurer of my native town, a place of six thousand inhabitants, and am on my twelfth year as cashier of a thriving national bank. So you see I have an interest in not appearing singular before my townspeople, who I believe have ever considered me a tolerably respectable citizen. I also have my employers' interests at heart, and would not do anything willingly to bring business into contempt. I trust you will not say these men don't amount to anything, and advise me not to notice them, because they do amount to something, and should be noticed. In this particular matter, I think they are terribly provincial, and I recall that fine passage in Mr. Pratt's book, "It should be borne in mind that the smile of the supercilious is not a thing to be afraid of," etc.; but I may be wrong, — at all events, their views must have respectful treatment.

I keep a horse and big carriage, with which that wife and baby, with their friends, take the air on any fine day, and I go myself when possible; so that the selfishness of bicycling can hardly be attributed to me. But what puzzles me is to know if respectability demands that I should abandon the wheel, which in five weeks has added four pounds of solid weight to my attenuated body, and made me more rugged than I have been for fifteen years.

Do you see? This is hardly a matter of principle. Nothing for the John Brown spirit to contend for. If there was, one's duty might be clearer.

How can I help make these worthy gentlemen see that bicycling is simply an admirable means of locomotion, where the condition of the road makes it possible; that two wheels are as good as four, and as respectable, and that it is not alone an amusement for boys, but a method of travel proper and useful to man?

I doubt not something similar to this situation has presented itself to other wheelmen, and your comments may be read with interest by many, as they certainly will be by yours very truly,

DOWN EAST.

PARIS TO LONDON.

MIDDAY had just sounded on the 10th of June last year, when I left the French capital with the intention of catching the steamer timed to leave Dieppe for Newhaven, at six next morning. I had fully 125 miles before me, so time was precious.

It was not without regret that I bid farewell to the gay city where for two years I had spent such a happy time of it, and often did I look back, till the Arc de Triomphe and other prominent features gradually faded from view.

I crossed the Seine at Neuilly, and rode on the pathway up that rather abrupt hill to a "place" (I forget its name), the junction of some half-dozen roads, one of which, on the right, I chose, and after again crossing the Seine reached Bezons. From here I was lucky enough to hit a *route nationale*, smooth as a racing track; I dismounted to oil, and light my pipe, the only company on this short journey. Ah! and what comfort there is in a pipe when one is alone! A cigar or cigarette is nothing in comparison. On mounting, I rode at great pace, my machine wanting very little exertion to make it spin along at the rate of 12 miles an hour. I reached Pontoise at 1.30, rather more than 25 kilometres, or 16 miles from

Paris. As my inner man was beginning to growl, having been accustomed to a *déjeuner* at noon, I thought it was time to pull up before the first restaurant I came to. Here I remained till 3, having pumped the landlord quite dry as to the nature of the roads, etc., etc. He thought me mad when I told him I was bound to be in Dieppe at six next morning. I then questioned him as to his knowledge of bicycles, and asked him if he had ever heard of C. Terront or W. Cann, at the Agricultural Hall, London; but he replied in the negative. "By Jove," I said to myself as I mounted, "how terribly has that man's education been neglected!" The best thing he could possibly do would be to get a bone-shaker, and pay 13 francs for an *abonnement* of the BICYCLING WORLD.

On leaving Pontoise, I took the *route de Dieppe*, roughly paved in the centre, but with a smooth, sandy surface on either side. I put the pace on, and passed in quick succession Cormeilles and Marines, stopping at Chars (a large village boasting a railway station), for five minutes to drink a glass of red wine. (Bah! why not call it vinegar.) Five miles past Chars, and the well-arranged map of *les environs de Paris* was of no further use. I must trust to the intelligence of the natives, and a rough map of France, that I had torn out of a railway guide. One thing was certain, — if I stuck to this road I must arrive at Dieppe some time or other. Whilst thus musing, I descried in the distance, oh! the horror of bicycle riders, "paving-stones." Shall I ever, thought I, make a tour or a day's ride without having to bump about over these pests? And there was no side path in this case; what a lively state of affairs, with some 70 miles before reaching Dieppe! I tried riding on the grass; but it was so long and full of ruts that I soon came a cropper. I looked back on the smooth, sandy road, and then on the paved road, and I felt inclined to turn tail. But then I argued with myself that this *route pavés* would not last long, and that I should, perhaps, soon get into another department. Such was the case; for after five or six miles of bumping, I came to a big stone, at the side of the road, forming part of the boundary line of two departments. At this point the *route pavés* terminated; and instead a broad white road stretched before me. I was so elated that I threw my legs over the handles, and went down a very steep hill at a terrific speed, frightening an old laborer and his ancient spouse almost out of their senses, as I whizzed past with a loud whoop.

Gisors was reached at seven, and here I determined to dine. I was now just 100 kilometres (about 63 miles) from Paris, having covered the distance in 5 1-2 riding hours, or an average of nearly 11 1-2 miles an hour. I had yet another 100 kilometres before me.

I dropped anchor at the Hotel de l'Ecu de France, and having stabled my machine, and had a good wash (which I sorely needed after the dusty roads), I was just in time for the *table d'hôte*, and some first-class *vin de Chablis*.

The conversation, of course, ran on bicycling matters, and I found these people better informed on this subject than the landlord at Pontoise, although their knowledge did not extend far beyond the bone-shaker period. After dinner I took a stroll through the town, and as far as I could see, it struck me as being a very gay place. At about ten I returned to the hotel: and notwithstanding the entreaties of the landlady that I should stop the night and start in the morning, I lit my hub lamp and mounted "amidst the gathering multitude." Three minutes' ride brought me to the clean white road. I felt as fresh as a bird and set to work with a will, passing stone after stone with the kilometres marked on them. Five minutes before midnight I reached Gournay, about 20 miles from Gisors. I entered a café and called for a bottle of ale. As it had been a market day, the natural consequence was that every one was half-seas-over. One man persisted in saying that he had seen me pass through there during the day *en bas rouge*, and a yellow night-cap. Of course I had to assent, and then he would insist on standing a bottle of beer: when I declined, he asked me if I wanted to insult him, so it always ended in my giving in. Shortly after twelve the *gens d'armes* came in and turned us all out, when after several vain efforts I managed to mount, for I must confess I was a little *unsteady* myself. However, the night air had a beneficial effect in bringing me to my senses.

Have you ever noticed how much faster you can travel, or *seem* to travel, with the cool night air to fan you? I felt as if I could have gone on forever like this. "So you could," said my inner man, "if you had only brought something to feed me with; but do you expect me to support you, with hard work like this, from 7 o'clock at night to 6 A. M.? No, Mr. Fred, you have reckoned without your host this time." And so indeed I had, for I was getting terribly hungry. But of what avail being hungry at 1.30 A. M., on a country road? I heard the cows by the wayside chewing the cud, and I envied them. I heard the croaking of the bull-frogs, and thought that had I but been a Frenchman, I might have made a meal off them. (No offence meant, Messieurs.) But there was no help for it, so what better could I do than light a weed, tighten my belt, and ride on for a couple of hours?

It must have been about 2.30 when I passed through Forges-les-Faux; the silence of night reigned supreme, and notwithstanding the cravings of my inner man, I could not help enjoying the death-like silence, and imagined myself in Pompeii, or some other buried city. The sun was just peeping above the horizon, when I entered Neuchâtel. My ravenous eyes espied that the shutter of a baker's shop had been removed; I was soon hammering at the door, which was opened by a baker, stripped to the waist, for they were making bread and cakes at this unearthly hour. I was soon devouring bread and butter and cakes in a very reckless manner, washing them down with draughts of splendid cider. It was now nearly 4 o'clock, and I had yet twenty-five miles to cover. For the first time I began to yawn; but that would not do, so I lit my pipe, and mounting, bumped over the paving-stones of the town, — famous, they told me, for *bondon* cheese. Once on the main road and I went away at a good speed, reaching the "quai Henri IV.," at Dieppe, shortly after 6, and just in time to see my steamer gliding slowly out to sea.

So I had missed my boat, after taking the trouble to come from Neuchâtel at the rate of twelve miles an hour. "*Quelle malheur!*" However, it did not disturb me much, in my then sleepy state, so I pitched on the first hotel I could find (Hotel d'Osborne, I think it was), had a good sleep, and an equally good *déjeuner*, and then I felt ready for another one hundred and twenty-five miles. I had learned a lesson in travelling at night without victuals, and would be wiser on my next moonlight trip.

The next boat left at 1 A. M., so I took my ticket and booked my steed. I then had dinner, after which I whiled the time away in a café, and strolling about till 12, when I "turned in" on board, and notwithstanding the noise on deck and the working of a crane, was soon fast asleep, and only woke at 6, when we were nearing Newhaven. It was 7.30 before I left the steamer, and rode slowly through Newhaven. I asked for the high-road for London, and was told that if I followed the telegraph wires running alongside, that would be my shortest way; but of course I did not stick to the right wires, so that in about an hour and a half I found myself in Brighton, and the first thing I met was a Coventry tricycle. Here I changed my French money, and had breakfast. At 12 I left Brighton: there was no mistaking the road now, as there were milestones marked with the distance to London on them. I made good headway, only dismounting once, to walk a rather tough hill, and at 4 P. M. reached home, forty-three miles from Brighton.

So instead of my doing the voyage in thirty hours, as I intended, the missing of the boat had boxed me in Dieppe nineteen hours; add three hours or more wasted in going to Brighton, etc., after quitting the boat, and you have the exact time it took me, fifty-two hours.

Circumstances permitting, it is my intention, this year, to try "London to Paris," when I shall take good care that I do not miss my boat, and so arrange it that I travel on wheels by day, when I trust to have a more interesting report for the columns of the BICYCLING WORLD.

F. H. B.

OUR THANKS are due to many for original communications, and for news and clippings. It is a good time to write up accounts of long excursions.

THANKSGIVING DAY ON THE BICYCLE.

THE casual pedestrian on 11th street, near Pennsylvania avenue, in Washington, during the early morning hours of Thanksgiving day, knew that something unusual was taking place in the rooms of the Capitol Bi. C. Machines in an unusual condition of brightness were stacked in front of the door, in picturesque positions, while the members of the club, in various stages of dress and undress, conversed in groups as to the probability of snow, and the general uncertainty of weather reports since the death of "Old Probabilities."

A gleam of sunshine broke through the dark clouds: that settled it; and the annual Thanksgiving-day run to Marlboro', Md., took its place in history. Given the convincing evidence afforded by that streak of sunshine, that it is "going to clear off," and what do we care for dark and gloomy predictions of "falling barometer, stationary or falling temperature, westerly winds, cloudy weather, with rain or snow"?

Our gallant Junior Sub., who appears in a peculiar uniform, consisting of light-blue stockings and knee-breeches, and a coat which for length and weight is a very near relation to an ulster, produces an appalling "toot" with a fish-horn, as a signal to prepare for immediate departure. The inconsistency existing between his thinly clad underpinnings and the inch or so of material which envelops the upper portion of his anatomy is kindly but firmly pointed out, and he is advised to "shoot that ulster immediately, if not sooner." There is no backing out in our Jr. Sub., however, and the ulster goes with him.

At last we are off: gliding over smooth concrete, tearing across car-tracks, and finally in an unbroken line pushing up the steep ascent of Capitol Hill, where we are to meet one of our party. He is there, and so is a crowd of assorted sizes, ages, and colors, who enjoy themselves in criticising the various make-ups of our party, and calling attention to the deficiency of calf under which some of us unfortunately labor.

Another unearthly blast from the horn, and at 9.20 we are actually off, and speeding along Maryland avenue. Did we but know the future — but unfortunately we did n't. Benning's is passed at 9.45 without a dismount, and here the statement contained in the *American Bicycler* that 4.50 pitch is the limit of possibilities in ascending hills receives a speedy confirmation. The Capitol Club considers its members pretty good at climbing hills; but here we walk. The top is reached finally, and we strike the Marlboro' pike, hard and smooth, but with eighteen hills to the mile.

For this occasion only, a complicated and perfectly unintelligible system of signalling by means of whistles and fish-horn has been arranged between Sub.-Capt. "Micque," whose athletic figure, encased in canvas leggings, and his worst clothes, heads the procession on his "Duplex"; Capt. "Bert" — who rides at will over fences, plowed fields, down embankments, and over stone piles — and the knight of the fish-horn back in the rear. This system of signalling works peculiarly; as for instance: we at the head of the line are speeding along at a lively pace, when a blast from the horn of peculiarly agonizing tone is borne to our ears.

"What does that signal mean, Micque"?

"Well," remarks Sub., after a moment of intense meditation, "I guess that means go faster." The head of the procession consequently adds about two miles an hour to its speed, encouraged by repetitions of the same signal, now growing fainter. We go on a short distance, when a sulphurous indication in the atmosphere, and the rattling of a machine almost racked to pieces by its trips down banks and over stumps and similar obstructions, announce the arrival of six feet two of very mad captain.

"Why the" — a complicated "cuss-word" of the first magnitude — "did n't you slow up when you heard the signal?"

"Well," remarks "Micque," "I knew that was either 'go faster' or 'go slower,' but I could n't remember which, so I had to risk it."

We are looking out now for the appearance of the Arlington Bi. C., which is on the road a little ahead of us, and as we reach the top of a hill, we see at the toll-gate ahead the four machines stacked together, and their owners taking things easy while waiting for us. A consolidation is effected, and we pursue our way, fourteen strong. Who was the man that discovered that persimmon-tree first? He should have a statue. As the persimmon does not flourish in the shadow of Bunker Hill Monument, you know little of the joy that pervades the bicycler who strikes a ripe one, and the misery that falls to the lot of him that gets a green one. These are all ripe, however; and if any are left on the tree, it is because we are coming back by the same road.

Now the road becomes sandy, and the panting wheelman pushes and struggles, and falls off, and can't get on again, and finally walks up a sandy hill, at the summit of which we find the solid road again. Speculations as to what kind of a dinner we shall get are becoming active; and when at last the spires of Marlboro' appear in the valley below, a shout goes up from fourteen hungry wheelmen, and the fish-horn arouses all the echoes in the vicinity. Ah! better had it been for thee, Jr. Sub., hadst thou saved thy breath.

Our entrance into Marlboro' is particularly imposing. A few, who have sufferd croppers, carry real estate enough with them to make a New York City lot; but the people stare in wonder, and exhaust their vocabulary of adjectives in praise of the bright machines and their riders. I forgot to mention that we are all good-looking.

Marlboro' is the county-seat of Prince George County, Md., and contains about 500 inhabitants of all colors. It supports three hotels, at one of which we receive a cordial welcome from the landlord, assisted by a few of the leading citizens. The machines are stacked, and immediately become the centre of curiosity. The editor of the Prince George County *Sentinel* appears in search of information; the "judges" desert the "bar" before which they are practising, and innumerable "colonels" and other military men follow suit; it is evident that Marlboro' has turned out *en masse*.

The dinner, which had been previously ordered, is soon announced, and the fourteen wheelmen, freshened up by the application of ice-cold water from a tin basin, and a cubic foot or so of yellow soap, file out to the dining-room with appetites which only twenty miles of riding can give and only wheelmen can appreciate.

The discovery that it is snowing violently when we arise from dinner rather lowers the thermometer of our spirits, but a proposition to return home by train is sternly rejected; and at the signal, a start is effected, amid a generally expressed public opinion that we will never reach home alive.

After leaving Marlboro', the road goes up a succession of sandy hills; and here the quantity of turkey and appurtenances consumed by some of our party begins to produce its natural effect. A disposition to walk all hills becomes apparent, and a few unregenerate individuals find every opportunity to gratify their propensity for profanity. Anybody who has ridden a machine twenty miles in the face of a furious northwest snow-storm, with the additional element of a sandy road, will be able to appreciate our position. The farther north we get the deeper the snow becomes, and the hard foot-paths at the side of the road are completely covered. The search for these foot-paths ends disastrously in some cases, as when "Jim" runs accidently down a four-foot bank and removes two boards from a fence by the side of the road. We, who see the accident, deplore the apparent necessity of having "Jim's" funeral at once and burying him in the snow, with the loss of valuable time; but to our relief, he extricates himself from the fence and proceeds.

Our Junior Sub., the backbone of whose machine has spread to an extent that threatens instant dissolution, and whose brake-shoe is throwing up wet sand and mud all over him, is having a hard time. First and last at the festive board, he was forcibly dragged from the table, expressing a desire for "more pie." All these facts operate to keep Junior Sub. in the rear, where his caustic remarks on bicycling in general and his own machine in particular afford much amusement.

It is now a struggle for self-preservation; night is coming on, and the snow drives furiously in our faces, making it

almost impossible to see our way. The persimmon-tree nods its branches mockingly as the forlorn procession goes by. Persimmons have lost their charm. The few jokes fall very flat. It is hard to laugh with a snow-storm going down the back of your neck; with hands benumbed and feet half frozen, we struggle through the sand and snow. Forks and pedals are covered with ice, and the unfortunate possessors of "all-bright" machines look unutterable things. Occasionally somebody falls off; but like Napoleon's army on the Moscow retreat, we leave him to die if he wants to, — it is none of our business.

Suddenly the summit of a hill reached discloses a view of the Potomac Valley and the city of Washington, and, conspicuous above all other objects, the dome of the Capitol, indistinct in the twilight, around which the lights of the city are twinkling. Forgetting our fatigue, we dash down the steep ascent of Good Hope hill and through the village of Uniontown, across the bridge over the wide river, and enter the city, on whose smooth concrete streets the snow has already melted. The sensation of striking concrete after eighteen miles of sand and mud is indescribable.

In parties of two and three, the band of dilapidated heroes arrive at our club-rooms. The wearers of knee-breeches and thin stockings are reviled by the happy possessors of the once-despised canvas leggings. Machines are hastily wiped, and the icy stalactites hanging from projecting portions removed. Dry clothes are produced, and with the sense of warmth comes forgetfulness of past misery, which is now only the subject of joke and remark. So ends our Thanksgiving-day run; and we are ready for the next one. DIOJEENS.

CHICAGO NOTES.

LAST Tuesday the Chicago Bicycle Club held its regular monthly meeting for business. Of course, at this season of the year, pretty much all bicycling is confined to talk, and we do like to get together and discuss the events of the past season, and think up what we will do to make the best of our opportunities the coming year. Our secretary usually gets up a lengthy report, in which is embraced the usual financial transactions of the club since last meeting, and other business, and enters upon a review of the condition of our city streets, present improvements going on and those contemplated in the future. Then follow suggestions and gleanings from the press, which have been picked up during the month, and the criticisms of the people noted. Everything new in bicycling passes under review, and from thence we drift onward in a general discussion, to a late hour, and adjourn.

Resolutions appropriate to the memory of our former member, "Johnny" Blow, with whose painful death the fraternity are well acquainted, were passed, and his picture, with frame draped in mourning, now hangs in our club-room. Our secretary, George D. Hoffman, who has been absent in Europe all summer, will return in the spring. George is an enthusiastic bicycler, and will, no doubt, import some grand ideas of European wheelmanship, and give us the benefit. He writes us that he intends to visit all the bicycle manufactories in England, and bring over with him the finest machine the Old World can furnish. At last accounts his eyes were attracted toward an "Invincible," with one hundred spokes and other "unique peculiarities."

The criticisms of the press have taken up our attention considerably of late. It is a fact that one growler can make more noise in the world than a score of contented people; and hence a very limited few in this town, who have some fancied grievance on account of the bicycle frightening their horses, have raised their voices in one grand bray, and flapped their long ears around in a vigorous manner. The editor and proprietor of a prominent daily has made himself particularly troublesome in this respect. He drives a spanking team down Michigan avenue every morning; and as he needs exercise very much, the more mettlesome his horses are the better. Now, our esteemed friend, Mr. Fairfield, also rides down on *his* metal-some horse at about the same time; and for some reason, our newspaper man has taken umbrage at this. Probably our bicycler, who is no slow-poke on the road, has discounted the nags and laid them in the shade; maybe the "old man" is mad because he is too old to ride the machine himself: anyway, he gives it to us hot and heavy at every chance, and his articles are almost humorous in their acidity. The other papers are more moderate, the "Daily News" being our positive friend, and printing anything and everything that is favorable to the machine. The other day an article appeared in the "News" describing the proper way to ride the bicycle, and mentioning that all English riders grasped the handles from underneath, and that this was the correct way. We have n't heard the last of that yet; the newsboy, the loafer, everybody, quotes this article to me as gospel truth as I ride by (I don't use the "English" method), and they are quite anxious that I shall "grab the handles underneath"!

We are having grand fun in the exposition building. The gallery, fifteen feet wide, is smoothly planked, and makes a splendid track. It was here that Keen, Terront, Stanton, and Cann did their practising before the big six-day races last fall. We are commencing to make fifty-mile runs. Mr. Fairfield made his three miles in nine minutes, the other day. Last year at this time he thought he was doing wonders to get around the same distance in seven minutes! Wonderful how a man will improve. Mr. Cowles, of the Ariel Club, is building up an excellent record as a long-distance man. The light fall of snow, and low temperature for the past two weeks, has driven us indoors considerably, except those who use the machine for transportation to and from business. For that purpose the bicycle is infinitely preferable to the crowded horse-car, even this cold weather; and while I should n't care about riding around for pleasure at this time, still our trips to and from the office are not unpleasant. We discount the horse-cars ten to fifteen minutes in a three-mile run, and with the hard, smooth roads it is not so bad. The usually elegant macadam pavement is simply abominable this cold weather. It is full of fine ruts, and the horses' hoofs cut the roadbed full of holes that make it uncomfortable for a 7-8 tire. The wood pavement, or round cedar block, is the reverse. The interstices between the blocks are filled in with frozen mud, and the action of the wheels pound it down smoothly, making excellent roading. Altogether, while it may not be a pleasure to ride the bicycle with the thermometer at zero, yet of three "necessary evils" — horse-car, walking, and wheeling — the latter is certainly the least. STENO.

CORRESPONDENCE

OIL.—Mr. F. A. Jackson, of the New Haven Bi. C., makes the following suggestion: "The following may be recommended as forming an almost perfect oil for burning in the bicycle lamp: Best lard oil four parts, best kerosene one part. For each pint of the oils add one ounce of camphor gum dissolved in the kerosene, previously to adding to the lard oil. This I have thoroughly tested, and know it to be good. It will burn to the last drop; gives a clear white light, and the wick does not incrust."

BEACON PARK. — *Editor Bicycling World:* — I have been informed that some bicyclers have hesitated to give their names to you, as wishing to join the Boston Driving and Athletic Association, because they feared that there would be no suitable track at the grounds. Allow me, therefore, to say that the management intends to make the track second to none in the country, provided that as many as forty (40) names are promised before March 1, 1881.

Your obedient servant,

JAMES DWIGHT.

NAMES.—*Editor Bicycling World:* — The Lansing Bicyclers now claim the cake on names. A day or two since one of our riders was riding down the principal street in this city, when a genius from the country, who wished to call the attention of another countryman to the wheelman, called, "Say, John, look at that air long two-legged grasshopper out there." We have had several names before, but did not think it would come to this, and have sympathy for brother wheelmen likewise afflicted with choice titles.

E. F. WOODCOCK.

LANSING, 11 December, 1880.

"CLAREMONT." — *Editor Bicycling World:* Dear Sir, — In looking over the WORLD, of 19 November, my eye was attracted by, first, "In the Hampshire Hills," and then by the name "Newport." So, being interested in anything pertaining to that vicinity, I read the article, and very well paid I felt, for it was written in a very pleasant and attractive style, and in point of fact was essentially correct. But the object of this note is to say to your correspondent "Ixion" (if you will be kind enough to forward), that I wish to take exceptions to one statement of his. He says of *Claremont*, "Pronounced by the natives Clair-ey-mont." Now, I 'm "a native," and I would most respectfully say to him, "Sir, you have been misinformed, for no *native* pronounces that name in any other way than C-l-a-r-e, Clare, m-o-n-t, mont, Claremont. Railroad conductors, in calling the station, do say "Clarrymont," and occasionally an inhabitant is guilty of the error; but historic origin and *common* usage authorize only the dissyllabic pronunciation given above.

Claremont is indeed a beautiful town, and "Mr. Ixion" might well have stopped longer than for his glass of soda, (?) and enjoyed wheeling over its streets. I hope next time he goes to Newport he will do Claremont the honor of improving his acquaintance with her, and also look up the man who gave him his wrong information. G. HERBERT IDE.

CHICAGO, ILL., 2 December, 1880.

ANOTHER LADY'S OPINION. — *Mr. Editor:* — Your correspondent, "Madeline," was wrong when she said that none but gentlemen would read her opinion of bicyclers; for there is one lady, at least, who takes a great interest in your paper, and is an occasional peruser of it. My brother is one of those lucky individuals who early recognized the practicability of the "wheel" (as he calls it), and with the aid of his father's pocket-book purchased one. I watched anxiously, with a sister's love, his progress; aiding him with arnica and consolation until he could go out for a "spin" (another of his expressions), and return without torn clothes and bruised limbs. I confess I am a little ashamed to own that I take such an interest in your sport as to read carefully your paper; but I never told my brother, because I knew he would make fun of me, and tell me I had better attend to some more ladylike pursuit, — something more in accordance to my station. I cannot quite agree with Madeline in her remarks about the Boston Club. I have rather admired their independent spirit, in wearing all sorts of suits and costumes. It shows a certain Bohemian disregard for public opinion, which is a sure sign of great intellect and broadness of view. But I think the other clubs are just too funny for anything. There are some riders I have especially noticed and secretly admired from behind the blinds. One, in particular, I have often espied riding on the avenue. I have watched for him on pleasant days, and felt disappointed if he came not. He is a most remarkable rider, and seems to feel as much interest and love for his bicycle as a stable-man does for his favorite horse. He has several times got off in front of my house, so I had a splendid opportunity to note his movements. First he takes hold of the little wheel and shakes it from side to side, and if it seems loose he takes from his pocket a little package and proceeds to undo it, taking therefrom what appears to be an oil can and wrench; with the latter he turns something, shaking the little wheel all the time; then he lifts the wheel from the ground and gives it a twirl; after getting it adjusted to suit him, he oils it with his little can. In this way he shakes and examines the whole of his bicycle, adjusting here and oiling there; then, carefully wiping his hand on a bit of cloth which he carries with him, he buttons his gloves, and with two or three convulsive hops is in his seat and away. I have been much pleased with this gentleman for various reasons: partly on account of his age, which is much greater than most of the riders I have seen, and partly on account of his poetic appearance and classic costume, which consists mainly of a brown helmet and pair of top boots. There is one other I have also noticed, but have not seen him for a long time. He used to ride along with his head thrown back and on one side, sadly unconscious of the fact that he was putting on airs, — it seemed so easy and natural to him. I know it is sort of mean to write so about these gentlemen, but you will have to take all the blame, and it will be such jolly fun for you if they recognize themselves by the description. I would n't do it, but my brother tells me you keep a big, stout fighting editor in the office to attend to all who are inclined to find fault. There are a lot more I may tell you about some time, unless you put this into your waste-basket. I have heard you editors do such things sometimes.

JENNIE.

NEW YORK NEWS AND NONSENSE.

We can't Dean-y it if we would.
It caused us much concern,
'Tis think for our especial good
A Dean should pilot turn.

THE Williamsburg track has been changed to a skating rink; so has the Manhattan polo track.

IF we only had C.'s position in the gallery, so we could see the "gals," would n't it be "gallus"?

ABOUT this time the fond and doting ma is wondering how she can stuff a 56-in. wheel into Johnnie's No. 8 stocking.

PROF. F. S. ROLLINSON and Mr. Elliot Mason have opened the Newark rink as a place for bicycle riding. Soon after the holidays, they intend giving a grand tournament for feats of skill; such as hurdle racing, tilting the ring, slow racing, riding a plank 8 feet long by 5 inches wide, etc., etc.

A NEW YORK gentleman has offered two handsome prizes for the best sonnet to the New Year, appointing your humble servant as judge. Competitors must submit their efforts before Friday, the 31st, directing them to P. O. box 1,227, New York City. If the editor gives his permission, the lucky lines will be published in the BICYCLING WORLD. The prizes are well worth trying for, especially during this cold weather.

WHEN Capt. Ames, of the Lenox, first took to bicycling, a few of his friends were rather inclined to laugh at the idea, saying they would present him with a medal when he had completed his 1,000th mile. A week or so ago he notified the gentlemen that he had finished 2,000 miles, and on Saturday last they presented him with a very pretty gold badge in a morocco case, made by Hayward. The laugh cost something.

THURSDAY evening the Mercury Club had its first drill in Harlem Hall. Everything went well till Wright gave the order: "Left oblique — guide right — twos into line — look out for the posts — wheel"! when somebody wheeled wrong, and somehow ten machines got piled on the floor in a worse mess than *that cat made of those forms*, and immediately ten orders were entered on Rodier's repair book. Mr. Olmstead made 29 laps and 14 tumbles in 3 minutes 14½ seconds. We did n't time him, and will not swear to the correctness of this statement; so if any one intends disputing it we back out gracefully. After the drill a moonlight ride was enjoyed, and later, Welsh rarebits at the Café Brunswick; then the weary wheelmen turned in and dreamed of a heterogeneous mass of spokes, full-moons, cheeses, and the like.

THE New York Bicycle Club had its annual dinner last Saturday evening. Invitations were extended to the captains of the other city clubs. But why to the captains? If it had been a field affair we should think the invitations very properly bestowed; but to a dinner, it would seem more appropriate to have passed the compliment to the presidents. The president of the Mercury Club, Mr. Pierre Noël, received an invitation addressed to him as captain, which was embarrassing, as he was in doubt whether it were simply a *lapsus calami* on the part of the N. Y.'s secretary, or if he were really supposed to be the captain. "Mistakes will happen in the best regulated families," so presume the N. Y. boys are excusable. For the benefit of clubs intending to give dinner-parties, we would say that Mr. Wm. M. Wright commands the Mercuryites, and is about as polite a fellow to his stomach as we know of; dinner business being about the only duty he does not turn over to his manager.

AH! DOCTOR, you little know the pang it costs us to write you down among those who have the rhyming mania. Better stick to syrup of squills, pills, bills, prescriptions for chills and other ills, — they are more your forte, especialty the bills.

"I am a bold Mercuryite;
No matter how gloomy the night,
I wheel over hollows,
Yet naught but weal follows,"
He sang; and we said, "You are Wright."

KNICK O'BOCKER.

19 DECEMBER, 1880.

P. S. — Forgot to wish you all a Merry Christmas.

K. O'B.

SPINNING THRO' ENGLAND.

[*From the N. Y. Sun, 30 August*, 1880.]

A ZIGZAG tour through England on bicycles, from Liverpool through London to Portsmouth, on the southern coast, and back again to London, was made this season by five Americans. Frank W. Weston, secretary of the Boston Bi. C., and acting captain of the party, arrived in New York yesterday in the City of Richmond. He says that the anchor of the steamship in which they sailed tc England had hardly dropped at Liverpool before a consul and a vice-consul of the Bicycle Touring Club were alongside to give them an English welcome. This club has three thousand members, residing in all parts of England; and in every important city it has a consul, whose duty it is to afford information as to roads and routes to strangers who may visit his district, and also as to good hotels to stop at, with the prices they charge for entertainment. These prices have been reduced by arrangement with most of the English hotels to below the rates usually accorded to commercial travellers. A clerk in England on a small salary may therefore make a bicycle tour for a very moderate sum, and by consulting the consul or vice-consul of his district he may calculate to a nicety what his trip will cost him. This club is to be made international. Mr. Weston has already been appointed consul at Boston, and W. S. Sullen consul at New York. The touring club is quite separate from the local clubs.

In the hall of the Angel in Liverpool the Americans found their five English-made Harvard bicycles awaiting them. Before they had inspected the bed in which Oliver Cromwell slept and the one that is two centuries older, the consuls of neighboring cities and the leading riders of Liverpool began to crowd the reception rooms of the Angel. The Americans were escorted on a short run to take the sea stiffness out of their legs, and the next day they were introduced to English roads and landscapes by a journey of twenty-four miles to the little village of Hale. As they spun along they noticed here a boy darting past them on his wheel and there an old man guiding his bicycle down a side street. Clerks and business men were riding about the streets attending to their ordinary vocations. Bicycles were everywhere. When they re-entered Liverpool the party had been increased to twenty-five by persons who had ridden out to meet them on the road. As they glided through Sefton Park they passed scores of men and boys taking their evening exercise, and among them a white-haired man at least sixty years old, ambling along on a tall wheel, as if horses and wagons had never been invented. The first part of the road to Hale was macadamized, and Mr. Weston says that, like all macadamized roads, it was execrably bumpy. The Americans thought they would not like English roads. When, however, they struck the natural country road, kept in perfect repair and as smooth as a carpet, its beauties came to them like a revelation. Progress was no longer a labor; it was merely a volition. They willed to go, and they went. The road-bed was made of a gravelly soil. On either hand was the deep green of growing crops, separated from them by green hedges instead of fences. Vine-clad cottages of brick and stone replaced the white wooden houses of America, and gave a suggestion of permanence and home comfort. The glimpses of landscape made a deep impression on the visitors, as they bowled along under a blue sky studded with fleecy clouds. The temperature was delightful, as they afterward found it to be even in July, and the air was invigorating.

The party on arriving at Hale drew up before a little garden of roses, and ascended a rustic porch shaded by two spreading laburnums. This was the village inn. They were welcomed by a landlady who looked comfortable from head to foot. Her three comely daughters waited on them at table. Her husband was superintending the laborers on his farm. Bicyclists, Mr. Weston says, have appetites to which yachtsmen and rowing men are total strangers; yet when the party had eaten a specially prepared meal, which from its excellence might have cost them $3.00 apiece in the United States, they found their bill amounted to the English equivalent of fifty-four cents. The third cup of tea was as hot as the first, because the teapot was enveloped in a bright red-flannel jacket called a cosey.

"One good result of bicycling in America," interjected Mr. Weston, in his conversation at the Metropolitan Hotel last evening, "will be the creating and sustaining of comfortable and reputable little roadside inns like the one at Hale."

On the run back to Liverpool speed was put on, and the first seven miles were made in thirty-five minutes, or at the rate of twelve miles an hour. Throughout the tour, however, all suggestions of racing or of making unusually good time were tabooed.

The next day, 2 June, at noon, the Americans girded themselves for the real work of the tour. On crossing the ferry at Liverpool to Birkenhead, they found the members of the Birkenhead Club in uniform, drawn up in line, each man's arm resting on his glistening bicycle. After cordial greetings the club mounted and accompanied the Americans twenty-one miles to Chester, where a banquet was awaiting them at The Blossoms. The five tourists walked around the city on its ancient walls, and inspected some of its other antiquities. Each succeeding day's enjoyments were of a piece with those already described. From Chester they ran to Chirk, in Wales, 22 miles. From Chirk they rode to Shrewsbury, 23 miles; to Wolverhampton, 31 miles; to Birmingham, 15 miles; to Coventry, 18 miles; to Stratford-on-Avon, 23 miles, to Cheltenham, 35 miles; to Gloucester, 9 miles; to Dursley, 18 miles; to Bath, 35 miles; to Marlboro', 32 miles; to Maidenhead, 19 miles; to London, 31 miles.

The party arrived in London on 21 June. Two days afterwards they resumed their journey, riding to Farnham, 36 miles; to Winchester, 28 miles; to Southampton, 13 miles; to Portsmouth by way of the Isle of Wight, 35 miles; to Arundel, 30 miles; to Brighton, 25 miles; to Crawley, 22 miles; to Bromley, 30 miles; to London, 18 miles.

They arrived in London the second time, thus completing their tour on 4 July, and Mr. Weston celebrated the day by riding over its smooth pavements entirely across the city, about fifteen miles.

At Coventry, at Winchester, at Brighton, and in London, the Americans were banqueted. At Coventry, Mr. Weston says the roadways in the vicinity were lined with people who had come out to meet them. This is, above all other places in England, a bicycling city. Many business men there traverse the streets on bicycles and tricycles. The latter are the most convenient in streets where there is much traffic. Forty-five members of the Coventry Club rode out to wait for the visitors at a place where two roads meet, because they did not know which road the Americans might take. The mayor of the city presided at a magnificent banquet on the day of their arrival, and two days afterward they were banqueted by members of the Bicycling Tourney Club, one member of which had ridden 300 miles from his home to be present. Out of curiosity the average was calculated of the distance ridden by all the members of the Tourney Club who were present. It was found to be forty-seven miles. An address, handsomely engrossed on vellum, was presented to Mr. Weston, the acting captain, containing a graceful expression of fraternal feeling toward the bicycle riders of America.

Mr. Weston's four companions were Dr. J. F. Adams, president of the Worcester (Mass.) Club; George C. Thomas, of the Philadelphia Club; and J. S. Dean and T. N. Hastings, of the Boston Club. These four gentlemen visited the Continent after completing their bicycle tour, while Mr. Weston took a run of 300 miles by himself through the North of England.

A MAP OF ENGLAND, STORIES, ILLUSTRATIONS, POEMS, IN OUR MIDWINTER NUMBER.

THE BICYCLING WORLD AND ARCHERY FIELD may be found on sale at BRENTANO'S LITERARY EMPORIUM, 39 Union Square, N. Y.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 24 DECEMBER, 1880.

A THANKSGIVING TOURNEY.

Editor Archery Field: — Early in November, Mr. Frank C. Havens, of the Oakland Bow Club, marched bravely into the archery arena and threw down his glove (finger tips) in challenge to Mr. Will H. Thompson, to contest with him for the mastery at the targets, at the new round of 96 arrows at 60 yards, to be shot on the twenty-fifth day of November, 1880. Mr. Thompson gladly accepted the challenge; but like Arac, when he cried,

"But three to three? no more?
No more; and in our noble sister's cause?
More, more, for honor!"

he begged for a grand conflict, open to every archer good and true, who cared to brave the wild weather of November and join in the tourney. No proposition could have better pleased the challenger, and the word went forth for all to prepare for the tourney. Despite the unusually severe weather, which made archery almost impossible throughout the Northern States, three dozen of as earnest archers as ever drew a bow faced the targets in the great match, and though no score of exceeding value was recorded, the whole shooting was of very high grade.

The challenger beat the entire field, and made the rare run of 96 consecutive hits. His shooting was in every way superior to the field; for he not only made the best gross score and the most hits, but upon a system of *points*, — supposing we give one point for *hits*, and one point for score in each two dozen arrows, and two points for gross hits, in all twelve points, — the result would thus appear: —

F. C. Havens . . . . 7.1-12.
I. P. Allen . . . . . 1.1-4.
Maurice Thompson . . 1 point.
F. H. Walworth . . . 1 point.
T. J. Loftus . . . . . 5-6 of a point.
F. O. Hyatt . . . . . 1-3 of a point.

And Col. R. Williams and Will H. Thompson each obtaining 1-4 of a point.

Of course such a system of points would not be a good one, but the great advantage obtained by Mr. Havens in the contest more fully appears in such a light. Considered in the light of English records, not only was Mr. Havens's score a very great one, but fine scoring was obtained by quite a dozen of the three dozen gentlemen shooting.

A score of 120 points is considered fine shooting by the highest authority in British archery; and among their best shots it is rarely that 24 consecutive hits are made at the 60-yards range. In this match no less than twenty-seven scores equalled or exceeded 120 points, while 24 hits were recorded in ten instances. Seven gentlemen exceeded an *average* of 120 points with each twenty-four arrows, while others closely approached it. Indeed, one who fell below that average did some of the finest shooting recorded, and only failed to lead the field by a tumble in his last lot of twenty-four arrows.

This reference to Mr. Allen's scoring is not for the purpose of making any invidious comparisons, but only to show how one will sometimes lose place by an inexplicable "drop" in the midst of otherwise splendid work. If he had scored as many points with his last twenty-four arrows as he had obtained with the poorest of the three preceding lots (23-127), his total would have been 93-523.

The Californians shot wonderfully well, and Mr. Havens must look to his tackle or the generous climate of the Pacific coast will coax into life a rivalry that will give him trouble. There is danger in Button and Allen and Strickland, and "the lone archer of Nevada" is coming with a grand rush!

But it is not always the largest scores which are the most deserving of praise. The are some names farther down the list which beguile our eyes away from the few larger scores, and by virtue of something more than mere good fortune in scoring, command a moment of our attention.

We are glad to have had the pleasure of shooting a tourney with Mr. Kinney, the "father of archery" upon the Western coast. It may seem a trifle impertinent, but we cannot but call attention to him as the Western rival of the distinguished president of the National Archery Association. Both of these gentlemen have begun archery at a time in life when most men are compelled to leave off manly sports and surrender to the arms of the easy-chair; yet both are as hale and strong as though they had but played with years instead of bearing their burdens. Mr. Kinney is one of the best shots upon the Pacific coast, the score in this match being far below his best performances. He has done much to build up archery in California, and we think it is not saying too much to bid him welcome in advance if he will come to Brooklyn to the Grand National in July.

Mrs. Church was the only lady who had the courage to battle with her stronger brothers of the bow; and how great that courage was, may be known when we are told that the snow was a foot deep on her range and the thermometer was standing at eight degrees above zero! "Remember, good mine host, that weapons are not wielded by strength alone, but by skill and sleight-of-hand." How true this has been proved by this lady, her score of 21-93 shot under such circumstances will say. Our friend Hyatt takes a huge stride toward the front, and gives us timely notice of his whereabouts. There seems no end of shoot in him. Mr. Walworth did a piece of shooting upon the same day of the match, and immediately following it, which we wish to call attention to, as we suppose it to have been the best score yet made with 96 arrows. It was as follows: 23-141, 23-139, 24-152, 24-152 = 94-584; the best record the writer ever made being 23-148, 24-160, 24-140, 24-132 = 96-580. Has any archer equalled Mr. Walworth's score?

WILL H. THOMPSON.

SCORES. — 96 arrows at 60 yards, 25 November, 1880.

Name	1st 24.	2d 24.	3d 24.	Totals.
F. C. Havens, Oakland, Cal.,	24-150	24-132	24-124	96-522
Will H. Thompson, Crawfordsville, Ind.,	22-124	24-132	21-119	22-126 — 89-501
O. M. Button, Santa Cruz, Cal.,	23-121	23-139	22-116	22-120 — 90-496
F. O. Hyatt, Cortlandt, N. Y.,	22-120	23-133	24-124	20-114 — 89-491
F. H. Walworth, Saratoga, N. Y.,	22-102	21-123	21-119	22-142 — 86-486
Frank Sidway, Buffalo, N. Y.,	23-137	21-115	23-127	20-106 — 87-485
"The Lone Archer of Nevada," Virginia City,	21-123	23-121	20-110	23-120 — 87-483
I. P. Allen, San Francisco, Cal.,	23-127	24-140	23-129	22- 82 — 92-478
Col. A. Williams, Dayton, O.,	24-115	24-126	23-117	21-115 — 91-473
S. L. Strickland, San Francisco, Cal.,	22-122	23-125	21- 93	22-112 — 90-458
Maurice Thompson, Crawfordsville, Ind.,	22-100	21- 87	23-129	22-126 — 88-442
T. J. Loftus, Sacramento, Cal.,	24-108	23- 97	24-118	20- 88 — 91-411
E. L. Morse, Poughkeepsie, N. Y.,	19-103	20- 98	20- 90	20-114 — 79-411
Parm. S. DeGraff, Charlotte, Mich.,	19- 99	20-102	20-100	21-107 — 80-408
C. G. Hammond, Highland Park, Ill.,	20- 76	22-114	22-110	22- 90 — 86-390
H. S. Taylor, Highland Park, Ill.,	20- 94	19- 93	20-108	18- 81 — 77-376
Joe Hussey, Des Moines, Iowa.	23- 93	19- 91	18- 90	19- 95 — 79-369
C. E. K. Baxter, Charlotte, Mich.,	16- 84	19- 89	18- 82	20-112 — 73-367
J. H. Collins, Sacramento, Cal.,	21- 93	17- 87	21- 91	21- 91 — 80-362
N. E. Swartwout, Highland Park, Ill.,	17- 69	21-115	22-108	18- 64 — 78 556
E. B. Weston, Highland Park, Ill.,	18- 88	20- 70	21- 91	20- 94 — 79-343
S. Watts, Oakland, Cal.,	18- 72	21-103	19- 79	20- 80 — 78-336
Geo. W. Kinney, San Francisco, Cal.,	21- 97	15- 83	16- 70	18- 68 — 70-318
Mrs. E. T. Church, Charlotte, Mich.,	16- 74	14- 76	21- 93	18- 58 — 69-301
Andrew S. Brownell, Boston, Mass.,	18- 82	16- 66	18- 64	17- 67 — 69-279
F. B. Rodolphe, Oakland, Cal.,	15- 75	16- 74	18- 66	16- 60 — 65-275

N. E. White, Sacramento, Cal.,	17-	61	17-	73	13-	57	17-	79	64-270
E. T. Church, Charlotte, Mich.,	15-	49	19-	89	15-	53	18-	76	67-267
A. V. Boyne, Sacramento, Cal.,	15-	75	12-	60	15-	63	12-	48	54-246
H. Darneal, San Francisco, Cal.,	14-	60	16-	52	15-	69	13-	59	58-240
A. W. Havens, San Francisco, Cal.,	16-	76	16-	62	11-	41	16-	52	59-231
R. O. Cravens, Sacramento, Cal.,	13-	57	12-	46	15-	63	12-	54	52-220
E. E. Potter, Oakland, Cal.,	16-	70	14-	54	12-	42	10-	38	52-204
J. F. Hirling, San Francisco, Cal.,	14-	58	16-	74	8-	30	10-	34	48-196
Arthur Low, San Francisco, Cal.,	9-	43	10-	40	11-	43	14-	62	44-188
G. C. Pratt, Oakland, Cal.,	11-	35	13-	37	13-	57	14-	54	51-183

BOWS AND ARROWS.

Editor Archery Field: — The "Highland Park Archers," after three seasons' practice (and the writer after four) have, almost without exception, adopted the bows of one London maker. During that time we have tried many kinds, and have discarded lemonwood, split bamboo, snakewood, and all backed hard-wood of any kind; and now use self lancewood, self and backed Spanish, Italian and English yew only. For durability and for those who use a "dead loose," we have found nothing equal to a self lancewood, the first bow, purchased four years ago, being still in existence and intact, although, owing to faulty construction, it has lost something in power, and is badly cast. For those who loose quickly we give preference to the yew, because of its quickness, great driving power, and consequent low trajectory, giving the Spanish and Italian precedence over the English. A Spanish "yew-backed yew," while costing less than a "self," is found to be a more effective weapon, but deficient in lasting qualities.

We have discarded American-made bows for the following reasons:—

First. Faulty construction, as evidenced by the fact that nearly all we have owned *bent in the handle*, thus causing a severe jar to the bow arm and wrist; while the bows of the maker we now use are always stiff and solid under the hand.

Second. Liability of breakage owing to "kiln-drying," or some other process of quick-seasoning.

Third. Loss of power and change of shape, where the wood is insufficiently seasoned.

Time and experience will remedy all these defects, and the American-made bow of the future will equal the best of English make; but time must be given the wood to season, and *for* this time the "bowyer" *must be compensated.*

English lancewood bows can be purchased in all our large cities, for from $4 to $5; but they are open to all the objections noted above, and no really good imported gents' lancewood bow can be purchased for less than $8 to $10. The wood of such a bow has been seasoned under cover, but open to a free circulation of air, for from five to ten years, and in one case that has come to our knowledge, twelve years (the last-named bow is owned here)

Archers are frequently misled by the indorsement of certain make of bows by some prominent brother archer, who in an unguarded moment, out of the goodness of his heart, and perhaps because he did not like to "look a gift horse in the mouth," has been induced to write a "puff" that afterwards he would gladly have recalled or modified.

On the arrow question we are not quite a unit: we have imported a great many, our last invoice, of over a year ago, costing us $8.10 per dozen "for gents' best, footed with peacock feathers"; but it is safe to say we shall import no more, as equally good ones are now made in this country, and at no greater cost. Indeed, many claim they are superior to the best imported, and certainly wonderful scores have been made with them this last season.

Mr. Adams, of the "North Side Archers," Chicago, with American-made arrows, scored 612 at the single York, and will shoot no others.

There is no question that peacock-feathered arrows, although costing two English shillings or fifty cents more per dozen than the turkey-feathered, are far cheaper in the end, as they will stand much more rough usage.

C. GRANVILLE HAMMOND.

HIGHLAND PARK, ILL., 13 December, 1880.

THE LOOSE.

Editor of the Archery Field: — My notes on "loosing" in your last issue having been written hurriedly and rather at random, you will oblige me by giving place to the following in your next issue:—

Concerning the "loose" which I find most satisfactory, "Ford" has perhaps said all that can be said safely, and said it so well that a novice's comments may seem poor indeed. The most difficult as well as the chief feature of it seems to be the making it a continuance of the draw. I find it necessary while loosing to bear constantly in mind three things: As soon as the pause of holding is reached, to maintain the full force of the draw in every muscle, even at the risk of pulling the arrow the fraction of an inch further; while thus *pulling* and gradually straightening the fingers, to expand them, not too suddenly, but surely, and at the same instant and with the same degree of rapidity to pull them backward off the string. To draw them off faster than the fingers are expanded causes a jerk of the string, whereas to expand them faster than they are drawn off makes the loose independent of the draw, and the arrow will fall short. The increase of pull which I experience at the point of holding is probably due to the gradual, partial straightening of the fingers preparatory to the final quit of string. I have not yet succeeded in accomplishing this loose with great regularity; I get it most evenly with bows pulling 50 or 52 pounds. On one occasion, I accomplished it two dozen times in succession with a 56-pound bow. Using a 42-pound bow, I cannot loose as steadily, and consequently cannot score as well, even at the shortest ranges, as with a 56-pound bow, which is certainly four or five pounds too heavy for me.

FRANK H. WALWORTH.

SARATOGA SPRINGS, N. Y., 17 December, 1880.

BOOKS AND PAGES

THE Chicago *Field* will indulge in a New-Year's number this year, which those who have seen its previous Christmas numbers will look for with interest.

This excellent journal takes occasion to remind its readers, very appropriately and truthfully: "If each friend would only use his influence in sending us an additional subscriber, he would not only be aiding us, but he would also be doing the fraternity of sportsmen a benefit; as we maintain no man can read the Chicago *Field* and not be made a better sportsman and a better man, as naught but that which is elegant to a man and a sportsman is allowed in the columns of the Chicago *Field*."

AND when we are looking over the exchanges, there is none from which we get more pleasure or more points than *Geyer's Stationer*.

THE *Spirit of the Times* deservedly has a large family, and according to the editor, the motto of that family is, "Once a subscriber, always a subscriber." It is only $5.00 a year to have the *Spirit of the Times* every week, and it is one of the best of newspaper investments. This paper will have both a Christmas and a New-Year's number, with features of special attraction.

THE New York *World's* "College Chronicle" of Monday, 20 December, contains a column summary and review of the season's bicycling among the undergraduates, by our valued correspondent, Kol Kron. Wheelmen and college men should read it.

THE JANUARY number of *Lippincott's Magazine* marks the beginning of a new volume and a new series, and appears with an attractive new cover. It is noticeable also that the price is reduced to $3.00 a year. The opening article is an account of a Roman art school, by Mrs Margaret B. Wright, which is well illustrated; and this is followed by "An Old New England Seaport," in which Mr. C. B. Todd makes a very interesting town of New London, Conn. "Lilith" is an illustrated novelette to run through three numbers, of which there are five chapters in this. There is also a paper on "Outdoor Life on the Rhine," and a noticeable paper on Madame De Staël. "Monthly Gossip" is divided into sections, is considerably extended, and as usual is the most interesting part of the magazine for a few minutes' reading.

THE JANUARY number of *Scribner's* contains an account of the aims and methods of the new Horological and Thermometrical Bureau recently established by the Winchester Observatory of Yale College, from careful personal inspection on the spot. This is the first bureau of the kind established in this country, and cannot fail to raise the standard of excellence in both clocks, watches, and thermometers. The curious machinery used to correct watches to the tenth of a second, together with some singular facts in the behavior and habits of thermometers, make the article of more than usual interest to the reader. The same number also contains some account of Mr. John La Farge's and Mr. Louis C. Tiffany's recent work in stained glass.

This excellent number of the prince of magazines is just received, — by A. Williams & Co., Boston.

NOTES FROM ABROAD.

WHERE is Frank Weston? No news of him since he left English shores! When his English friends receive the BICYCLING WORLD they like to hear something of the jolly captain.

A WELL-SEASONED gentleman in London travels the country called England, runs down the Bicycle Touring Club Council, astounds B. T. C. ites by stating that the management is in the hands of men coming near old women as regards qualifications for their positions, and nearly, but not quite, announces that the B. T. C. is about *non est*. Let it be noted that the gentleman has some followers. Now, "birds of a feather" *generally* "flock together," and so do *these* bird-gentlemen, or gentlemen birds, not by any means by any preconceived plans, merely by instinct; they put their beaks in *everywhere*, but generally into bicycling newspapers. One scrawls to one paper, another to another; they actually scrawl to subsequent numbers of a paper expressing sympathy with the eloquence (of fellow-birds) published in previous issues. They say without rhyme or reason that *every one thinks with them* except the council themselves and their immediate supporters; stop not at insulting individual members of the council at club dinners; stop at nothing, and have the motto,

"Lay on, Macduff:
And damned be he that first cries, Hold, enough:"

but

"Only the actions of the just
Smell sweet, and blossom in the dust"

These gentlemen above referred to, by reason of their complaints having regard to such a well-known institution, of course, in a very short time get well known by name, and then large *advertisements* appear suddenly, and, of course by the merest possible accident, with these well-known names attached.

Dear me! what is this?

1. "I called the NEW WORLD into existence to redress the balance of the old." (*Query.* Who did? and when?)

Here is another strange advertisement (I have not mentioned a few I might):—

2. "I am requested by a friend proud of the name B. T. C. Malcontent to announce that he is about to bring out a publication which will contain several pages of a list compiled by a body of old donkeys, to which he will append biographies of his notable chums according to his own views of them. Every one should purchase THE BOOK OF MARTYRS, PT. I. ONE SHILLING."

3. And page 93 of this month's (December) *Cycling* is *not* followed by the page containing the announcement of the *Wheelman's Year Book!!!*

How long is all this trickery going on? An announcement will soon be made by the council, and suggestions laid before the members, which are the fruit of the hard and independent labor of President Holding, and Chief Consul Tanner; but all credit will, of course, be claimed by the firm. I may add that the extension and improvement of the present club *Gazette* is under serious consideration.

STANLEY J. A. COTTERELL,
Bi. Touring Club.

SPOKES FROM FOREIGN WHEEL PAPERS.

AS TO SIZE of back wheel, it is stated in *Cycling*, "Riders are beginning to find out that a diminutive back wheel, placed close behind the large one, is a special element of danger; and some of them advocate a return to larger sizes, and a lengthening of the backbone. Truth generally lies between two extremes."

The same paper also suggests, "It is a sign of the times that the records of club doings, upon which the 'cycling papers mostly relied for copy, have shrunk to very small dimensions this year."

THE ARGYLE BICYCLE CLUB, according to *Cycling*, continues to have very successful socials, at which highly interesting papers are read; debates on the Sunday question, and others, prove interesting, and readings from the poets, as well as new pieces written for the occasions, are brought out." There is a hint for our American clubs who languish while the snow is on.

IN COMMENT in the same journal on the quiet Sunday run of the Boston Bicycle Club to the cemetery where lie the remains of the late Mr. Hogan, to place a few flowers on his grave, it is remarked, "The Boston Bicycle Club, in paying this tribute to the memory of a comrade, set an example worthy of being followed even by English clubs."

THE PIONEER BICYCLE CLUB, of Christ Church, New Zealand, has discarded the polo cap and adopted the helmet.

AS TO the growth of L. A. W., "Wall" suggests in *Cycling* that the Bicycle Union "will soon be put in the shade, if L. A. W. goes on at this rate. Formed in May, 527 strong in September, is real Yankee go-aheadedness."

VIBRATION of the machine in road riding is discussed pro and con in the *Bicycling News* correspondence columns, at considerable length, some correspondents taking the view that it comes principally from the front wheel, and others that it arises mostly from the back wheel: and various suggestions are offered as a remedy, including springs or buffers for the back wheel, and also more yielding springs under the saddle. Incidentally some other interesting points are brought out, as to friction, air resistance, and the element of momentum in hill riding. The discussion has not proceeded far enough, however, to sumarize yet, but is referred to, simply as a hint for our own readers who have a mathematical or mechanical turn of mind.

SOLE AND EXCLUSIVE RIGHTS. — The *Bicycling Times* alludes to a circular emanating from the Pope Manufacturing Company as follows: "The typical Yankee prides himself upon his unusual cuteness, and it seems that in the matter of bicycle making, some enterprising Yankees have played their parts with tolerable success. The Pope Manufacturing Company have the exclusive right to make and sell bicycles in the United States." And in another editorial jotting it adds, "It remains to be seen whether these patents will hold good on this side of the herring-pond." These paragraphs are referred to simply for the purpose of correcting a misapprehension which they might well give rise to; especially if the *Bicycling Times* were to be relied upon in its comments upon legal matters.

Nobody who knew anything, or had reflected a moment, would suppose that any United States patent held good outside of the United States. There may have been business sagacity, which in a "Yankee" would likely enough appear in a Britisher's eyes to be "cuteness," in the Pope Manufacturing Company in gaining control of most of the patents relating to bicycles and velocipedes, but nevertheless it is not true that the "Pope Manufacturing Company have the exclusive right to make and sell bicycles in the United States," and we have never seen any claim on their part on this side the water that they have; nor have we seen any indication in the course of the business in this country, or the relations of the Pope Manufacturing Company to it, of any intention or effort to monopolize the business. They have certainly licensed a considerable number of other parties under the patents which they control, and so far as can be ascertained, on terms which are much better than could probably be obtained were these patents held by a number of individual owners. There are at least five concerns in this country who do either a manufacturing or importing business, or both, besides the Pope Manufacturing Company, and with good right; but why should any more fuss be made about the propriety of royalties being paid under American patents, on bicycles made and sold here, than there is about royalties under English Letters Patent upon bicycles made and sold there? It is to be noticed that when Englishmen obtain United States Letters Patent, as many have, they do not

hesitate to collect royalties abroad. Probably, however, what the *Bicycling Times* set out to say, and would if it had known how, was that the Pope Manufacturing Company, *and its licensees*, have the exclusive right to make and sell bicycles in the United States, *so far as they are covered by patents which the Pope Manufacturing Company and its licensees control.*

"NEW CLUBS" is the title of a well-considered editorial, in a recent number of the *Bicycling Times*.

The editor refers to the early days of bicycling, when clubs were few, and "every accession to the list was an occasion of congratulation," and then says that the number of clubs has gone on augmenting, especially in the metropolis, until there is a superabundance of small, and sometimes weak clubs, "acting to the detriment of each other, with an amount of wasted energy which, applied in another direction, might have served to build up a large and powerful club." Several classes of men are referred to as promoters of new clubs where other clubs already exist. The first consists of unattached riders who are either ignorant of the existence "of an already established club in their neighborhood, or think that because they do not happen to know any of its members, it is impossible to join it": another class is described as "unattached men who do not care to associate with the local club." He also speaks of the "absurd desire of their promoters to be officers: as soon as they can ride a couple of miles without falling, some men are possessed with the fervent idea that they will form a club, and get elected captain — secretary at least." Another class consists of members "who have been deposed from office in some existing club, and in consequence have resigned therefrom in high dudgeon, and gone to work to set up an opposition to the old association."

"BALL bearings are, it seems," says the *'Cyclist*, "the big gooseberries of bicycling literature, and the weights of machines the bicycular sea-serpents of contention: for no sooner do we find the slack season coming on than writer after writer delivers himself of long essays on the pros and cons of balls *versus* rollers, and both *versus* plain bearings. The weight of opinion, however, is all in favor of balls, but of course much harm has been done by the introduction of imperfectly rounded balls, made of bad steel, specially got up for cheap machines." The editor also suggests that "provided rigidity and strength are not sacrificed, a machine cannot well be too light; but if the rubber tires are sacrificed to lightness, that is where the fault lies."

WHEEL CLUB DOINGS

NUTMEG BI. C. had a very enjoyable 10-mile run on Saturday, 18 December. Every member of the club participated, despite the fearful state of the roads and a steady northwest wind.

TOLEDO BI. C. was fully organized on 15 December, with the following officers: President, J. B. Bartelle; secretary and treasurer, M. F. Richards; captain, H. F. Dewey; sub-captain, H. M. Kelsey; bugler, C. H. Walbridge; club committee, W. F. West and B. B. Barney, Jr., and the first three officers *ex officiis*. There are twelve members; colors and uniform not agreed upon. The club is composed of excellent material, and expects to rent a large hall for winter practice and headquarters.

THE PHILADELPHIA clubs do not report much activity, but from a correspondent in that city we have the following: "Wheeling has been at a stand-still, almost, since Thanksgiving day, when forty riders met at the Centennial grounds to take a run out on Lancaster Turnpike, and on returning, were admitted to the Permanent Exhibition building and allowed the free use of its lengthy aisles. A scrub race was improvised for the nonce of the thing, and shortly after, the wheelmen dispersed to their respective turkey meets. We had advertised a general meet for riders for that day, and had anticipated something like 150 to 200 wheels, but the snow and otherwise unfavorable weather spoiled the plans. The fact that a year ago we counted only fifty wheels on a good riding day, and this year had forty, — only ten less, with bad weather and wheeling, — speaks well for the increased interest in the Bi. here. A heavy snow-storm set in early in the afternoon, and until yesterday wheeling was almost out of the question, at least as a pleasure. Not a few of our members are keeping bicycle scrap-books, in which treasure all wheel cuttings and other matters of bicycling interest. We also have a Philadelphia Club bicycle scrap-book, and recommend it to our fellow-wheelmen as a satisfactory record and reference." Our correspondent "Woodside" gives us these points, under date of 12 December, and suggests that he will write more. Our readers will be duly thankful, with us, if he will follow his suggestion.

L. A. W

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

ARIEL BI. C., all of Chicago. — Joseph O. Armour, 2115 Prairie avenue: Alfred Cowles, 1805 Michigan avenue; LeRoy Fuller, 2900 Michigan avenue; George Keen, 228 Michigan avenue; John B. Lyon, Jr., 262 Michigan avenue; Edson G. Keith, 1906 Prairie avenue; George A. Seaverns, Jr., 2451 Michigan avenue; Lewis J. C. Spruance, 2400 South Park avenue; Arthur Meeker, 2107 Calumet avenue; James R. Walker, 1720 Prairie avenue.

UNATTACHED. — Dr. T. S. Rust, Meriden, Conn.; Mr. Clement W. Edgerton, Fort Wayne, Indiana, box 1749.

CONSULS APPOINTED. — W. B. Gage, Saratoga Springs, N. Y.; J. T. Joslin, No. 109 Water street, Newburg, N. Y.: M. Clinton Smith, No. 171 Warburton street, Yonkers, N. Y.; Cave A. Smith, Carpet Co., Providence, R. I.; C. W. Fowler, Farmdale, Ky.; W. C. Macklin, Frankfort, Ky.; L. W. Seely, Lenox building, cor. 7th and G streets, residence No. 941 Massachusetts avenue, Washington, D. C.

ALBERT S. PARSONS, Esq., *Secretary of the L. A. W.— Dear Sir:* — We, the undersigned, directors of the L. A. W. for Connecticut, have appointed the following consuls:

Hartford, E. W. Colt, R. C. Wander; Hartford Bi. Club, F. E. Belden; Hartford Wheel Club, F. C. Penfield; New Haven, Frank C. Tuttle, Wm. M. Frisbie; New Haven Bi. Club, F. A. Jackson; Yale Bi. Club, C. H. Wetmore; Meriden, Dr. T. S. Rust; New Britain, Leonard Doig; Bridgeport, H. A. Bishop; Rockville, Wm. Maxwell.

All of which is respectfully submitted.

T. B. BEACH.
S. ARTHUR MARSDEN,
Directors for Conn.

Wheelmen in all towns in Connecticut not yet represented by consuls, are requested to communicate with either of the directors and name proper person to act.

S. ARTHUR MARSDEN,
13 Law Chambers, New Haven,
or T. B. BEACH,
Hartford.

Two members of the L. A. W. were seen riding bicycles on the ice of Jamaica Pond on the 19th inst., and apparently enjoying it.

AS TO the Haddonfield turnpike case, there are twenty odd votes returned, but not enough at this writing to carry the vote in the affirmative. Some of the directors need nudging.

THE JANUARY MEETING of the Board of Officers, L. A. W., will be held on the 4th January at 10 o'clock A. M., at 40 Water street, Boston, Mass., room 24; this is in pursuance of the generally expressed wish at the last meeting.

PERSONAL

MR. LLEWELLYN H. JOHNSON has done some road riding as well as racing. During 1879 he rode 1,643 miles, and for 1880, up to 15 December, his cyclom. record is 2,005, making a total of 3,648 miles in the two seasons. Can any of our other racing men show a longer record?

MR. O. W. THOMAS, JR., and Mr. Arthur L. Pope, of Louisville, Ky., took a spin on 12 December, from that city to Lexington, — a distance, as indicated by the map, of about 80 miles. The *Courier-Journal* gives this report of it: —

"Starting at 9.08 A. M., they reached Lexington at 12 P. M., thus taking fifteen hours less eight minutes to make the trip, including all stops. The actual running time while in the saddle was only ten hours and nineteen minutes. The road was somewhat heavy from Versailles to Lexington, or this time could easily have been beaten by from a half to three quarters of an hour. The fastest running was done from Fourth and Broadway to Middletown, distance 12 miles; time, one hour and thirteen minutes. Shelbyville was made in four hours and four minutes; Shelbyville to Frankfort, three hours and five minutes; Frankfort to Lexington, four hours and ten minutes (this riding was done after nightfall). The gentlemen were comparatively little fatigued, and are now thoroughly convinced that the bicycle is a practical road machine."

THE "A. S. Beiler, of Fostoria," chosen one of the directors of the L. A. W. for Ohio, who had begun to seem a mythical wheelman, proves to be Rev. S. L. Beiler, of Toledo, none the less a good Methodist minister because he is a good and enthusiastic bicycler. The League is to be congratulated on its clerical director.

RATES AND TERMS

THE BICYCLING WORLD AND ARCHERY FIELD *is sent, postage prepaid, to any address throughout the world, for one year, on receipt of* $3.00, *or* 12 *shillings, or* 16 *francs, or any equivalent of* $3.00 *in current foreign money or exchange, always in advance.*

Our charges for advertising are at the rate of $2.00 *an inch, in column this width, inside pages, for one insertion. Continued and larger insertions taken at special rates, a schedule of which will be forwarded on request. Spaces on first page, double rates.*

All remittances should be by bank draft, registered letter, post-office money-order, or bill of exchange, directed to E. C. HODGES & CO., 40 WATER ST., BOSTON, MASS.

ADVERTISEMENTS

OVER THE HANDLES
AND OTHER
Cycling Sketches.

Selected and Original Stories, Sketches, and Poems, Practical Suggestions, etc. 190 pp. Illustrated.

Half the Edition disposed of within a week after publication. Edited by JAMES P. BURBANK, H. Bi. C.

Price, bound in cloth.....$1.00
" paper covers..... .50

Mailed free on receipt of price by

E. C. HODGES & CO.
40 Water Street - - Boston, Mass.

ORDERS FOR SUBSORIPTION TO

'Cycling - - -	taken at	$1.00
The 'Cyclist - -	"	1.75
Le Sport Velocipedique	"	1.75
The Bicycling News	"	3.50
The Bicycling Times	"	3.50

and promptly forwarded by

E. C. HODGES & CO.,
40 Water Street - - BOSTON, MASS.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown 4to, printed on best paper and ably and tastefully edited,*
BY WALTER D. WELFORD,
Hon. Secretary of the Bicycle Touring Club.
Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS: — Post Free, 12 months, $1.60. Post-Office Orders to be made payable to

WALTER D. WELFORD,
66 Grey St., Newcastle-on-Tyne, England.
g.g.t.p

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

TO BICYCLE AGENTS.

In answer to many letters of inquiry regarding our *Directory of Agents*, we have set up a few names, to show the arrangement, space, etc.

This directory is designed to meet a demand for a cheap and profitable method of advertising for those agents who do not desire to occupy a larger space in our columns during the winter season.

It will show what agents are alive to and doing the business, and be a handy page of reference to the touring bicycler, directing him where to find sundries, get the latest news and best information as to routes, hotels, etc., and where to introduce friends who intend purchasing machines.

The directory will appear in every issue of the WORLD, and will commence probably with No. 9, 7 January, 1881. Applications for space should be sent in on or before 1 January.

E. C. HODGES & CO.

DIRECTORY
OF
BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

CALIFORNIA.
SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.
HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.
CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.
BOSTON.
CUNNINGHAM & CO.
22 Pearl Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
87 Summer Street.

NEW YORK.
NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

PENNSYLVANIA.
PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

WHEELMEN, ATTENTION!

THE GOLDEN RULE.

PREMIUM LIST FOR 1881.

The publishers of THE GOLDEN RULE, desiring to continue the co-operation of their friends in pushing the circulation of their paper, and having found by experience that the best way to get people to work for them is to offer SUFFICIENT INDUCEMENTS, submit the following premium offers for subscribers.

Wheelmen, Attention!

No paper in the country can equal this list for attractiveness and intrinsic value. THE GOLDEN RULE is one of the easiest of all journals to canvass for. It is well known in New England and throughout the country. It is the favorite family paper wherever introduced. It has something for every member of the family, and is always, pure, bright, helpful, entertaining, and pre-eminently READABLE.

Wheelmen, Attention!

Send for samples and information, and EARN A BICYCLE all ready for spring use. The goods are all standard articles, and are WARRANTED to be as represented.

Subscription price of the Golden Rule is $2.00 a year.

BOYS!

Here is a chance to earn a

FIRST-CLASS BICYCLE!

Don't fail to improve this GOLDEN OPPORTUNITY.

BICYCLE PREMIUMS.

Through an arrangement with the Pope Manufacturing Company we are enabled to offer the following remarkable premiums:—

SPECIAL COLUMBIA BICYCLE.
Half bright and painted in two colors. Price from $117.50 to $132.50 according to size. Any size will be furnished. Given for 100 new subscriptions.

STANDARD COLUMBIA BICYCLE.
Price from $80 to $100. Any size. Given for 75 new subscriptions.

ORDINARY MUSTANG BICYCLE.
Price from $60 to $75. Any size. Given for 60 new subscriptions.

YOUTH'S MUSTANG BICYCLE.
36, 38, or 40 inch. Price, $50 to $55. Given for 50 new subscriptions.

THE GOLDEN RULE, BOSTON, MASS.

REMEMBER.

Sample copies furnished free. Premiums offered for NEW subscribers only.

SEND $3.00 FOR A BOUND COPY OF THE "BICYCLING WORLD AND ARCHERY FIELD," VOLUME I. A FULL RECORD OF A BUSY YEAR.

JAS. NOTMAN,

Photographer,

STUDIO,

99 Boylston St. . . Opp. Public Garden.

Special attention given to taking PORTRAITS of Bicycles and groups of Bicycle meets.

TO ADVERTISERS.

GEO. P. ROWELL & CO.'S
SELECT LIST OF LOCAL NEWSPAPERS.

An advertiser who spends upwards of $5,000 a year, and who invested less than $350 of it in this List, writes: "Your Select Local List paid me better last year THAN ALL THE OTHER ADVERTISING DID."

IT IS NOT A CO-OPERATIVE LIST.
IT IS NOT A CHEAP LIST.
IT IS AN HONEST LIST.

The catalogue states exactly what the papers are. When the name of a paper is printed in FULL-FACE TYPE it is in every instance the BEST. When printed in CAPITALS it is the only paper in the place. The list gives the population of every town and the circulation of every paper.

The rates charged for advertising are barely one fifth the publishers' schedule. The price for single States ranges from **$2** to **$80**. The price for one inch one month in the entire list is **$625**. The regular rates of the papers for the same space and time are **$2,980.14**. The list includes **952** newspapers, of which **187** are issued **DAILY** and **765 WEEKLY**. They are located in **788** different cities and towns, of which **26** are State Capitals, **363** places of over **5,000** population, and **468** County Seats. For copy of List and other information, address GEO. P. ROWELL & CO., 10 Spruce St., New York.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

The "Indispensable"
BICYCLIST'S HANDBOOK for 1880.
By HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, **50** cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON, MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

"MISTER TOBIAS ISAIAS ELIAS,"
A ROLLICKING
BICYCLING SONG.

Words by S. CONANT FOSTER.
Music by HARRY N. SAWYER.
Price, 40 cents.

Address, **S. CONANT FOSTER,**
P. O. Box 1227, New York City.

Brentano's Monthly,

"THE GENTLEMAN'S MAGAZINE OF AMERICA."
Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

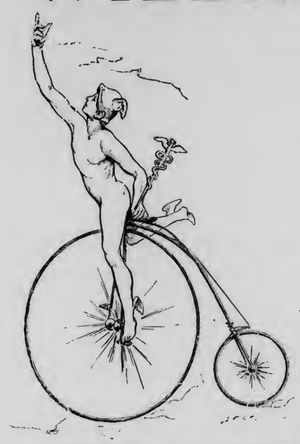
Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.
Send 10 cents for Sample Copy.

Brentano's Monthly and the Bicycling World, together, — $6.00 *a year.*

WILLIAM M. WRIGHT.

P. O. BOX 1227.



No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.
NEW YORK.

BICYCLES

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T, and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM.

96 WORCESTER STREET, BOSTON.

AGENCY for all makes of ENGLISH AND AMERICAN BICYCLES.

BICYCLES AND TRICYCLES TO LET BY HOUR, DAY OR WEEK.

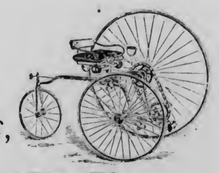
Good Stabling and Club Room, Repairing, etc.



CHAS. R. PERCIVAL,

IMPORTER OF

Bicycle and Tricycle Sundries,



BAGS, ALARMS, CYCLOMETERS, BUGLETS, SADDLES.

SOLE AGENT FOR

TYLER'S RUBBER HANDLES.

Open from 7 A. M. till 10 P. M., SUNDAYS INCLUDED.

Boys' and Children's Bicycles and Tricycles for Sale and to Let.

A

SPECIAL ILLUSTRATED

Midwinter Number

OF THE

BICYCLING WORLD

AND

Archery Field

WILL BE ISSUED

14 JANUARY, 1881.

It will contain original articles, sketches, poems, and other rich and racy matter, especially contributed by prominent literary

WHEELMEN AND ARCHERS,

Some of whose names will be announced in an early issue.

IT WILL BE SENT TO ALL SUBSCRIBERS,

AND MAY BE

LOOKED OUT FOR

At the News Stands.

E. C. HODGES & CO., Publishers,

40 Water Street - - Boston.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional. The best value for the money attained in a bicycle.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in., from, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

87 SUMMER ST. - BOSTON, MASS.

SOME OF THE ADVANTAGES OF THE BICYCLING WORLD AND ARCHERY FIELD for the future to all our patrons, subscribers, and advertisers, are the following: —

1. It is the only weekly paper devoted to Bicycling in America.
2. It is the official organ of the League of American Wheelmen.
3. It is the special organ of the Archery Associations.
4. It contains more matter relating to either Bicycling or Archery than all the other papers of the country.
5. It gives stenographic, full, and official reports of all important meetings and events.
6. Its editorial and contributed departments are in such hands as to make their contents official or authoritative and reliable.
7. It is racy without being ridiculous, and conducted so as to elevate and render attractive the arts to which it is devoted.
8. It is tasteful and elegant in mechanical make-up, and is free from all objectionable contents for ladies and families.
9. It is responsibly and firmly established, and can and will fulfil all its promises and contracts.
10. It is entirely independent in tone and judgment, neither our editor nor our firm being in any way connected with the trade or manufacture of bicycles or archery goods.

With regular correspondents at home and abroad in the principal places, with friends and occasional correspondents in every club and in almost every town in the country, and with the experience gained heretofore, and greater space and resources for the future, we shall endeavor to make THE BICYCLING WORLD AND ARCHERY FIELD, VOLUME II., not only the best paper of its kind extant, but a satisfactory visitor, constantly improving; and we appeal to all our friends for a continuance of their generous aid.

E. C. HODGES & CO.,
Publishers.

BOSTON, November, 1880.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 8.

CHARLES E. PRATT, Editor. E. C. HODGES & CO., Publishers. | BOSTON, 31 DECEMBER, 1880. | Entered at the Post Office as second-class mail matter.

VOL. II] CONTENTS [No. 8

Currente Calamo 113
The Game of Draw 114
Editorial — Bicycling World 115
"A Happy New Year" 115
Excursions — A Lucky Friday in Connecticut . . . 115
Chicago Notions 116
Bicycles for Business, II. 117
About Bicycles 117
A Comparative Study of the Bicycle 118
Correspondence 119
Chiron's M. I. P. 119
Personal 120
New York News and Nonsense 120
Editorial — Archery Field 121
The Perpetuity of Archery 121
Archery in the Winter Time 121
San Francisco Notes 121
Archery Clubs — Jolly Archers 122
Drift and Wag 122
Wheel-Club Doings 122
Detroit Notes 123
Providence Bi. C. 123
Hobby Horses 123
L. A. W. — Applications — Consuls 124
Haddonfield Turnpike Case 124
Will some Brother explain? 124
Books and Pages 125
Life on the Pale Bicycle 125
Rates and Terms 125

ADVERTISEMENTS

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

BICYCLING WORLD & ARCHERY FIELD.
Volume I. November, 1879 — October, 1880.
Well bound Full Index. Valuable for Reference. 442 Entertaining and Instructive pages.
Sent by mail, postpaid.....$3.00.
By express, C. O. D. .....$2.75.
E. C. HODGES & CO.,
40 WATER STREET - - BOSTON, MASS.

THEORY AND PRACTICE OF ARCHERY.
BY HORACE FORD.
Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.
PRICE - - - - - $1.50.
E. C. HODGES & CO.,
40 Water Street, Boston.

CURRENTE CALAMO

TRICYCLES on ice are served about Boston of late.

MORE season records are called for. Look over your logs, brothers.

THE *Wheel* has a "rascal" to "hunt down." It says he started a report that the paper had suspended. By implication, Brother Jenkins don't ride a suspension Wheel.

IT will be WE with us in a grammatical sense as well as an editorial sense hereafter; and our readers will be gainers thereby.

THE place of meeting of the L. A. W. Board of Officers will be at the "Bossachusetts" headquarters, instead of 40 Water Street, as announced in our last issue.

THE BICYCLE is gaining ground. Mr. Edward Atkinson, in a lecture at Cambridge the other night on "The Solid South," giving a very "rose-colored" view of it, speaking of the fertility and extent of the famous "Blue Grass Region" of Kentucky and Tennessee, said, in the most matter-of-course way: "You can ride on your bicycle 150 miles north and south through this region," etc.

ONE of our esteemed contemporaries makes a specialty of the cyclometer lately. It appears from one article that "the perfect cyclometer must be (1) absolute, not passive; (2) positive, not negative; (3) simple, not complex." Yes; and it might be added that it should be (4) plus, not minus; (5) actual, not potential; (6) visible, not invisible; (7) accurate, not inaccurate; (8) perfect, not imperfect; (9) obvious, not obscure. Now no one will have any difficulty in selecting, or even in making his own.

THE long boots of "Juvenis" strut through the columns of the same paper, the wearer evidently imagining that they are the classic buskins.

IF he has "some points against Mr. P.," why don't he let them stick out? Then the editor might have something better than an imported fling — or "shandy-gaff" — to rough "Brother Pratt" with.

THERE must certainly be something very bracing in the Chicago air. We read in a circular from New York that a mile has been made on a bicycle in 2 m. 23 sec. That record was obtained in Chicago with accurate and responsible timers.

AND now *three miles* are claimed in 9 minutes, and that also was in Chicago. Care should be taken in reporting such records, as every one knows that a mile has never been made in 2.23; and we certainly do not believe that three miles had ever been made in this country inside of 9.30.

SOME one tips us this hint: "It has been discovered that postal cards are made so that they may be used as blotters after passing the P. O."

MISS MADELINE was not only surprised when informed that she was the object of much interest and curiosity among the "wickeder sex," but was quite alarmed. She not only withdrew an article intended for this issue, which she imagined would give a clew to her identity, but expressed apprehension about the results of her engagement for our MIDWINTER number. There is no need for this apprehension. All good editors keep a combination lock on the *noms de plume*.

KOL KRON, in the New York *World* of 20 December, has an interesting article on bicycling, from which it appears that "the Yale riders of last season were content to join forces with certain resident graduates and others in forming the New Haven Bicycle Club; but an increase in numbers caused them to organize, in October, the Yale Bicycle Club, whose membership list embraces twenty-nine names. These appear in the Yale annals beneath a new club device, representing a cherub with bugle at mouth, whizzling down hill, 'a-wheel-back.' The vignette of the Yale Athletic Association also consists of a wheel driven along the

forked lightning by the winged foot of Mercury; and one of the *Banner's* cartoons, entitled 'Time is money,' depicts the Yale undergraduates of the year 1900 hurrying to morning prayers on their bicycles."

A VALUED contributor, "H.," who is a member of several clubs, and of the L. A. W., has been studying the history and mechanical development of the bicycle, as well as the machine itself and the literature of it, and the catalogues of all the leading makers. He has written out, at our suggestion, some of the facts and conclusions at which he has arrived, in a long article which will be continued through several issues of this paper. It is not intended to be dogmatic, or that the writer's judgment shall be taken as final; but it will be an interesting and instructive handling of many things by a disinterested and conscientious author.

THIS is reprinted as a warning to those who have read too confidingly the immortal treatise of ex-Minister Schenck on poker: —

THE GAME OF DRAW.

To draw, or not to draw, that is the question.
Whether 't is safer in the player to take
The awful risk of skinning for a straight,
Or, standing pat, to raise them all the limit,
And thus, by bluffing, get it. To draw — to skin:
No more — and by that skin to get a full
Or two pairs, or the fattest bouncing kings
That luck is heir to — 't is a consummation
Devoutly to be wished. To draw — to skin;
To skin: perchance to burst — ay, there 's the rub:
For in that draw of three, what cards may come
When we have shuffled off the uncertain pack,
Must give us pause. There 's the respect
Which makes calamity of a bobtail flush.
For who would bear the overwhelming blind,
The reckless straddle, the wait on the edge,
The insolence of pat hands, and the lifts
That patient merit of the bluffer takes,
When he himself might be much better off
By simply passing? Who would trays uphold,
And go out on a small progressive raise,
But that the dread of something after call,
The undiscovered ace full, to whose strength
Such hands must bow, puzzles the will,
And makes us rather keep the chips we have,
Than be curious about the hands we know not of?
Thus bluffing doth make cowards of us all,
And thus the native hue of a four-heart flush
Is sicklied with some dark and cussed club,
And speculators in a jack-pot's wealth
With this regard their interest turn away
And lose the right to open.

F. F. SUGGESTS: "You can get more real enjoyment out of a day's ride over our rough American roads than you can in the same length of time and distance on the English roads. Of course, if one wants to make a record and cover distance, give him English roads; but for excitement give him a path about six inches wide, where, if you lose your course, it is fatal. The comparison is as a mill-pond is to the ocean with its varied moods."

ADVERTISEMENTS

I have a few of **BICYCLES** my very nice **BICYCLES** for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.

A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

14 to 20 PEARL STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT **CRADLE SPRING** AND NASH'S PATENT **RUBBER BICYCLE HANDLES**

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from **CUNNINGHAM & CO.**, or their authorized agents.

FINE CLOTHING

Gentlemen are respectfully invited to examine our

CHOICE STOCK
—OF—
FOREIGN & DOMESTIC

WOOLLENS,

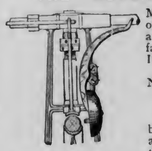
FOR FIRST-CLASS WORK,

As this stock cannot be surpassed, and will be made at reasonable prices.

JOHN G. CALROW,

378 Washington St., cor. Franklin St.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. *No. 1. Standard Columbias of* 1880. *No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.*

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."

A few copies at BICYCLING WORLD office.

Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

TO BE HAD.

Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., @	$0.30
STURMEY'S "INDISPENSABLE," @	$0.50
THE AMERICAN BICYCLER (2d edition), @	$0.60
LYRA BICYCLICA, @	$0.60
THE AMERICAN BICYCLING JOURNAL (bound), @	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @	$1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth	$1.00

The Trade Supplied at Wholesale Rates.

Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE.

ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.

E. C. HODGES & CO.,
40 Water Street, Boston, Mass.

THE AMERICAN BICYCLING JOURNAL.

Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of **Price, $4.00 a Copy, postpaid.**

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 31 DECEMBER, 1880.

"A HAPPY NEW YEAR."— In heartily wishing all our readers the best things, and passing the formal compliments of the season in informal sincerity, we may take the liberty of making "a few general remarks." The wheel and the bow have contributed their large share of the happiness of the year just closing. Good health, good spirits, fraternal relations, quick will, and normally beating heart have been promoted by the increase of the noble arts we represent; and we trust, moreover, that the efforts of those connected with this paper — contributors, editor, and publishers — have added something to the right side of the balance of human weal and woe.

As we write, the frozen ground is covered with snow, and a chill wind whistles around the corners of the streets. It is midwinter, and the end of an austere December. Two months yet of winter asperities await us in this northern clime, from which it will be hard to filch or tease many days of out-door enjoyment. But these will quickly pass away, and the subsequent enjoyments be all the keener.

The prospects for 1881 are particularly promising. In the social and industrial world the signs are auspicious; business prosperity is looming up as it has not for years; and in this country, at least, everything points to a season of prosperity. In bicycling and archery, whether considered as industries or as recreations, it is obvious that there has been a steady growth during the past year, — a vigorous life with no decay. There will be more rapid and general development during the coming year, and it behooves those upon whom the responsibilities rest to make ample preparations and to arrange for liberal resources.

The BICYCLING WORLD AND ARCHERY FIELD is following, or rather preceding, its own advice in this respect. We have made ampler preparations to perform our share in the year's work and impulse, some of which are already apparent to our readers, while some are held in reserve for your future acquaintance. One of the acquisitions, which we are sure our readers will welcome, is to be apparent with the opening year in the form of a new editor: a brilliant young writer for the press, an accomplished member of one of the older bicycle clubs, and not entirely inexperienced in archery. His graceful pen will relieve our perhaps too monotonous columns, and his genial presence will be more nearly ubiquitous than has been possible with us hereto fore.

Our new editor will come in with the next issue; not, however, as a successor to, but as a co-worker with, ourselves. Our duties and our purposes have already grown too large and too many for the present editorial head and hands, busy as they are with many other things: and the prospects for future needs already hinted at are to be thus in part anticipated.

To all of our readers and friends we wish a cheerful, healthful, happy year; and we mean to keep on doing what little we can to help make it so for everybody.

EXCURSIONS

A LUCKY FRIDAY IN CONNECTICUT.

Editor Bicycling World: — Disregarding the popular superstition that Friday is an unlucky day on which to begin a journey, four of us, on the morning of Friday, Sept. 24, mounted our wheels and rode out of the streets of our infantile city, headed due west.

The party consisted of Capt. Dwight, New Britain Wheel Club, and the writer, who were starting for New York; and Messrs. Beckley and Corbin, who kindly volunteered to accompany us the first ten miles of our journey.

We expected to be still further re-enforced by the presence of another of our wheelmen; but in response to an energetic agitation of his door-bell at five o'clock in the morning, a rather unkempt head was thrust from an upper window, and a voice in most lugubrious tones woke the echoes of Cedar street with "Suse won't let me go."

The morning was clear and cold: so frosty that, as we started, gloves were necessary to comfort. The first hill, however, warmed us up and banished gloves to pockets.

Through the villages of Plainville and Forestville we sped, and whirled up to the Widow Smith's in Bristol for our breakfast, having accomplished the ten miles in just an hour.

After satisfying the cravings incidental to our early ride, we regretfully bade our escort adieu and turned our wheels to the southward.

Leaving Bristol we found fair running for half a mile, when a sandy hill compelled a dismount and walk for a short distance; regaining our saddles we rode through two miles of woods, gradually ascending until we reached the summit of the mountain between Bristol and Waterbury.

This part of our trip was delightful. The road wound round and up the side of the mountain, and was for the most part ridable; below us could be heard, dashing against the rocks, a brook; the dew was still on the grass and foliage, while the air was filled with the resinous odors of the spruce and hemlock, filling our nostrils with delight, and our lungs with renewed life; the birds and squirrels chattered in the branches, and all nature contributed to the enjoyment which our early spin and good breakfast enabled us to absorb.

Breaking out of the woods at last, we commenced the descent, and in spite of sandy roads reached Waterbury before eleven o'clock.

A good dinner at the Scovill House disposed of, we spent most of the afternoon visiting friends and Mr. Parker's very flourishing bicycle rink. A number of the Waterbury riders accompanied us through the streets, when at four o'clock we again resumed our journey.

Leaving our new friends on the outskirts of the city, we found a beautiful road, smooth and hard, and gradually descending, which follows the Naugatuck river through the valley, and which soon brought us to the village of Naugatuck, where we were to spend Saturday and Sunday with friends.

A lively and pleasant Saturday, made doubly so by the presence of a brace of St. Margaret's "Daisies" from Waterbury, and a quiet Sunday followed, and Monday morning we again mounted, and following the Naugatuck to its confluence with the Housatonic, passed through the lively manufacturing villages of Sey-

mour and Ansonia to Birmingham, where we stopped at the Bassett House for dinner.

After enjoying a short rest, we crossed the Housatonic, ran through Huntington and out on to the meanest piece of country road that man ever dignified with the name of highway.

But even bad roads must have an end, and we finally attained it, though not without much walking and pushing, attended by vexation of the spirit and some bad language, and rode into and through East Bridgeport to Bridgeport, where we stacked wheels under the roof of the Sterling House.

Having an introductory letter to Mr. S. H. Hubbard, who, besides being one of Connecticut's crack marksmen, is an expert and enthusiastic wheelman, we presented it and ourselves to him that evening, and made an appointment for the morrow.

Next morning, under the pilotage of Mr. Hubbard, we enjoyed a spin through their beautiful Seaside Park and the grounds of P. T. Barnum, Esq., returning to our hotel in time for dinner; and just here allow me to remark, that if there is one thing in which the average bicycler on a tour excels, it is getting around punctually to dinner. There 's nothing subsequent about him. The afternoon was spent in attention to our wheels and in looking up friends.

Wednesday morning, under the guidance of Mr. Geo. H. Johnson, another of Bridgeport's knights of the wheel, who courteously left his business and steered us out of the city, we ran out Fairfield avenue, and bidding our guide good by at the city line, continued our way through the pleasant villages of Fairfield (where we encountered the schools just assembling, creating no small amount of envy in the hearts of the lads, and receiving a flattering recognition from a bevy of pretty school-teachers), Southport, and Saugatuck to South Norwalk, where we intended dining. Being ordered very brusquely to "get right down off those things" by an alleged guardian of the peace (as we were riding on the sidewalk, the centre of the street being unfit), we concluded not to stop but to push on to Stamford, which we reached in time for dinner at the Stamford House.

A short rest and we were again in the saddle, and passing through Greenwich, Darien, and Port Chester, turned squarely to the right, toward White Plains, where we arrived shortly after six o'clock.

This day's ride of forty-five miles would have been most enjoyable but for the prevalence of a stiff breeze that blew directly in our faces all the way up the Sound: the roads, though sandy, were not bad, having been packed by a two-hours' rain the day before, and the scenery was varied and pleasing.

As our friend Hubbard would say, we were pretty well "tanned out" that night, and sought our beds at an early hour, and without unnecessary fuss.

Next day we passed over a piece of very bad road to Tarrytown, where, striking a good macadam road, we rode northward to the Andre monument, and after spending some time about there, turned and rode to Yonkers, taking in Mr. Jay Gould's country-seat on the way. Mr. Gould was not there to receive us, but we did n't see any wolves hanging around his door, and concluded that he is not yet an object of public charity.

We arrived at Yonkers just in time to miss Messrs. Howard, of the Hartford Wheel Club, and Lee, of the Columbia College Bi. Club, who, as we afterwards learned, rode out of the place as we rode in.

Next morning we rode into the city and shed our knee-breeches for the less comfortable, but more conventional trousers.

For the benefit of wheelmen who may some time contemplate passing over a part or the whole of this route, I would say that the road from New Britain to Bristol is good; Bristol to Waterbury, poor; Waterbury to Birmingham, fair; Birmingham to Bridgeport, abominable; Bridgeport to Tarrytown, except that portion between White Plains and Tarrytown, and in seasons of drouth, good; and from Tarrytown to New York, so good that it 's a wonder that every house on the way that covers a man or a boy does not also contain a bicycle.

L. D.

CHICAGO NOTIONS.

In no case is the old saw, "there is no accounting for tastes," more fully exemplified than in the selection of a bicycle. To meet this emergency the market is filled with every conceivable form of machine, with all sorts of novel and strange attachments of more or less value; and after a long review of them all, it is a somewhat difficult matter to make a choice. To me it seems as if I should like to make a combination of the good points of them all; but as we cannot do that, the next best thing is to choose the machine that has the greatest number of points that in one's opinion are the most practicable. I have but lately passed through the "ordeal" of buying a new bicycle, and have closely investigated everything in that line, with a view to getting the very best machine the market could offer. I started out with ideas of my own; I thought I knew just what I wanted, but the further I made my researches the more desirable points I saw. Over a year ago I bought a 46-inch "Ariel," and commenced to ride. It pleased me so much that in three months I sold it, and bought a "Standard Columbia," 50-inch. This has carried me along nobly ever since over every conceivable form of road, and has averaged, perhaps, twelve miles a day. I have used it for getting to and from the office,— six-mile trips,— and for general business errands about the city, in all sorts of weather: and so far as it goes, the old Standard is excellent and durable. But I began to feel that I ought to ride a larger wheel with ball-bearings, with the greatest degree of lightness consistent with strength and rigidity; close-built, to enable the largest diameter to be spanned, and with all the modern improvements that the combined skill of Europe and America could produce to bring the bicycle as near perfection as possible.

Of the many ball-bearings in use, I selected the Æolus on account of its ease of running, extreme simplicity of the adjusting arrangement, and neatness and compactness of design. Backbone large, with scarcely any swell; tire of one-inch rubber; back wheel 17 inches in diameter. My experience with the small back wheel is that it is much steadier, and is much more ready in getting out of a car-track than the usual American size of 18 and 20 inches. I prefer direct spokes in five-inch gun-metal hubs, and 72-inch large wheel.

I believe the direct spoke is much the steadiest of the various styles, and is quite as strong if the number is increased; besides, with the gun-metal hubs, they are easier kept clean. I do not like the loose, flexible springs of the "cradle" type; I prefer a spring possessing an easy up-and-down motion, firmly fixed at the tail and sliding at the head. Thus, if the fore wheel strikes an object in the road, the jar is not immediately transmitted to the rider, but is broken by the spring instantly sliding forward, and relieving the force of the blow. Again, in rough riding or in critical situations, I want my spring to be firm and steady under me. I ride directly over my wheel, and take the force of severe bumps in the knees, which to me is the most reliable spring. With a length of leg of 34 1-2 inches, I find a 54-inch wheel with narrow tread the most practicable for all use, and I have experimented thoroughly. I find that with this size I can go in places and maintain a steady equilibrium, that I cannot with any ease on the 50-inch wheel; that after long journeys of 30 miles over country roads I feel less cramped up; that it is *much* easier managed in a crowded street, and slides in and out of the deadly car-track most beautifully. But then Chicago and vicinity is one level plain. Everything is flat as a floor, and it will take a good day's journey before a hill worth mentioning can be found. In selecting sizes of machines the geography of the country must be taken into consideration: and immense diameters that would be impracticable in Boston or Milwaukee would be just the thing for us, and the Chicago young man with a minimum length of leg can span a maximum height of bicycle without having to allow for hill-climbing.

I like the long centre, appreciating its steadiness on a rutty road, or when going over block pavement at high speed. I admire the "Stanley" head for its neatness, and for the readiness with which the rider can get directly over the wheel; but this style demands a short centre, and "lets it out" for me. If some manufacturer could secure a five-inch centre on this class of head, I think it would be a marked improvement. Everybody seems to prefer long, low handles, and so do I; but there is one essential point that is not generally noted, and that is the manner of attaching the handle-bar to fork. Now with me I think it quite desirable to have it placed at least 1 1-2 inches forward of the centre of head, so that in turning a sharp corner the bar will not be jammed too closely into the lap. I like a firm fork; hollow, because it is lighter with the same amount of rigidity. I do not desire the single hollow fork, because it gets jammed and dented, and I fancy that if it should be seriously bent, it could not be straightened out again. I have seen a beautiful "Harvard" completely ruined in looks by being let fall, causing the forks to collapse, and while they were straightened out all right so far as utility was concerned, they looked like a stove-pipe hat that had been out on a spree. I have seen the "Harvard" hollow handle-bar bent and twisted into all sorts of shapes, and yet it was straightened out again without showing a sign of denting. This led me to think that a round hollow fork, or fork consisting of two small round tubes, while possessing the solid and rigid features of the single and flat hollow fork, would also have the advantage of ease of repair of the hollow round tube. I think that bearings should always be brazed to the fork; complaints are numerous of the evils of detachable forks, yet the "Humber" seems to be about the only machine possessing fixed ball-bearings. Detachable cranks are good things, but everybody cannot use them with success. Indeed, this is true of many features which would be quite desirable if people only knew how to use them. It is very certain that if a rider allows loose screws about his machine, or slings it into a corner when through from a "run" without a close scrutiny as to these points, he will soon find something out of order.

With these points in view, I have bought an all-bright direct-spoke D. H. F. "Premier," whose construction, finish, and general qualities seem to nearest coincide with my judgment as to what is preferable in a bicycle. Of course it is not *perfect*, and I imagine many points that I should like to have incorporated into an already excellent combination; but then, my original ideas are but vague, and perhaps impracticable. We all, in our "search after the unattainable," have wild, fantastic notions of what we want; and yet when our longings are sometimes gratified, are frequently disgusted to find out what a difference there is between theory and practice.

"B." offers some very good suggestions, and gives a fine exposition of his ideas on this subject; and now that I have given mine, I join him in desiring to hear from others as to what they think is the nearest perfection in a bicycle. STENO.

CHICAGO, 17 December, 1880.

BICYCLES FOR BUSINESS. II.

In a former article (BICYCLING WORLD, No. 4, Vol. I.) I tried to point out some reasons why all bicyclers should be glad to see the bicycle come into general use for business purposes, and indicated some uses to which it might be put. Perhaps I can go further in this direction with profit, for I am amazed to see how little the bicycle is recognized as a new aid to the rapid transaction of business, — equalled only, I believe, by the telephone, among the later inventions, in usefulness. I speak from an experience which permits me briefly to relate for the benefit of doubting business men. About a year and a half ago I was coaxed up into the Summer-street rooms, and much against my judgment was induced to mount a 50-inch wheel and be wheeled about the hall, guided by the genial Pitman. I shall never forget my "amazement and surprise" when after a few turns I found myself "going it alone." I immediately made an unsuccessful attempt to ride through one of the posts in the hall, but mounted again, for I cannot imagine any man who has once bestrode a bicycle being satisfied until he has mastered it. And here let me say that I think that the difficulty of learning and the dangers of riding the bicycle are *greatly exaggerated*. Allowance must be made for the disposition of all men to "magnify their office," and the bicycler naturally claims rather more credit for skill and courage than really belongs to him. One more lesson, hardly more than an hour in all, and a few days' practice out of doors on a hired machine, made a bicycler of me and convinced me that I could make it useful in a business way, and I bought a 56-inch machine.

For over a year I have used the bicycle (about as regularly and as satisfactorily as most men use their horses) in going to and from business, in doing all sorts of business errands, etc. I go to the bank on it, on buying or selling, or collecting or bill-paying calls, at a very great saving of time over ordinary methods of transit, *horses not excepted;* for observation shows me that my regular "gait" is faster than that at which any except the very fastest horses are driven, and I waste no time in handling the strap and weight, or at hitching-posts, in blanketing or watering. There are other advantages over a horse, — "fly time" has no nervous effect upon my steed, and snow-slides do not affright him. I approach a railroad without fear, and can pass a brass band or a "barrel-wagon" without nervousness. That constant feeling of anxiety which the ownership of a horse entails is entirely avoided; there is no sickness which a good machinist cannot cure, no lameness which the tightening of a nut or two will not mend.

There are of course seasons of the year when one cannot ride daily; but it must be remembered that any one using the bicycle for business will ride on a great many days when he would not think of going for pleasure. I have ridden more or less in every month in the year, and nothing but *deep* mud, ruts, or snow prevents; on well-trodden snow the bicycle goes finely. In short, whenever it is *decent* wheeling or sleighing there is no difficulty in riding the bicycle. I need say nothing in this connection of the glorious exercise which it gives, or the wonderful exhilaration of riding, — I am speaking of the bicycle for *business* pure and simple; but it may be well to remind the reader that, while the neat and becoming costumes worn by pleasure riders are light, appropriate, and picturesque, they are by no means a necessary adjunct to "the wheel." The man of business can step from his office, store, or house to his always saddled and bridled steed in his ordinary clothing with perfect propriety and comfort, and the chances of soiling his clothing are much less than if horseback riding. The first out-of-doors ride that the writer took on the bicycle was enjoyed in a heavy winter overcoat and a "stove-pipe" hat, besides ordinary clothing, and with $100 in silver in the pockets for ballast. In conclusion, it is safe to say that any business man residing at a little distance from his business, or with out-of-door duties to perform, can save the cost of a bicycle in *time* saved in one year, and enjoy a great deal besides by its use.

A. S. PARSONS.

ABOUT BICYCLES.

(*From the Brooklyn Times' "Letter Box."*)

I know that there are men who laugh at Dr. Peck for being so biassed as to condemn all theatres because some are bad, who think that bicycles should be abolished because a skittish horse will occasionally shy at seeing them. I have seen human beings more thoroughly startled at perceiving a man go by on a bicycle than I ever have a horse. Human beings get used to them, and even find a source of delight in looking at them. Horses have and will get used to them. Some people wanted the elevated railroads taken down because they were a nuisance, and because horses would get frightened at them. But now New York horses never notice the flying trains. Any strange object will frighten a horse, and they have some singular dislikes. My friend Miggs, now, has a fine horse that gets frightened at nothing but small boys, but my friend Miggs is not an unreasonable man. Being philosophical in his inclinations, he perceives that the thing to do is not to insist on the absolute and unconditional extermination of the small boy, but is rather to cure his horse as best he may of the failing. To banish everything from the public thoroughfares calculated to frighten horses when they first saw them, would, you must consider, be a very singular measure if carried out. Most men who drive in carriages do so for recreation and health. It is for the same object that the bicyclist mounts his two-wheeled carriage. No outdoor exercise is more graceful, elegant, and healthful. The bicyclist

has no fiery steed before him who is likely to run away, trample people under foot, and break his driver's neck. The bicyclist has his carriage absolutely under control, can stop it within a few feet, and make no clatter as he goes along about his business. Although any man can ride in an ordinary carriage, any man cannot ride a bicycle. In view of this fact, I conceive it to be the easiest thing in the world for some men to be a little narrow-minded on the subject. I might more especially concede the latter possibility to such men as found they could not ride a bicycle by having tried. It may not be exactly pertinent to this discussion into which I have entered to say that bicycling has gained tremendous popularity in Great Britain, where doctors, postmen, etc., use them in business, and men of all ages, ranking from noblemen down, use them in pastime. They are just fairly beginning to be popular in this country. The *Eagle* (strange bird) tells me that every bicyclist ought to know that he presents a picture of imbecility. Now the bicycle is one of the most graceful of machines, and a man who has a particle of grace in him must show that particle to advantage on a bicycle, where his attitude is nearest to that of walking, and where he is seated in greater conformity with his physical construction than even when on horseback. My friend, the enthusiastic bicyclist, says: "As compared with horseback riding, bicycle riding is safer, gentler, readier, and less monotonous, while its less expense and care places it within the reach of many who could not afford the other. Than gymnastic exercises, it is more natural, evenly distributed and stimulating, and it is out of doors. Physicians whose attention has been called to it unanimously pronounce in its favor, and it finds a large number of votaries among them. The testimony of many a professional man of sedentary habits and impaired health, to which I may add my own, is that of gratitude for its benefits and rejuvenation." Let me say a word in conclusion to the individual who refers to bicycle riding as a nuisance. Let me tell him that many things become a nuisance to a man who is biassed, selfish, and intolerant. To the driver of fast horses, children, horse-cars, or any sort of pedestrians are a nuisance. To the horse-cars, bakers, and milk wagons, and a hundred other vehicles that get on the track, are a nuisance. Old sorcheads call church bells calling people to the house of God a nuisance. And thus the thing goes. Some day one of these fellows will be calling gin-mills a nuisance.

A BICYCLIST.

BROOKLYN, N. Y., 26 October, 1880.

WHAT excuse has any one for having such unprovoked prejudice against a machine which is at once an innocent as well as a very healthful enjoyment? Is it because certain parties do not happen to like that particular style of amusement, or are they opposed to all athletic exercises? Why is it that the present alderman of the Thirteenth Ward opposed bicycling last spring, and does all in his power this season in the same direction? He cannot say that his own horse becomes frightened at a bicycle, for the following is a proof: I rode out with a gentleman who said he was driving the alderman's horse for exercise; to use his own words, he was "getting rank," having been in the stable for two weeks. While driving through one of the streets of the Western District, a bicycle was ridden within six feet of us; yet this horse, which had been in the stable for two weeks and was being driven just for exercise, did not shy or even notice it. There are a great many bicycle riders in Brooklyn, — men who command as much respect and have as good records as their opponents, and who know what their rights are and mean to have them respected. They mean to vote for the men who stood by them in the Board of Aldermen last spring, and they know full well who they are. I could recite a hundred ways by which accidents and runaways have happened, while there has only been the one referred to by bicycles, and that has not yet been proved to be caused by it. A gentleman was driving a team of horses in the city and supposed they would not become frightened at anything; and yet they shied on the sidewalk at seeing a goat cross the street. Another was thrown out of his vehicle by coming in collision with a swill-cart. I would not have time to cite the numerous other accidents which occur almost daily. Aside from anything else, a bicycle rider has the law on his side. Every person has the right to travel on the highways either on foot or with his conveyance, team, or vehicle. The bicycle has been decided to be a "vehicle" or "carriage" by the Department of Justice at Washington, as indeed it would be decided anywhere else; and being a vehicle, it brings its rider and itself under the laws and ordinances regulating the use of vehicles upon the highways, and prohibiting its use in other places. Towns and cities have the right by their charter or by statute to regulate travel on the streets and roads within their boundaries, but not to prohibit. Indeed, nothing short of State statute can drive the rider or his wheel from the street except by discontinuing the street, and then such statute would be void if it should discriminate unequally against any part of the public. In closing I would state that bicycles are ridden by just as responsible parties as buggies or other vehicles, and are owned by owners of horses. Yours respectfully,

C. W. GREEN.

BROOKLYN, E. D., 29 October, 1880.

AMERICAN experimenters with the bicycle, who wish to improve its construction, or who have immediate notions about introducing novelties, will do well to study its mechanical development, and also to find out the history of invention relating to it. There are many things that have been tried and thrown aside. It is poor use of time and money to waste them on such things.

A COMPARATIVE STUDY OF THE BICYCLE.

BY H.

THE following notes are intended to be a brief account of the progressive development of the bicycle, and a critical study of its various parts and construction.

I am liable to err in judgment, but I have studied the subject with considerable care, and think that the majority of wheelmen have not done so. My motive in writing is to instruct those who have hitherto had no means of learning, and to provoke discussion.

Our bicycling journals have given altogether too little information in regard to the details of construction of the machine, too little criticism of bad machines, and too little commendation of good ones. In fact, a bicycle journal informs us, in its advertisements, where to buy, but stops there. Perhaps this is necessary, when we consider the relation between the paper and bicycle manufacturer; but no such restraint rests upon me, and I call the reader's attention to the fact that the editor is not responsible for what I write, and that he will probably often disagree with me. I even chuckle at times over the thought that I may exasperate him into a little friendly fight before these notes are done.

The velocipede died a natural death, as it had fatal defects which forbade its ever becoming a successful machine for road use. Still it was the progenitor of the bicycle, and it is interesting to look back upon its career.

Apparently men first thought of wheeled aid to human locomotion about one hundred years ago. In 1779 a crude machine was exhibited in France. Nothing came of it, but a Mr. Dreuze improved it, and his invention was used by country postmen for a brief time.

Others followed, and in 1819 this country was considerably agitated by the exhibition of an English Hobby-Horse, or Dandy Horse, as some named it. All the machines I have referred to had two fore-and-aft wheels, and were propelled by the rider pushing upon the ground with his feet. In March, 1865, a machine was patented in France having a driving wheel in front, with cranks and pedals and two smaller rear wheels. It was, in fact, the boys' tricycle-velocipede of to-day, and I think deserves all the credit of the great principle of foot-and-crank propulsion. In November, 1866, a genuine two-wheel crank-action velocipede was patented, in this country, by a Frenchman who had made and ridden the machine some time previously in Paris.

The velocipede became very popular in the United States, and was the cause of a wilder excitement than the bicycle has ever produced. During the year of its great success here, 1869, the bicycle was created, it is said. The velocipede went to the lumber yard; and after a very deceptive lull on the subject, press notices about the bicycle commenced coming to us across the water. A few Americans abroad wrote and spoke of it, and finally a preposterous 84-inch Ariel, with others of reasonable size, were shown at the Exhibition in Philadelphia in 1876.

Then a machine or two strayed across the ocean, and finally Boston took to riding, and the sport became a fixture in the United States.

The Indispensable Bicyclists' Hand-Book, by Henry Sturmey, first published in 1878, gives us the first general knowledge we have of English machines. That book was a perfect revelation to Americans. None of us, before reading it, knew what an amount of study, inventive talent, and expensive experiments had been bestowed upon the bicycle. We owe Mr. Sturmey a great deal for his excellent writings, and also for his courtesy to American correspondents and bicyclers.

The percentages given throughout these notes are made up from the Hand-Book, by counting the details of nearly every one of the three hundred and thirty odd machines therein described.

The "Pacer," made by the thousand, and the "Ripper," by the dozen only, each count as one in these percentages. How could I do better? It is difficult to get statistics here, far from the centres of the great bicycle industry. But I do not get so far astray as might be supposed. This system illustrates the ideas and tastes of makers all over England, and not of a single locality.

I have also taken the percentages of all machines made in Coventry, the most thoroughly representative bicycle manufacturing centre in the world, and also of 36 principal machines of all England. These latter are made up of roadsters, excluding all which have less than a ⅞ inch front tire. I have taken the one principal machine of a manufacturer, and only one, and with these restrictions have chosen the most costly machines made, supposing them to be the best I presume I am, in the main, correct in this latter supposition.

A comparison, which I give here, of various details from these three systems of making percentages, shows that they confirm each other pretty closely. Perhaps if I had extended the statement of percentages of best machines, I should have come quite near to the truth which most of my readers desire to know.

We want the highest type in this country, and I have studied these almost to the complete neglect of the cheap machines. My thirty-six best machines are none of them below £15 sterling in price.

This represents a high standard. The reader must remember that the machine which costs $75 in England sells here for nearly fifty per cent more, owing to patents, a high import duty, and want of competition.

The following table I give merely to compare the percentages obtained in the different ways named: —

	All Machines.	All Coventry.	Thirty-Six Best Machines.
Crescent Rims	58 per ct.	58 per ct.	81 per ct.
U "	18 "	15 "	
V "	13 "	15 "	
Potential "	. . .	. . .	8 "
Hollow "	. . .	. . .	6 "
U V "	. . .	. . .	3 "
V U "	. . .	. . .	5 "
Hollow Forks	39 "	67 "	86 "
Direct Spokes	67 "	50 "	78 "
Locknut "	29 "	28 "	11 "
Nipple "	9 "	22 "	2 "
Tangent "	. . .	. . .	8 "
Ball Bearings	39 "	56 "	77 "
Cone "	11 "	3 "	3 "
Plain "	26 "	42 "	11 "
Stanley Heads	87 "	53 "	86 "

The best machines have an average length of handle of 22½ inches, placed a little less than 5 inches above the tire.

The first machines, so far as can be made out at this long distance from their birthplace, had tall socket-heads, and short handle-bars which revolved and worked the rear wheel spoon or roller brake, by means of a cord running along the backbone. This last-named part was a solid bar of iron, carrying a simple flat saddle spring with roller attachment at its rear end. The saddle was placed farther back than at present, and the rear wheel was considerably larger. Block pedals were attached to cranks having from two to four holes drilled through them for adjusting the length of stroke.

Nipple spokes were the first in use, and soon drifted into the locknut form. Rims were made of good, honest angle iron, and were strong, clumsy, and not over good to hold the tire securely. Spokes were few and far between, the rims being trusted to give more of the needed rigidity of the wheel than at present. Many tangential devices were early adopted, a very natural resort when so few spokes were the rule.

Plain bearings first ruled, and were followed by cones. The front forks were made of flat bars 3-8 inch thick and 1 1-4 inches wide at top, and one inch wide at the bottom. The solid bayonet fork soon followed, as was natural, giving a neater appearance and better distribution of the metal to meet the strain upon it.

The tires have varied but little since they first came into use.

The position of the saddle, and large rear wheel, often two feet in diameter, must have made the rider's seat easier and more elastic than in our present bicycles. The small size of the early driving wheels, and removal of the weight somewhat from this wheel, certainly tended to make them easy to propel; but the position of the rider, so far behind his pedals that he could not put his weight upon them, certainly had the opposite tendency. The high handles helped to increase this trouble. The plain bearings of early days, aside from want of dust-proof qualities, probably gave nearly as good results as any of our modern substitutes.

[To be continued.]

CORRESPONDENCE

BRATTLEBORO', VT. — The secretary of the Brattleboro' Bi. C. gives us a glimpse at wheel matters there: "We are just aching for the snowbanks to disappear, so we can once more mount our favorite steeds. We have regular club meets the first Tuesday of each month at our headquarters, and hope to be able to keep in good spirits until early spring. Could not do without my BICYCLING WORLD these gloomy days. I should have probably broken my neck ere this, had it not been for your last issue, containing the bicyclist's experience on ice; for I had the fever bad, and that article thoroughly discouraged me."

LOUISVILLE, KY.—Concerning the spin taken by Mr. M. Thomas Pope, on 12 December, noted in the last number of this paper, a member of the Louisville Bi. C. writes: "The distances are as follows: Louisville to Shelbyville, 32 miles; Shelbyville to Frankfort, 22 miles; thence to Lexington, 26¾ miles. Total, 80¾ miles. The road to Frankfort is very hilly, but the road-bed is good. Beyond there the country is comparatively level, there being no hills but what are easily ridden. Taking everything into consideration, the run is considered a very creditable one.

"NAMES."— *Editor Bicycling World:* — I wish to enter one for the scrub race of odd titles given to wheelmen on the road, — next after the one recorded in your issue of 24 December, page 102. T' other day I was out for a spin with an older and intimate friend who always rides with me. He had on a shaggy blue overcoat, gray pants, tucked into boots, and a brown cap. Small boy sung out to another, "There goes Robinson Crusoe up in the air." This is a fact, and no invention of mine. "Friday" was not with us, — it was a Sunday. JUVENIS.

QUERIES. — A valued Western contributor raises the conundrums: "How best can a rider protect himself in a header, with long, low handles over his lap?" "What is the *science* of falls, or aids in falls?" "Why does not Pope put more weight in the *rim* of his Special roadster?"

CHIRON'S M. I. P.

MOST likely there is bicycling in the next stage of existence, or up in the skies; for are there not meteors and double stars there, a "prime vertical" and "arcs of right ascension," and, sad to say, of "declination" also? From a book published of late, called "The Spirit World: Its Inhabitants, Nature, and Philosophy," we get the following extracts, giving some interesting particulars: "There are various kinds of wheeled vehicles in the heavens above the third, and in each heaven successively they are more elegant and graceful than in the heaven below. They never wear out or require repairing, or become tarnished by time and use." Again: — "It should be a source of gratification to

young people to learn that they will not be constantly engaged in devotional exercises." They are "able to transport themselves from place to place, from one heaven to another and to earth; and advanced spirits are able, with the speed of lightning, to wing their flight from this planet to another without exhaustion and with little effort." In the same edifying work there is a detailed account of a *steamboat explosion*, said to have occurred in one paradise. This, if true, quite takes the point out of the old joke about the "brass-mounted revolver, and of such is the kingdom of heaven."

A VIRGILIAN exhortation to the little ones riding three-wheelers on a certain avenue (but don't get in the way so much): *Macte motâ virtute, puer, sic itur ad Rotam.*

MR. INFELIX, of Ours, observing how many in that heavenly instituted wedlock complain of being held there, and break away, says that when the breaches are made (or worn) by the insubmissive she, t' other wheel of your bicycle getting uppermost is a good symbol of the result. We can remind him that one remedy, also, may apply in both cases, — some court-plaster, with a "bill" from judge or doctor.

ALTHOUGH the bicycle is so much of a horse, its balance is not a case of "stable equi-librium."

MOSES AND I.

Like Moses on his mount, on mine
Bicycler cuts a wondrous shine,
Until he *strikes a rock*, and then
Resemblance ceases 'twixt the men. D.

A NEW reading of an old proverb: "There is many a slip between the saddle and the hip."

Some people cry
To me, — O fie!
Why don't you make your own?
The reason why,
Just like the Bi.,
I cannot stand alone. T. W. O.

PERSONAL

MR. GEO. D. HOFFMAN, of the Chicago Bi. C., is heard from (with renewal of subscription) in Rome. He will shortly be in Dresden.

L. W. SEELEY, Esq., Capital Bi. C., has our thanks for many favors and appreciative expressions. He sees the dignity of the bicycling cause, and promotes it.

MR. GEORGE E. STYLES is promoting wheel matters in Burlington, Vt. It 's a tough time now; but his three riders will be thirty a year from now.

MR. HERMAN H. KOOP, Jr., of Brooklyn Bi. C. and L. A. W., writes complainingly of the weather in Bremen, Germany. Has Vennor extended his tactics so far?

THE POPE MANUFACTURING COMPANY have taken new quarters at 597 Washington street, Boston. They are a flight lower down, but will try to make their flight higher when the season opens again.

MR. WILLIAM SHAKESPEARE has taken an agency for the Columbia and Mustang bicycles at Waltham, Mass.

JACK EASY hands in this for his week's contribution: "When you see a man wearing an ulster which lacks some eight inches or so of its usual length, you may safely assume that he neglected to remove it when he first tried the new Harvard tricycle. The cog-wheel gearing only subtracted one corner, however. The tailor did the rest. Most of them will try and get along without a new ulster till next winter, but they all of them carefully take off their present remnant whenever they mount the three-wheeled tempter, — and don't you fail to remember it: they don't, not one of them."

"RAD," of Providence, is the latest victim: As nursery rhymes are in order, here goes: —

There 's a jolly young fellow named Burton;
That he is so, is morally certain:
He never shows fight,
Though he 's "open all night,"—
This jolly young fellow named Burton.

A MEMBER of the Massachusetts Club gladdened the heart of one of his friends by presenting him with a full-nickelled fifty-inch bicycle. The wheel was exhibited at Percival's before it went into the young man's stocking. Generosity of this nature is most commendable.

CUNNINGHAM & Co. are also contemplating a change in business location, which will shortly be announced.

THE POPE MANUFACTURING COMPANY have brought suit under their patents against Mr. Charles Koop and several other individual infringers. They say they regret that they are compelled to do this to defend their rights: if they let off some, all refuse to respect their patents. They are always ready to settle with one who imports one or two machines, for the usual royalty, before expense incurred; but if this is not paid, the costs have to be added.

NEW YORK NEWS AND NONSENSE.

THERE is nothing but nonsense this time, all the news being snowed up. Captain Ames is seen occasionally riding about with his split-tail ulster on, one half blowing out like horse blankets on either side of his backbone. P. D. Johnston, or, as he is called by the boys, "P. D. Q.," is busying himself over a patent cow-catcher for his Harvard. Mr. Chas. W. Minor will soon add his genial presence to the list of disconsolate city wheelmen, the fun at Stamford being over for the season. Harry Blake is making out his list for New-Year's day. Wilmerding and Dr. Neergaard dine together frequently, with very happy results. Sidney is provoked because Vignaux won. Dr. Marsden has secluded himself in Red Bank since Sarah left town. Pierre Noël lunches all the boys. The E. C. and N. R. R. is progressing. Charles Duane, Esq., of 160 Fulton street, has n't laughed since Christmas. Bronson had the bones of his left arm taken out so he could play polo on skates. A long, narrow, patent-leather foot-print appears frequently in the snow, on 19th street. Brown has passed favorably on the "American Roadster." Walker does n't call on his friends any more. Louis and Theodore are probably dead. Wright has brought out Magnin, Guedin & Co., or words to that effect; and the cyclometer on the wheel of 1880 registers nearly 365 laps.

BUT one sonnet to the new year has been received thus far, therefore we reserve our decision for one week, with the expectation of receiving others.

THE following was cut from *Cycling*: "You have probably seen an oak-*fence*; have you seen a trouser-*guard*? You may have seen a wheel-*wright*, or a river-*reed*, but have you ever known a-n-arrow squeak or a backbone *holloa*? Many hunters have seen a brook-*jump*; I have seen an Arab cradle *spring*. I believe it is nothing extraordinary to have seen a rope-*walk*, a mountain-*slope*, a horse-*fly*, or a mill-*race*, but have any of you known a tricycle race for the championship?" That 's nothing: the BICYCLING WORLD has a running pen (Currente Calamo), spells Wright in every number, and in every issue has a Pope who never made a bull.

DEAR OCTOGENARIAN: — Don't be discouraged. Age is no drawback. We can teach you in three lessons to become a fair bicycle poet; terms, $5.00 per lesson. If you can't raise $15, we will swap knowledge of poetry for instruction in bicycle riding. A great many New York wheelmen have become bards under our tutelage, as you have probably noticed by our back budgets. It is very simple, and you have an immense advantage in living within the halo of Athens. First select three words that rhyme, — say verse, terse, and hearse: then two words, as unique and Greek. Place these five words thusly, —

verse,
terse,
unique,
Greek,
hearse.

THIS is your outline: now with a rapid brush daub in the background, Munich style: —

He strove for the triumphs of verse,
But failed to be pithy and terse;
Still his lines were unique
For their Latin and Greek,
And won him — a shroud and a hearse.

If time were not so precious, we could squeeze crape and pall-bearers into the poem, but the lines will do as a sample.

KNICK O'BOCKER.

NEW YORK, 26 December, 1880.

ADVERTISERS will find the MID-WINTER NUMBER of the BICYCLING WORLD AND ARCHERY FIELD, with its rare attractions and its issue of 15,000 copies, a valuable opportunity to take advantage of.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America, — clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 31 DECEMBER, 1880.

THE PERPETUITY OF ARCHERY as one of the chief of recreative arts admits of no question in the mind of one who has either practised it to any considerable extent, or studied it to a clear understanding of its theory and practice. Not because its history relates back to a time when the memory of man runneth not to the contrary, nor for its universal culture by all nations, nor for its effectiveness as a means of defence or destruction, — not for these reasons do we expect its future continuance. They are interesting as matter of history, and they give a prestige and attractiveness to archery, which work much in its favor. So also does the fact, so often adverted to, that it is a pastime in which the presence and competition of ladies and gentlemen together can be enjoyed; and the other fact of the grace and elegance pertaining to and promoted by good bowmanship.

Archery is in the highest degree a game of skill. It tests the finest physical and intellectual faculties. Like fencing and dancing, it is a graceful exercise and promotes gracefulness of carriage. Like billiards and fine skating, it involves nice calculations and delicate applications of judgment. Like whist and the play of stringed instruments of music, it stimulates quick memory and alert mental processes with ever-changing combinations of many factors. Difficulties are its charm; and so long as the human mind delights in mastery of the bodily instrument of its action and in conquest with and through it over other minds with their bodies, or over material forms and forces, in gentle competitions, so long will archery find its devotees amongst gallant men and graceful women.

ARCHERY IN THE WINTER TIME.

Editor Archery Field. — I see that some one is advocating the practice of archery by gas-light, in halls or armories, during the winter season. Concerning the success of this glorious pastime, when Boreas has loosed all his cold winds upon us, I wish to remark: Cupid is the only archer who can operate with any success in the winter time. Archery as an amusement is something which is set apart for the summer time, the same as sleigh-riding and skating are for the winter; and whenever we are compelled to resort to artificial means to enjoy a pleasure, we lose half of its real good.

We learn a great deal from experience. Assertions avail nothing in this country, unless they can be substantiated. Self-experience and foreign experience are the best convincers.

The first year our club was organized, archery seemed to be the prevailing mania in and around Cincinnati. We could not begin to be satisfied with what shooting we could do in the summer and autumn. So when the cold November winds began to blow, the archer began to look, in the face, a great deal like the target. And as he held his hands in his pockets to keep them warm, and "blew" his breath upon his fingers, he would usually hit a "blue" instead of a gold or a red.

Nothing would do the leading members of the various clubs in this vicinity, but a hall or place of resort for shooting during the long winter evenings. So the Exposition Hall at Cincinnati and less commodious halls at other cities were rented and lit up by electric and gas lights, targets were set up, and the jolly archer stepped forth with a buoyant step and a light heart. I cannot in this paper describe the fun, the suppers, or the general good times we had at these halls: but alas! our practice did us no good. It is true, we scored as high as 244 points at 40 yards, with thirty arrows, and 200 points at 80 yards, with 48 arrows: but as I said before, Cupid was the only successful archer who shot an arrow in these halls.

Now I shall tell you why.

"When the springtime came, and flowers bloomed, and birds sang light and gay," instead of having full and enthusiastic meetings, several of the clubs disbanded, and others went to the ranges as if it were an imperative duty rather than a pleasure; having lost all enthusiasm by the winter meetings.

I also wish to say that shooting in a hall by artificial light is quite different from shooting in the field. Every archer knows, if he has studied philosophy, that the refraction from the gas lights and the cross rays change the aim. And the wall or "back-stop" serves for a guide, which the archer soon misses when he goes out to the field. These, with many other little things, place the archer in a worse condition than he would be in if he were to remain in a "hibernated" state. The "fun" also cost us more than would have bought a fine yew bow for each member.

So we have concluded that archery in the winter time is not the thing. And when the bright days in spring come, every member of our club has his bows and arrows ready, and as soon as the day for practice arrives, every one enters the field with a spirit and a will, and you would be surprised to see how soon each one is shooting as well as ever.

I simply throw these hints out to warn archers of an error into which they may be drifting. I hope a word to the wise will be sufficient. Archers, wait until the warm days come; then

"Cheerily blow the bugle horn
In the cool, *green* woods of morn;
Loose the hounds and let them go,
Wax the cord and bend the bow."

J. W. B. SIDERS.

EATON, O., 20 December, 1880.

SAN FRANCISCO NOTES.

Editor Archery Field: — Since my arrival on this coast I have met quite a number of the leading archers, and have seen the following scores made at the York Round: —

Frank C. Havens,

100 yds.	80 yds.	60 yds.	Total.
26–84	25–113	19– 85	70–282
24–94	33–123	20–110	77–327
13–03	35–145	22–102	70–310
19–67	26–106	17– 89	62–262

Isaac P. Allen,

27–87	24–80	20–112	71–279
21–77	20–76	19– 89	60–242

A. W. Havens,

10–36	15–55	13– 51	38–142
11–31	19–67	15– 59	45–157

J. G. Cadman,

8–45	9–37	7– 23	24–104
12–40	15–55	12– 48	39–143

R. J. Bush,

17–65	13–41	10– 36	40–142

— Coffin,

9–45	11–47	13– 53	33–145

The York Round is new to nearly all of the archers, they having up to the present year confined themselves to the American Round distances; but it is expected to see larger scores soon, as the archery season lasts from 1 January to 31 December.

Mr. Frank Havens's style of shooting is the continuous draw, while bring-

ing up the bow with a trifling pause or steady on the aim, a style both easy and pleasing to the eye. His great point is his nerve, which holds him up to his best work at the last of a match.

Mr. I. P. Allen brings his bow downward to the full draw, and holds on the aim, shooting from the "dead loose." His arrows fly very prettily and smoothly. He uses the California yew bow exclusively, of which I have seen some very fine specimens, though all seem to have the defect of bending under the hand, making a curve from end to end instead of throwing the action into the limbs of the bow.

A party in this city has a large quantity of the yew, which has been seasoning for a year or more, and soon we shall probably see some good bows, and probably cheaper and more lasting than those imported, as the wood seems to be remarkably free from knots.

The revaluation of the target (1 to 5) is being considered, and I am informed by several of the leading archers that the values 1, 2, 3, 4, and 5 will probably be adopted at the commencement of the new year, as it would have been last year but for the recommendation of a few that they hold off for another year and see if the old values were not substantiated; but the new revaluing by points to cover the defect which they claimed existed has decided the question of their adopting a simple schedule of values that will at one computation be equitable to all. Even the author of the article on the subject lately copied by you from the "Pacific Life" favors the 1 to 5 values.

Yours truly, A. N. Drew.

San Francisco, 13 December, 1880.

P. S. — It would be a point for the National Association to make it a special object for a team from this city to visit Brooklyn and take part in the next Grand National Meeting.

ARCHERY CLUBS

JOLLY ARCHERS.

Editor Archery Field: — I notice in your last issue a call to secretaries of archery clubs to send in reports in regard to the doings of their clubs, etc. Although our club is not a member of the National Association, and although quite a small one as to numbers, still we take a great deal of interest in the "noble sport," and have endeavored to do "good" work, both in the field and in inducing the other archers here to practise long-range shooting.

The "Jolly Archers" were regularly organized last summer. The officers are C. Williams, president, and W. R. Lansing, secretary. Number of members, eight, three of whom are ladies. Summer before last, five of us commenced practising, but we only shot at 25 yards, at a 27-inch target; but at that distance some of us began to show they had good material in them, — notably Mrs. W. R. Lansing and Mr. C. Williams. Last spring we commenced on "long-range." We labor under some disadvantage in our range, as we are unable to practise the York round, as 80 yards is the longest distance we can get. We trust we may get a better one this summer. The range is level, with an abrupt incline at the spot at which we place our targets, for one end, and smooth at the other. As for score, I will only say that they have ranged between 250 and 375 points, with 96 arrows at 60 yards; Mr. Williams making the highest score for the gentlemen hits, 65–375, and Mrs. Lansing, the highest of the ladies, viz., 315 at a single Columbia, — hits 53. We use bows mostly lance, or beef backed with lance, of Feltham and Horsman and Highfield make. Mr. Williams uses a 40-pound self yew, Spalding's make; Mr. R. H. Lansing, a 40-pound Highfield lancewood; W. R. Lansing, a 40-pound Horsman lance: and the ladies all use Feltham's bows, from 26 to 30 pounds' pull. The arrows used are the "Granger" arrow, except Mrs. Lansing, who uses Horsman's.

We hope that the coming season will show a marked improvement in our scores, as we intend to practise as intelligently as possible. Very truly,

W. R. Lansing,
Secretary Jolly Archers.

Rochester, N. Y., 21 December, 1880.

DRIFT AND WAG

We wish you a happy year.

Now, in this "winter of our discontent," is the time for writing up the summer and autumn pleasaunces.

Mr. I. P. Allen has a bright letter in *Pacific Life* of 18 December, in which he sets forth some things learned from a year's practice.

He must have been a good boy, for he says he "never killed a bird with an arrow." But he can "hit the side of a house now," that is, "if it is n't too far off."

He bought a Highfield bow and half a dozen arrows, and began archery. "I thought it was the easiest thing in the world, but oh! how mistaken I was. I stood about 30 yards from the target and pulled away for dear life. The pulling was all right, but I could n't let go."

Mending broken arrows is very neatly done by at least one of our correspondents, who sends us a perfectly true and apparently sound 28-inch arrow, "made up of the fragments of five broken ones. This repairing was not done with special care, but the fact that it is still a practical arrow, after being five times broken, is perhaps proof that arrows broken are not necessarily entirely useless. I have a half-dozen Granger arrows in use, all of which have been broken and repaired. The method of mending is quite simple, and if this matter, in your estimation, is worthy of treatment, I shall be happy to tell what I know about it."

Our correspondent is earnestly invited to contribute his suggestions, as no doubt they will be of practical value. There is something about the keeping of one's instruments in repair which inspires confidence in the owner's ability to use them and respect for his love of the art.

WHEEL CLUB DOINGS

Centaur Bi. C. — This club was founded (in Philadelphia) 16 December, 1879, and was fully reported on page 218 of the Bicycling World, Vol. I., and is entitled to full possession of that name. At present it includes ten active members, and its officers are as follows: Captain, John E. LeConte; secretary and treasurer, Richard D. Baker (1414 Arch street, Philadelphia, Pa.); bugler, L. H. Dulles.

Chauncy Bi. C. — This club is composed solely of amateurs connected with Chauncy Hall School, and now numbers twelve members. At the late annual meeting the following officers were chosen: Captain, W. D. Brewer; subcaptain, Lewis Wood; secretary and treasurer, Edward Rose (100 Washington street, Charlestown, Mass.). The club is in a prosperous condition.

Hawthorne Bi. C. had a very enjoyable two-hours' spin on Christmas morning. The half-inch of snow on the ground, together with the threatening weather, doubtless kept many at home, but the faithful nine found fun enough to repay them for turning out; and if the roads *were* a little rough, what did it matter to those who had n't had a chance to ride wheel-back for weeks?

Meriden Wheel Club. — The bicycle riders of Meriden, Conn., have recently organized under the above name, and elected the following officers: President, George A. Fay; captain, Theodore S. Rust; secretary and treasurer, Frank S. Fay (9 North Colony street, West Meriden, Conn.); first lieutenant, Eli C. Birdsey; second lieutenant, Frank F. Ives; and these officers and William N. Lane constitute the club committee. The wheel is a familiar object in this city, where fair riding is found, and very little prejudice.

Portland Cyclers have been specially favored the past two weeks, the streets being nearly free of snow, and rolled hard and quite smooth. Think of it! Fifteen inches of snow in Virginia, and bare ground in Maine! Christmas day was a glorious one for the wheel. The president of the Portland Bi. C. and director Lamson of the L. A. W. took a delightful spin about the city in the afternoon.

In Boston there was some wheeling on Christmas day, the president of the L. A. W. taking his with a tricycle, while director Hodges and others were out on their bicycles. Mr. Stall, of the Waltham Bi. C., Harrison and Shillaber, of the Massachusetts Bi. C., and others have been improving the December riding days, though they could not be squeamish about the condition of roads.

A record and reference list of all the bicycle clubs, with their names, addresses, officers and distinctive colors, badges and costumes, is very desirable. The Bicycling World furnishes the only complete one, and every new club should report through its columns; those who promote new clubs consult its pages, and will respect prior appropriations in the particulars named. Beyond this, club secretaries will do well for their own clubs, and contribute to the enjoyment of others, if they will promptly send all matters and doings which are not mere routine, briefly reported, to the same columns, to be published under this heading.

DETROIT NOTES.

Bicycling in Detroit and on the roads thereabouts was very bad during the late autumn; but now that the roads have become hardened and there is no snow on the ground, the wheeling is superb. Capt. Howard ran to Saline, 41 miles, in five hours a few days ago, and although he went alone, reports a pleasant trip. However, out here we consider that the "companionship" afforded by bicycling is one of its greatest charms, and seldom make extended tours alone. Bates, our venerable and bald-headed president, rides every day to and from his daily bread-winning locality, and I observe that he occasionally finds time to indite a pleasant letter to the World. May he live to write them for many years. Our honorary veteran, Reed, still strides his wheel, and a few days ago came bowling up to my suburban residence after a hearty spin. He is about sixty years old, and bicycling is making him younger and jollier in appearance every week.

Other members of the club are riding every day, and with us the bicycle has become the conveyance of the day. We ride as much for business as for fun, and that we *do* ride will be shown the readers of the World when, after our next club meeting, we make public the record of the number of miles we have "logged" this season. By the way, I think the yearly record of runs made should constitute part of the written history of every bicycle club, as it is of every yachting or rowing club.

One of the new Yale machines has reached this city and is ridden daily. It seems to give satisfaction, and many of us who use the earlier makes of machines are watching its work with interest. I set it down that next season there will be redoubled interest in bicycling in this city and State, and when the fun begins I will keep the World's people posted about it. Excuse haste and a thick head.

Hind Wheel.

Agents and Dealers wishing an extra quantity of our Midwinter Number will favor us, and be more likely to receive what they want, by sending their orders in immediately. There is no advance in the price.

Providence Bi. C. — *Editor Bicycling World:* — At the regular monthly meeting of the Providence Bicycle Club held Saturday evening, 18 December, after transacting the regular business and electing three members, it seemed to be a general feeling that the Providence Club was behind the times in the matter of a room, and a committee of three was appointed to have the matter in charge, look up a suitable room, and report at a special meeting to be held Tuesday evening, 21 December, and at that meeting they reported that they had the refusal of a room at 87 Westminster street, up one flight, of good size, very conveniently located, and in their opinion just what was wanted. After a little discussion their report was accepted and the committee discharged. It was then voted to hire the room, and a club-room committee of three was appointed (consisting of Cross, Handy, and Richmond), who should have full authority in its management: and last Thursday evening it was opened to the club without ceremony. It is a large room on one of the main business streets of the city, convenient of access, with a billiard and card table: and although not furnished in as stylish a manner as many of the members would like, yet will make a very pleasant place to pass an evening and take a brother wheelman. The club, notwithstanding the weather, is in an active condition, Mr. Thurber having used his vehicle every day for the past two weeks in riding from his house to his store in the morning and back at night, and other of the members using theirs in and around the city. The club have in prospect an amateur dramatic entertainment, and hope in some future number of the *World* to report a successful entertainment, both to the public and the club treasury. Our secretary had the pleasure of a call from a member of the Buffalo Club a short time since, and would always be pleased to see a visiting wheelman, with or without his wheel. We of the Providence Club think "Madeline" should have a tricycle for her interest in bicycling and her journalistic effort, and are surprised that Percival has not before this offered one for her use. Richmond's Rink is a success, and ice bicycling also, notwithstanding various letters doubting its practicability. Open All Night.

27 December, 1880.

HOBBY HORSES.

To the Editor of the Bicycling News: — I bought not long ago a book, published in the early part of this century, entitled "Hobby Horses," which, I fondly hoped, would tell of the early days of our sport, but alas! on examination I found it to be merely a poem on the usual meaning of the word, viz., the favorite object of pursuit. The concluding lines, however, are worth reproducing: —

"Let him who rides the *Horse* of strong *Desire*,
First, of some *Judge* his character enquire.
If *Conscience* can return a good account,
Let him ride on — 't were vicious to dismount.
If *bad* — draw in the bridle of *Remorse*,
Dismount, and seek some better *Hobby Horse*."

However, the earliest mention that I can find of any carriage to go without horses is in August, 1769; but I fancy there must have been something prior even to that date. The description, which appears in a magazine of the time, is heralded by an editorial note as follows: "The conversation of the public having been so greatly taken up with a machine to move without horses, we are persuaded the preceding plate, with the following explanation, will be not a little agreeable to our readers.

"'Mechanical Projections of the Travelling Chaise without horses, shewing plainly by inspection the constitution of these machines. By John Vevers, Master of the Boarding School at *Rygate*, in *Surry*.'"

You see, sir, that even then the schoolmasters were infatuated with the idea of wheels. The dear old pedagogue proceeds with a long-winded description, but I will only inflict the first paragraph on your readers. He starts with a truism, and our *Dominie* spins out terribly, as follows: "Ignorance of mathematical sciences makes mechanical problems appear abstruse and astonishing to those who are not exercised in mechanical studies. For to find out an unknown hypothesis, required, amongst a confused infinity of others, to be accustomed to discern the proportions and the force of mixtures; to take a right method in resolving the most intricate and perplexing propositions, is to have the mind well cultivated and clear in geometry, arithmetic, *astronomy*, and mechanics, which are keys to unlock the understanding and solve the greatest difficulties. Therefore, upon the above-mentioned principles the construction of these carriages are here demonstrated," etc. There! that 's clear and concise, is n't it? Surely he must have had a prophetic eye in mentioning astronomy: he could only have meant in its connections with revolving cycles.

It was a four-wheeled affair, the master sitting in front to guide it, while the poor "footman" stood over the two hind wheels, and, by a pleasant little treadmill arrangement, worked the wheels slowly round by means of a pulley and levers.

The ingenious and ingenuous schoolmaster adds a postscript, which, like that of the proverbial young lady's, contains the pith of the whole matter, and is certainly the most charming little bit of *naïve* comicality I have ever come across: —

"*N. B. — The velocity of these carriages depends upon the activity of the footman.*"

Bicycle and tricycle manufacturers please copy. But I fear I have spun too long a yarn: however, if acceptable, Mr. Editor, I may again "take up the parable" at a future time. — *Clarion, Canonbury B. C., in Bicycling News.*

L. A. W

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

CHILLICOTHE BI. C. (all residents of Chillicothe, Ohio): Albert Dump, Thomas J. Nye, Charles Duncan, Russell Bartlett, Perry Lunbeck, Samuel E. Wayland.

ADDITIONAL. — *Saratoga Bi. C.:* Frank W. Lawrence, "Excelsior Spring"; Tracey Walworth, No. 523 N. Broadway; both of Saratoga Springs, N. Y.

Crescent Bi. C.: H. W. Keyes, No. 19 Union Park street, Boston, Mass.

CONSULS APPOINTED. — Consuls have been appointed for different towns in Canada, as appears from the following:

LEAGUE OF AMERICAN WHEELMEN, CANADIAN DIRECTORATE. — ALBERT S. PARSONS, Esq., *Cor. Sec. L. A. W.:* — *Dear Sir* — We beg respectfully to nominate the following gentlemen as consuls of the L. A. W. for Canada, viz.: H. M. Blackburn, Toronto, Ont.; C. J. Sidey, A. T. Lane, Montreal, Quebec; A. H. Hatchard, Richmond, Quebec; Jno. Moodie, Jr., Hamilton, Ont.; Mr. McIntosh (*Daily Advertiser*), London, Ont.; R. W. Leeming, Brantford, Ont; J. G. Hay, Woodstock, Ont.; R. R. Baldwin (Bank of Commerce), Guelph, Ont.; P. Healey, St. Catherines, Ont.; W. Caswell, Ingersoll, Ont.

HORACE S. TIBBS,
BRANTFORD, 17 December, 1880.

S. W. MCMICHAEL,
Directors for Canada.
MONTREAL, 23 December, 1880.

HADDONFIELD TURNPIKE CASE. — Under date of 29 November last, a vote was submitted to the Board of Officers L. A. W., under Rule 12, a copy of which, with the papers relating to the matter, were published in No. 4, Vol. 11., of the BICYCLING WORLD. The president of the League has now declared the vote carried, as follows: —

LEAGUE OF AMERICAN WHEELMEN,
28 December, 1880.

In the matter of the Haddonfield Turnpike Case, the vote upon recommendation of committee in which was submitted under date of 29 November last, thirty-four written ballots have been returned, and the vote is as follows: —

Whole number of the Board . . . 46
Necessary to carry a vote 24
Ballots received at this date, blank 1; no, 3; affirmative, 30.

I therefore declare the vote carried, as hereto annexed.

CHARLES E. PRATT,
President L. A. W.

To J. FRANK BURRILL, Esq.,
Recording Secretary.

"VOTED, That this Board approves and appreciates the efforts of the Philadelphia and Germantown Bicycle Clubs toward securing the rights of wheelmen on the turnpikes of New Jersey, and deems it proper that the League should assume the expense of the "Haddonfield Turnpike Case as presented by a committee from the first-mentioned club; and accordingly, that the Treasurer be, and he hereby is instructed to pay from the funds of the League in his hands, to H. B. Hart and H. A. Blakiston, committee, or their order, the sum of fifty dollars ($50), with which they may 'foot the bill' in that case as requested."

NOTICE OF JANUARY MEETING.

To the Board of Officers of the League of American Wheelmen:—Gentlemen,—The January meeting of the Board will be held in Boston on Tuesday, 4 January, 1881, at 10 o'clock A. M., at the headquarters of the Boston and Massachusetts Bicycle Clubs, No. 40 Providence street, corner of Park square (opposite main entrance of Boston and Providence Railroad Station), these headquarters having been kindly offered for the purpose by the clubs. Should you be unable to attend the meeting, any suggestions you desire to make may be made in writing.

Per order of the President,
ALBERT S. PARSONS,
Cor. Sec. L. A. W.

WILL SOME BROTHER EXPLAIN?

SITTING here this Christmas eve, my Columbia gleaming pleasantly at me in the firelight, I pick up the BICYCLING WORLD for 10 December, and my eye is caught by an excellent article by a Detroiter, giving some of his "notions about bicycles." Now, on the whole, I agree with him, but yet *I* have a notion or two that I would like to air.

And first, as to means of fixing tires, I must say that I consider cementing as altogether too primitive and unreliable. Why, I have had more bother, more delay, and more nasty falls on account of my tire coming loose in spots, than from all other causes put together. I have never seen a bicycle with the rubber tire attached in any other way than by cement; but I find in "Sturmey's Indispensable Hand-Book" descriptions of two methods of fixing by means of metal clamps: one used by Grout on the Portable and Fusion bicycles, and the other used on the Arab and constituting one of the specialties of that machine. Either of these plans seems to me to be vastly preferable to the use of cement. Perhaps if I were to see them in actual use, I might change my mind; and I hope some correspondent of "Ours" who has had practical experience with them will favor us with the results.

Then the tire itself. The tendency of late seems to be for rubbers of lesser diameter than seven eighths or even five eighths of an inch on front wheel.

This may do in England, the perfection of whose highways has been dinned in our untravelled ears *ad nauseam*, or even for the neighborhood of the modern Athens, where, if report speaks truly, the principal roads are planed and sandpapered once a week during the season; but it won't do here, where we have clay roads that are very bad, very good, or excessively indifferent, according to the length of time since the last rainy spell. No one with any regard for himself or his machine would, I think, use less than a 1-inch tire on his front wheel hereabouts. I indorse what "B." says about the need of an easy spring and saddle. The "Arab cradle spring" seems to fill the bill as to springs, but it seems to me that the suspension saddle might be made still more comfortable than it is.

I agree, too, with "B." in his idea that 6-inch cranks are needed for going over sandy or hilly roads, while 5-inch cranks will answer for smooth roads; but I don't quite understand his idea of three sets of detachable cranks, 5, 6, and 7 inches. Does he mean to have one set in use and carry the others along, to be changed according to the nature of the roads? Surely that can't be; and yet I can't see what else he does mean. It seems to me that a single set of cranks — say 6½ inches, with a good long slit which would permit the pedals to be shortened in to 5 inches — would answer all purposes.

Another point of great interest to riders in a hilly country (all our best routes here have steep hills on them) is some

means of shifting the centre of gravity towards the rear when about to descend a steep hill. The adjustable rake seems to be open to the objection of lessening the rapidity of the machine as a whole; but the Centaur movable saddle appears to be free from this, and indeed all other objections, and to provide a very important element of safety for "those who go down hill on bicycles." Will some brother who has tried it rise and tell his experience?

"B." has another good point in regard to dispensing with bright, polished, and nickelled work. When I am rich enough to sport a groom, whose sole business shall be to look after my wheel, I 'll be ready to spent $15 to $20 extra for burnish or nickel; but so long as my impecuniosity forces me to depend upon my personal stock of "elbow-grease," I am in favor of having a machine painted, spokes and all. Now, finally for this time, as to handles and handle-bar: it seems to me that most of our handle-bars are made too short — another concession to the riders on sandpapered roads — for ordinary country roads; 24 inches is none too long, the increased ease of control over the machine fully compensating for any disadvantages as compared with shorter handle-bar. The handles should be large and nearly spherical. The soft rubber handle seems to be a good idea. Will any brother who has tried it rise?

You see that this is a letter from a rider who wants to know, and will be glad if any of his more accomplished fellow-wheelmen will reply to his modest inquiries.

J. E. B.

DUNKIRK, N. Y., 24 December, 1880.

BOOKS AND PAGES

SOMETHING NEW in skating is shown up, for the boys, in *St. Nicholas* for January. "Every Boy his own Ice-Boat" is the title of an article, written by Mr. C. L. Norton, and finely illustrated, which sets forth the latest improvements in skate-sailing, diagrams of the sails for tacking, etc., and a sketch of a fleet under sail.

FAN TACTICS, as an elegant entertainment and exercise for girls, is also shown up in an illustrated article entitled "The Children's Fan-Brigade," in the *St. Nicholas* for January in a charming way. This magazine is wonderfully bright and original, and one wonders how all the new things in its pages can be thought of.

THE MIDWINTER NUMBER of the BICYCLING WORLD AND ARCHERY FIELD will contain a very interesting account of an excursion through England, by Alfred D. Chandler, Esq., with full-page map of the country. It will also contain stories by "Madeline" and "Ixion," poems by "Kol Kron," F. H. Walworth, Esq., and others; and sketches and papers of unusual variety. Some comic sketches will be given, and a portrait or two. Archery articles will not be neglected, and some of the papers will be valuable for reference. Amongst the latter will be a paper on the "Bibliography of the Bicycle," by H. Blackwell, Jr., of London.

A PORTRAIT of "Juvenis," the dapper young contributor to our New York contemporary, will be looked for eagerly in the same number, as he rarely keeps still long enough to be sketched. Our artist has several other subjects under his pencil and graver. The number will be sent to all our subscribers without extra charge; but it will be a good one to distribute to friends, and can be had at the usual rates in any desired quantity, if ordered early enough.

LIFE ON THE PALE BICYCLE.

(Book of Revolution, ch. vi., v. 8.)

WALKERS attend, where wheelmen join
And swell the jovial lay;
Your needs and aptitude combine
To hail the vivacious way.

In heaven the virtuous ride began,
When white bicyclic wire
Among the feathered psalmers ran,
And strung a bolder lyre;

And struck the winged with amaze
To see new double suns
Around the stellar orbits race
And pass the common ones.

It filled the island kingdom too,
When down to earth it rolled:
The size, the hue, and shape were new,
And more than Britain could hold.

From o'er the sea, with cry "Ahoy!"
An impetuous comer ran
An angel one, with eager joy,
To tell the Yankee man.

Now on the lively lift they shout,
Longfellow leads the song;
"Good wheel and pace" is heard throughout
The League A. W. throng.

To see life on the rover pale
The walkers will ascend!
Though steam and horse and boots should fail,
Its race shall never end.

RATES AND TERMS

THE BICYCLING WORLD AND ARCHERY FIELD *is sent, postage prepaid, to any address throughout the world, for one year, on receipt of $3.00, or 12 shillings, or 16 francs, or any equivalent of $3.00 in current foreign money or exchange, always in advance.*

Our charges for advertising are at the rate of $2.00 an inch, in column this width, inside pages, for one insertion. Continued and larger insertions taken at special rates, a schedule of which will be forwarded on request. Spaces on first page, double rates.

All remittances should be by bank draft, registered letter, post-office money-order, or bill of exchange, directed to E. C. HODGES & CO., 40 WATER ST., BOSTON, MASS.

ADVERTISEMENTS

WANTED A second BICYCLE in good order. Size from "36 to 40." Address with full particulars. Address, "BOY," this Office.

NOTICE. IF THOSE REMITTING AMOUNTS TO US BY POSTAGE STAMPS WILL SEND ONE-CENT AND TWO-CENT, AND NOT THREE-CENT ONES, THEY WILL GREATLY OBLIGE US.
E. C. HODGES & CO.

A MAP OF ENGLAND, STORIES, ILLUSTRATIONS, POEMS, IN OUR MIDWINTER NUMBER.

THE BICYCLING WORLD AND ARCHERY FIELD may be found on sale at BRENTANO'S LITERARY EMPORIUM, 39 Union Square, N. Y.

English Bicycles and Tricycles are the Rage.
Send for Price List.
PERFECTION BICYCLES & TRICYCLES,
Cheapest and Best in the market. All crates free. Lists for 1881 now ready.
C. GORTON,
TALBOT WORKS . . . WOLVERHAMPTON, ENG.

OVER THE HANDLES
AND OTHER
Cycling Sketches.
Selected and Original Stories, Sketches, and Poems, Practical Suggestions, etc. 190 pp. Illustrated.
Half the Edition disposed of within a week after publication. Edited by JAMES P. BURBANK, H. Bi. C.
Price, bound in cloth.....$1.00
" paper covers..... .50
Mailed free on receipt of price by
E. C. HODGES & CO.
40 Water Street - - Boston, Mass.

ORDERS FOR SUBSCRIPTION TO
'Cycling - - - taken at $1.00
The 'Cyclist - - " 1.75
Le Sport Velocipedique " 1.75
The Bicycling News " 3.50
The Bicycling Times " 3.50
and promptly forwarded by
E. C. HODGES & CO.,
40 Water Street - - BOSTON, MASS.

CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.
Then may I set the world on wheels.—*Shakespeare.*
36 *pages, crown 4to, printed on best paper and ably and tastefully edited,*
BY WALTER D. WELFORD,
Hon. Secretary of the Bicycle Touring Club.
Full of original articles, practical suggestions, touring reports, and all the foreign advices.
SUBSCRIPTIONS: — Post Free, 12 months, $1.00. Post-Office Orders to be made payable to
WALTER D. WELFORD,
66 Grey St., Newcastle-on-Tyne, England.
g.g.t.p

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

TO BICYCLE AGENTS.

In answer to many letters of inquiry regarding our *Directory of Agents*, we have set up a few names, to show the arrangement space, etc.

This directory is designed to meet a demand for a cheap and profitable method of advertising for those agents who do not desire to occupy a larger space in our columns during the winter season.

It will show what agents are alive to and doing the business, and be a handy page of reference to the touring bicycler, directing him where to find sundries, get the latest news and best information as to routes, hotels, etc., and where to introduce friends who intend purchasing machines.

The directory will appear in every issue of the WORLD, and will commence probably with No. 9, 7 January, 1881. Applications for space should be sent in on or before 1 January.

E. C. HODGES & CO.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER, **628 Market Street.**

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.

NEW HAVEN.
AMERICAN BICYCLE CO. **98 Crown Street.**

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD, **Cor. State and Van Buren Sts.**

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO. **22 Pearl Street.**
C. R. PERCIVAL, **96 Worcester Street.**
THE POPE M'F'G. CO. **87 Summer Street.**

NEW YORK.

NEW YORK.
WM. M. WRIGHT, **160 Fulton Street.**
SCHUYLER & DUANE, **189 Broadway.**

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART, **813 Arch Street.**

PITTSBURG.
COLUMBIA BICYCLE AGENCY, **Cor. 5th Ave. and Smithfield St.**

SEND $3.00 FOR A BOUND COPY OF THE "BICYCLING WORLD AND ARCHERY FIELD," VOLUME I. A FULL RECORD OF A BUSY YEAR.

JAS. NOTMAN,

Photographer,

STUDIO,

99 Boylston St. . . Opp. Public Garden.

Special attention given to taking PORTRAITS of Bicycles and groups of Bicycle meets.

LYRA BICYCLICA:
Forty Poets on the Wheel.
By J. G. DALTON.
Sent by mail, postpaid, for **60** cents.
Address, E. C. HODGES & CO., **40 Water St., Boston, Mass.**
N. B. Trade supplied at usual discount.

The Sunday Courier,

NEW YORK,

A First-class Metropolitan Journal.

IN ITS THIRTY-FIFTH YEAR.

Current News, General Literature, Fine Arts, The Drama, Society News, Latest Bicycling News from all parts of the Country.

TO BE HAD IN BOSTON AT PARKER HOUSE.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY
HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

The "Indispensable"
BICYCLIST'S HANDBOOK for 1880.
By HENRY STURMEY.
186 pages, fully illustrated. Paper covers. By mail, postpaid, **50** cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON, MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

"MISTER TOBIAS ISAIAS ELIAS,"
A ROLLICKING
BICYCLING SONG.
Words by S. CONANT FOSTER.
Music by HARRY N. SAWYER.
Price, 40 cents.
Address, **S. CONANT FOSTER,**
P. O. Box 1227, New York City.

Brentano's Monthly,
"THE GENTLEMAN'S MAGAZINE OF AMERICA."
Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.
Send 10 cents for Sample Copy.
Brentano's Monthly and the Bicycling World, together, — $6.00 a year.

WILLIAM M. WRIGHT,

P. O. BOX 1227.



No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.

BICYCLES

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T. and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM.

96 WORCESTER STREET, BOSTON.

AGENCY for all makes of ENGLISH AND AMERICAN BICYCLES.

BICYCLES AND TRICYCLES TO LET BY HOUR, DAY OR WEEK.

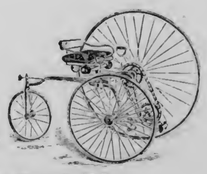
Good Stabling and Club Room, Repairing, etc.



CHAS. R. PERCIVAL,

IMPORTER OF

Bicycle and Tricycle Sundries,



BAGS, ALARMS, CYCLOMETERS, BUGLETS, SADDLES.

SOLE AGENT FOR

TYLER'S RUBBER HANDLES.

Open from 7 A. M. till 10 P. M., SUNDAYS INCLUDED.

Boys' and Children's Bicycles and Tricycles for Sale and to Let.

A

SPECIAL ILLUSTRATED

Midwinter Number

OF THE

BICYCLING WORLD

AND

Archery Field

WILL BE ISSUED

14 JANUARY, 1881.

It will contain original articles, sketches, poems, and other rich and racy matter, especially contributed by prominent literary

WHEELMEN AND ARCHERS,

Some of whose names will be announced in an early issue.

IT WILL BE SENT TO ALL SUBSCRIBERS

AND MAY BE

LOOKED OUT FOR

At the News Stands.

E. C. HODGES & CO., Publishers,

40 Water Street - - Boston.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

SOME OF THE ADVANTAGES OF THE BICYCLING WORLD AND ARCHERY FIELD for the future to all our patrons, subscribers, and advertisers, are the following: —

1. It is the only weekly paper devoted to Bicycling in America.
2. It is the official organ of the League of American Wheelmen.
3. It is the special organ of the Archery Associations.
4. It contains more matter relating to either Bicycling or Archery than all the other papers of the country.
5. It gives stenographic, full, and official reports of all important meetings and events.
6. Its editorial and contributed departments are in such hands as to make their contents official or authoritative and reliable.
7. It is racy without being ridiculous, and conducted so as to elevate and render attractive the arts to which it is devoted.
8. It is tasteful and elegant in mechanical make-up, and is free from all objectionable contents for ladies and families.
9. It is responsibly and firmly established, and can and will fulfil all its promises and contracts.
10. It is entirely independent in tone and judgment, neither our editor nor our firm being in any way connected with the trade or manufacture of bicycles or archery goods.

With regular correspondents at home and abroad in the principal places, with friends and occasional correspondents in every club and in almost every town in the country, and with the experience gained heretofore, and greater space and resources for the future, we shall endeavor to make THE BICYCLING WORLD AND ARCHERY FIELD, VOLUME II., not only the best paper of its kind extant, but a satisfactory visitor, constantly improving; and we appeal to all our friends for a continuance of their generous aid.

E. C. HODGES & CO.,
Publishers.

BOSTON, November, 1880.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy.

A WEEKLY JOURNAL OF POLITE ATHLETICS

[Volume II. Number 9.

CHARLES E. PRATT, LOUIS HARRISON, } Editors.

BOSTON, 7 JANUARY, 1881.

Entered at the Post Office as second-class mail matter.

VOL. II] CONTENTS [No. 9

Currente Calamo	129
Happy New Year	130
Editorial — BICYCLING WORLD	131
Club Headquarters	131
Rules of Club Headquarters	131
Comparative Study of the Bicycle, II.	132
What a Bicycler's Wife thinks	134
Baltimore Notes	134
Glances Abroad	135
Personal	136
Editorial — ARCHERY FIELD	137
The Creedmoor Style of Archery Scoring	137
Drift and Wag	137
Archery Clubs	137
Private Practice Club	137
New York News and Nonsense	138
Records of Road Riding	139
Bicycling in Brooklyn	139
Some Additional Notions	139
Wheel-Club Doings	140
Correspondence	140
The Yale Roadster	140
L. A. W. — January Meeting	141
Mr. Gallagher on Rollers	141
Rates and Terms	141

E. C. HODGES & CO., *Publishers*,
OFFICE, 40 WATER STREET . . . BOSTON, MASS.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

BICYCLING WORLD & ARCHERY FIELD.

Volume I. November, 1879 — October, 1880.

Well bound. Full Index. Valuable for Reference. 442 Entertaining and Instructive pages.

Sent by mail, postpaid.....$3.00.
By express, C. O. D. .....$2.75.

E. C. HODGES & CO.,
40 WATER STREET - - BOSTON, MASS.

THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,
40 Water Street, Boston.

CURRENTE CALAMO

A CHEERY New Year.

PUT your good resolutions on ice.

EXPERIENCED bicyclers do not lay aside their wheels in the winter time.

EXPERIENCED tricyclers do not often attempt to race on the slippery, disingenuous ice. When they do, there is always a side-show.

UNDER "Madeline's" leadership the ladies are expressing themselves freely. Several would-be ladies have sent in communications, in which they hoped to express themselves freely, but the editor does not favor "Bloomers."

CHURCH says that "The Guvnor" at the Museum is spicy: and Dennie, who clove to him between the acts, says that it 's all spice. "Yer 'and, Dennie, yer 'and."

TWO gentlemen, who probably saw the old year out over a "Tom and Jerry," have sent in a communication which would indicate from its peculiar nature that they entered the new year in the best of "spirits." Will any one send us a cord to hang the "Two Chromos"?

A "BLAHSTED ENGLISHMAN" wants to know why we do not invent a bicycle umbrella. The B. E. is probably not aware that bicycles do not freckle or tan in this climate, and that most of them know enough to go in when it rains.

THOSE who contemplate purchasing new bicycles for the season of 1881, should put in their orders soon, if they desire to have the full benefit of the spring riding. In the busy season following the close of the winter, it is not only difficult to obtain any specialties in construction, but difficult also to obtain even a bicycle, as those who "got left" last spring can testify.

"EYE-OPENER," in the December number of *Cycling*, says of Mr. Pratt's "Mechanics of the Bicycle": "It 's very nearly done for me. I have read it in bed and burnt out six candles over it. I have read it backwards and upside down, and tried it beginning in the middle and standing on my head. Then I have had a hearty supper and gone to bed and dreamt — of fulcrums, planes, and centres of gravity, flying through space, etc., — and now I am dead licked. And all this after Pratt, in his amusing prattle, tells us he will essay a *simple* answer to the question, how do we keep our equilibrium?"

We don't know how you keep your equilibrum, but we will suggest that you stand on your head six hours a day and let your brain have some nutrition. Don't try to think for a month or two; and then, if you are unable to understand the mechanics of the bicycle in words of one syllable, we will see that you are cared for at the Institute for the feeble-minded, in Chelsea. You might be able to keep your equilibrium at least part of the time, if you would cut down your daily allowance of "eye-openers"; or if you could get a small boy to carry a lamp-post around for you.

THE LONDON correspondent of the New York *Times* writes as follows to that paper, under date of 2 December: —

"As an example of English good feeling toward American work, *Scribner's Magazine* for November reached a sale of over 15,000 copies, a circulation larger than *Cornhill*, *Macmillan*, *Belgravia*, *Fraser*, *Blackwood*, or the *Contemporary*. . . . The portrait of Gladstone in *Scribner* has given great satisfaction to the premier's family and friends."

WE WISH YOU A HAPPY NEW YEAR.

THIS compliment we desire to extend to the two great divisions of the human family, bicyclers and non-bicyclers.

To the former, because we know how it is ourselves. We have been there for three years, and if every bicycler will take the same pleasure we do in anticipating the many happy hours a-wheel during the coming season, it will indeed be a happy New Year.

To the latter we can only say that they have our deepest sympathy. They do not ride, but it is fair to suppose that they

can read; which leads us to remark that next to riding is reading about riding: which brings us to the announcement, that for the benefit of both the riding and reading public, we have arranged with the following parties to supply the paper to any one who is fortunate enough to possess a dime, and has good taste to inquire for THE BICYCLING WORLD AND ARCHERY FIELD: —

THE AMERICAN NEWS COMPANY,
39 Chambers street, New York,
THE NEW ENGLAND NEWS COMPANY,
Franklin street, Boston,

Will supply agents, newsdealers, and all others who desire the paper in quantities, at the regular trade rates.

It may also be found on sale at

BRENTANO'S EMPORIUM,
39 Union square, New York;
WILLIAM M. WRIGHT,
160 Fulton street, New York;
WILLIAM M. WRIGHT,
791 Fifth avenue, New York;
E. J. WARING,
Fifth avenue and Smithfield street, Pittsburg;
H. B. HART,
813 Arch street, Philadelphia;
THE POPE MANUFACTURING COMPANY,
597 Washington street, Boston;
C. R. PERCIVAL,
96 Worcester street, Boston;
CUNNINGHAM & CO.,
6 & 8 Berkeley street, Boston;
AND AT THE WORLD OFFICE,
40 Water street, Boston.

ADVERTISEMENTS

NOTICE.

THE COPARTNERSHIP heretofore existing between Edward C. Hodges, Charles E. Pratt, and Frank W. Weston, under the firm names of The Bicycling World Company and E. C. Hodges & Co., has been dissolved by mutual consent.

EDWARD C. HODGES.
CHARLES E. PRATT.
FRANK W. WESTON.

BOSTON, 3 January, 1881.

THE BUSINESS heretofore carried on by the above-mentioned firm will be carried on by a new firm, this day formed, under the name of E. C. HODGES & CO., of which the undersigned are the members. Said new firm is duly authorized to settle all affairs of the before-mentioned copartnership, and all payments should be made to them.

EDWARD C. HODGES.
LOUIS HARRISON.
CHARLES E. PRATT.

BOSTON, 3 January, 1881.

I have a few of **BICYCLES BICYCLES** my very nice

for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.

A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

14 to 20 PEARL STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

FINE CLOTHING

Gentlemen are respectfully invited to examine our

CHOICE STOCK

—OF—

FOREIGN & DOMESTIC

WOOLLENS,

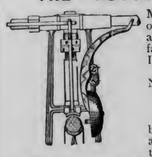
FOR FIRST-CLASS WORK,

As this stock cannot be surpassed, and will be made at reasonable prices.

JOHN G. CALROW,

378 Washington St., cor. Franklin St.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."

A few copies at BICYCLING WORLD office.

Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

TO BE HAD,

Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., @	$0.30
STURMEY'S "INDISPENSABLE," @	$0.50
THE AMERICAN BICYCLER (2d edition), @	$0.60
LYRA BICYCLICA, @	$0.60
THE AMERICAN BICYCLING JOURNAL (bound), @	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @	$1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth	$1.00

The Trade Supplied at Wholesale Rates.

Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE.

ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.

E. C. HODGES & CO.,

40 Water Street, Boston, Mass.

THE AMERICAN BICYCLING JOURNAL.

Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of **Price, $4.00 a Copy, postpaid.**

E. C. HODGES & CO.,

40 Water St., Boston, Mass.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

The Bicycling World & Archery Field

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 7 JANUARY, 1881.

CLUB HEADQUARTERS are no longer deemed a mere luxury, but are possessed of many of the virtues of a necessity. During the long winter months, when there is a scarcity of friendly meets and companionable runs, some form of social intercourse is needed to keep alive the pleasant relations formed during other seasons. This need is most readily met by providing club-rooms, suited to the general purposes of business meetings, furnished with conveniences for storing wheels, and supplied with those little attractions, such as the files of various wheel papers, which make the place inviting to club members.

Two of the prominent Boston clubs, recognizing the importance of this aid to club unity and strength, have united their efforts and have procured headquarters, which promise, in time, to become models of their kind. The matter was placed in the hands of a "house committee," consisting of three members from each club, who were instructed to procure suitable apartments, furnish them, and institute whatever regulations were necessary. The clubs were thus relieved of all responsibility in the matter, except to pay the rent, as the furnishing expenses were met by private subscription.

As the governing rules may be fruitful of suggestion to others, as well as of interest to those to whom they apply, they are given in full.

RULES AND REGULATIONS OF HEADQUARTERS

BOSTON BICYCLE CLUB. MASSACHUSETTS BICYCLE CLUB.

All members of both clubs shall enjoy equal privileges of these rooms, which are as follows: —

I. Freedom of rooms at all reasonable hours.

II. Accommodations for storing bicycles in basement.

III. Use of lockers upon payment of annual rental.

RULES.

RULE I. No bicycles allowed, *under any circumstances*, in the Club rooms.

RULE II. Other persons (not members of either club) may enjoy the privileges of the rooms, by unanimous vote of the *House Committee*, on presentation of their names to that committee, seconded by a member of either club, at the following rates: One week, $1.00; one month, $3.00; six months, $7.00; one year, $12.00.

RULE III. Members may admit friends to the rooms for two days in a month without charge, upon placing their names on the club register, and being seconded by the member proposing them.

RULE IV. The House Committee shall have the right to offer the freedom of the rooms to such persons as they may think proper, for any length of time, *without charge*.

RULE V. The exclusive use of some room or rooms for regular or special meetings of either club may be had upon application by the club Secretary to the Secretary of the House Committee at least three days previous to such meeting.

RULE VI. The House Committee shall have absolute control of the management of these Headquarters.

The attention of members is particularly called to a clause in the lease under which these rooms are held, viz.: "*No liquor or liquors of any kinds whatsoever shall be in any wise used, kept or sold on said premises.*"

A violation of these rules by any person using the rooms shall be acted upon by the House Committee at their discretion.

A COMPARATIVE STUDY OF THE BICYCLE. No. II.

BY H.

[Continued from page 119.]

THE progressive development of the bicycle has been remarkably rapid and direct, and in the main has not been much interrupted by objectionable tendencies.

Nothing has been more remarkable than the æsthetic tendency. Bicycling, in the main, is a sport, and nearly all riders look for beauty as well as utility in their machines. The early forms were soon superseded by lighter and more graceful ones; and when, about 1878, there was apparently little left to be improved in the harmony and grace of outline, attention was directed to finish, and especially to polish and plating. Most purchasers are exacting as to beauty of design and workmanship. This is an advantage, inasmuch as it compels manufacturers to do better work. The polished or plated machine shows defects of material or workmanship which paint generously covers up. Bicycles sold freely two years ago, which to-day would not be looked at by the same class of purchasers.

Unfortunately all men have not sufficient mechanical knowledge to judge wisely of the merits of a machine when they purchase. Too little attention is paid by riders to vital parts, and too much value is often attached to trivial devices.

Riders do not take and read bicycling papers so much as they ought; and editors do not write as instructively as they ought. This last is a serious defect in our literature. How can a rider learn the advantages or disadvantages of rake? How is he to choose between broad and narrow tread machines, direct spokes or locknutted ones; Stanley heads or open-steering; or in fact, to buy a machine with any degree of intelligence? He can ask his neighbor, or read the dealers' advertisements which say that every machine is better than any other, or guess at it; and the result is about the same in either case. Happily, when we search out the prettiest and most expensive, we generally get a good machine, and never know that we might do better.

There! having given our dear editor the dig I was aching to, I 'll go on, if he permits me. First, I must say I refer to the editor, — not Mr. Pratt. In the *American Bicycler* Mr. Pratt gave us a great deal of valuable information that has been much read and copied, and has done a great deal of good. I intend myself to pass off as many of his ideas for my own in this article as I can.

HEADS.

The socket head sometimes heated and stuck fast, and was altogether a greasy affair. Just mark here, brother wheelman, it was a cone bearing; we will discuss them hereafter. It was the first type, and in 1877 was in use upon thirty machines; but I can now find only three having it. In that year the Stanley head was already in use upon one hundred and forty bicyles, and centre-steering varieties upon fifty-five.

Now the Stanley head and its own cousin, the Humber, represent about eighty-seven per cent of all in use, and the centre-steering variety about nine per cent. Here is an instance of the power of taste. The Stanley is a good and reliable head; but the centre-steering or open-head variety permits of a longer spindle, and ought to be somewhat superior in point of resistance to wear or strain. It might perhaps give with its longer spindle a better steering and balancing effect, yet it falls off evidently because it is wanting in beauty; and if is safe to look forward to the continued supremacy of the Stanley, or some graceful modification of it.

It is very desirable to get as long a spindle and as low a handle bar as possible. Probably the Stanley head may yet be

so changed as to give some improvement on these points. The spindle I shall write more fully about under the head of rake.

The general tendency for several years has been to shorten the heads, taste and utility going hand in hand. High handles may answer for exceedingly smooth city pavements, but are very objectionable for either the race track or road-riding. We steer by the handles and the feet, but the main use of the handle bar is in balancing and holding one's self down upon the saddle, so as to put the maximum pressure upon the pedals when riding rapidly or over difficult grounds. For these purposes a high handle bar is the worst conceivable form. It lessens the rider's power, and makes him sit somewhat as we used to upon the old bone-shaker, with the shoulders rounded and the chest contracted. A downward pull upon low handles tends to expand the chest, and the rider of the modern machine does not bend his back so much as of old; nor does he lean forward on account of the handles, but to get his weight on the pedals.

HANDLES AND HANDLE BARS.

Handles are now placed so low on many of the leading English machines that the leg touches them every time the crank, passing through the upper part of its stroke, lifts the foot. This is certainly carrying the thing too far. As a believer in rocking saddles, I will say that I think this will in time have its influence, and help establish the rule of low handles. This I will explain hereafter. The handle bar is sometimes placed somewhat forward of the head, and should be, especially on machines with considerable rake.

The old French fashion of bowed handles has never been adopted permanently in England, but is now used upon the Yale bicycle recently introduced into this country. The early handles were straight-sided, tapering pieces of wood, but soon gave way to the present rounded handle of horn. Here, I think, we shall eventually have innovations and improvements. Mr. Sturmey says that in his opinion the spherical handle approaches nearest to perfection. They should not be over two inches in diameter; and to quote from the Hand-Book, "are most comfortable, and I find give a much better grip, than any other I have tried. They allow the hands to be shifted into any position with equal comfort." I have ridden perhaps a thousand miles with them, and thoroughly approve of them. The hand naturally caps the ball handle, while it grasps the body of the ordinary one. This gives the handle bar, when fitted with the former, practically a greater length, by fully three inches, than with any other form. This is of decided advantage in the gain of leverage, secured without an increase of length of the bar.

Probably a majority of riders suffer from sore and blistered hands. I recommend them to use the rubber handles which have been put upon the market within the last year. They are made to fit the leading machines now used in this country, and are a decided improvement upon hard horn handles. The spherical ones are decidedly the best, in my opinion, and I have tried them thoroughly. It is a mistake of the manufacturer that he does not advertise in the bicycle press. These handles are of good white rubber, and are sufficiently elastic to yield slightly to pressure, saving the hands greatly on a long, hard ride. They act also as a safety buffer when the bicycle gets a fall, saving it from much of the shock of striking the ground.

The balls should not exceed two inches in diameter, as larger ones stretch the hands and fatigue the muscles exceedingly. The ordinary form of these rubber handles is well made, and they are large and very pleasant to use.

A short bar has its good points. When the expert rider takes a header, he is often able to clear his legs from the old-fashioned eighteen-inch handle bar, and alight upon his feet. Modern bars are made twenty-two inches, twenty-four inches, and even as long as twenty-eight inches. They are the more effective on the road, the longer they are made; but woe unto him who has such a length in front of him when he goes flying over the handles. They entangle him hopelessly and bring him to grief.

Yet, in fast running, we can illy forego the long handle bar. The strong, quick action of the feet pushes the wheel to one side and the other, so as to make the course a sinuous one. The machine must be kept straight by means of the handle bar, and the labor is much greater with a short one than with a long one. The long bar is of great advantage on the road, when one has to push hard and ride slowly. The question of tread becomes involved in this case. Tread is the distance of the feet apart. A wide hub, of course, produces a broad tread. Many English machines are made with five-inch hubs, and others with hubs of seven inches. This is a question which merits much attention, and it is to be hoped that it will be discussed publicly till some intelligent understanding is arrived at. But to return to the handle bar: if the rider has a broad-tread machine, and is going slowly on a bad road, he must push vigorously. By so doing, he thrusts the wheel first to one side and then the other. To counteract this strong side thrust, and keep a straight course, he must pull as vigorously on the handle as he pushes with his foot on the same side. It is an uneven contest. The comparatively weak arms soon yield the palm to the immense leg muscles, and the rider finds it harder to steer his bicycle than to propel it. No one knows, in such case, the delight of a long bar till he tries it.

Two of my acquaintances ride with twenty-seven-inch handle bars. Both are old riders and superior ones, and their testimony is valuable. Neither would now go back to the use of a short bar.

TREAD.

The foregoing naturally leads to the discussion of tread. I think it is impossible to give a decision in favor of either extreme. There are advantages and disadvantages in each system. I will briefly touch upon them.

In the *American Bicycler* there is an excellent chapter upon "Equilibrium." We are there shown how much the feet and legs have to do with balancing the rider and his machine. He who reads that chapter will see at once that the broader the tread, *i. e.*, the greater distance the feet are apart, the more easily can the rider balance himself by the feet. Hence the more easily can he ride without touching the handles. In running short curves quickly there is again an advantage, and also in turning around or suddenly swerving to one side. It would seem from this that the broad tread is to be preferred; but in racing or the regular all-day work against the collar on country roads, the long leverage of the broad tread, in its side effect, is most objectionable, as I have shown above. It is to be hoped that riders will study this question when they ride, and give their opinions to the world in bicycling journals.

I think it possible that compromise standards may be arrived at for racing and road machines as to tread; but discussion will enlighten every one, therefore let us pray for discussion first. I shall some day construct a compound handle bar, giving a greater power and somewhat increased motion without any increase of length. Its success is to be proved.

THE TUBULAR SYSTEM.

Some handle bars are made hollow. The tubular system has been of immense advantage to the bicycle, permitting the use of the lightest members with the greatest possible strength for the amount of metal used.

Hollow axles, cranks, and even spokes have been introduced, but not to a sufficient extent, or with sufficient gain, to call for special comment. The tubular system was an important element in raising the bicycle to success in the fields where the velocipede failed. It addresses itself to popular taste and fancy, and will, with the progressive development of the bicycle, command more and more favor.

BACKBONES.

Many early machines had solid backbones, and had the element of safety if they were heavy, but the hollow form soon displaced all others. Many iron tubes were used, and were no better than gas-pipe tapered under the blacksmith's hammer These gave rise to many accidents, and even now broken backbones are too common. No more serious danger can threaten the rider than the sudden breaking of this member of his machine. This accident does not by any means always arise from the inferior quality of the tube, but frequently comes from poor work in brazing or welding on the neck and spindle. This is an unpardonable neglect, and should be publicly condemned as a warning to riders, and to bring about a reform among makers.

Backbones are now mostly made of weldless steel tube, of remarkable lightness and strength. Some are made oval, giving more strength vertically and more resistance to the backward drag of the rear wheel. There is certainly more strain in the direction named than across the bicycle: but a good round backbone is beautifully strong and efficient, and it seems almost useless to attempt to add more strength. It is certainly more graceful than the oval form, and will always hold its own in the market as a matter of taste. I use the oval form myself, but do not admire it so much as the other. But very few oval backbones are used: these, however, are all on machines of the highest class.

FORKS.

Seven hollow forks were used in 1877, and the number has increased till I now find that one hundred and thirty different machines, or nearly forty per cent of all in use, have them. Many of the cheaper ones are made of thin brazed tubes, and others are of sheet steel turned over and brazed. These are mostly of inferior value, and are too often lacking in both strength and rigidity. The better class of machines have hollow forks made from stout, weldless steel tubes, tapered and flattened, and are much to be admired. The saving of weight is not very great, and a solid fork is better than an indifferent hollow one; but when the hollow form is well made it is decidedly the best.

The double hollow fork is made with two hollow-tapered tubes on each side, and is beautifully rigid; in fact, a slight acquaintance with it leads me to think it is the stiffest form yet made. However, it is used on but few machines; a fact which may be accounted for by the patent monopoly which controls the invention. I do not believe the double hollow fork would become exceedingly popular, if free to all, as it lacks the beauty of design of the single form. The latter, when well made, is good enough for any service, and meets every demand of taste, strength, and lightness. It must be, however, stiff enough to resist torsion, and thick enough to resist indentation or bending in case the machine falls upon a stone or sharp object.

Some few makers put hollow forks upon the rear wheel of the bicycle; but this has not become general, and is not especially desirable, as the gain of lightness is only trifling, and, if indented or bent, such forks are difficult to repair. In one case, which came within my observation, the parts had to be returned to England for repairs.

BEARINGS.

It is an appalling task to approach the subject of bearings. Mr. Sturmey names fifty-three kinds for the front wheel and twenty-two for the rear wheel, and this does not by any means exhaust the list. I think I might be inclined to shirk the whole family if I could resist the temptation to give an old enemy a kick.

The old Sheffield bearing was about an inch long, perfectly plain and good for all work. It ran very lightly and gave but little resistance. It was not dust-proof, and that is enough to say about it.

The enemy I wish to belabor is the cone. It was a man of straw set up to be knocked down. Wear was created, in order to give a chance to compensate for it. The cone bearing, on smooth, straight ground, runs well, and what bearing will not? But the moment a bicycle comes to working ground of any kind, the cone becomes a man-killer, if applied to the front wheel. The constant pushing and surging of the machine from side to side, occurring every minute in the day, pushes the bearing sideways hard upon the cones, and the resistance to revolution becomes immense.

Hoisting machinery works perfectly on this principle, the friction of the cones being quite enough to hold a cage and heavy car loaded with coal. These cones, on the bicycle, grind and wear; and then comes in the only good thing about them, their compensating device or take-up. If not thoroughly protected from dust,—and usually they are not, — they act as regular traps or inclined planes to catch and convey inside every particle that falls upon them.

That greasy old socket-head I remember so well, which rattled and shook with every movement of the bicycle, was a cone. The bearings which froze together on the road and chucked the rider over the handles that day we went to M——, were cones. The rider was good; but what he said, and more yet, what he thought, are not to be recorded. You, reader, most likely would have said something worse if compelled to trundle a wheel which would not revolve, and carry one leg in a sling over several miles of inhospitable country, where no place of refreshment bloomed by the roadside, and no passing vehicle offered its aid to the weary and battered bicyclist.

There never was a worse imposition than the everlasting cone pedals. Most of them are perfect sewers to catch dust, and are always dirty inside with the nasty blackness of dust and oil ground up together. They offer an incline plane for the dirt to slide down into the bearing part. The pin is of such shape that its angle, just where the cone joins the cylinder, offers the most perfect form for breakage; and they do break much oftener than plain pins. Add to this the severe friction when the rider works hard and can least afford to overcome it, and we have a poor contrivance to contemplate.

We put cones on the rear wheel; and there I believe I will stop, and criticise no more. Almost anything will do for the poor little rear wheel. It is only the tail-piece, at best, of the machine, and I have a sort of contempt for it as it meekly trundles and bobs along in the dust behind. It has very much the look of a small dog under a wagon.

There is nothing much finer than a good parallel bearing. When recesses are cut into the hub and crank boss, to receive it and make it dust-proof, it runs well, wears well, and can be very cheaply renewed. If it be made one and one half inches long, with a slight cut taken off from the middle half-inch of its bearing surface, so that it will bear only on half an inch at each end, leaving a slight space in the middle for oil, it will be found in practice a beautifully rigid and easy-running bearing. No man ever condemns this bearing who has it well made. It is still further improved when a universal joint at the lower end of the fork takes off all possibility of the bearing binding, or pinching the journal endwise.

There is no special need for comment on the great variety of bearings before the public. Starley's frictionless rollers are a beautiful contrivance, and as I have proved by trial, run exceedingly well.

I find ten machines using ball bearings in 1877, and some one hundred and thirty in 1879. This gain is very significant, appearing as it does upon the best machines made.

Balls require much less oil than other bearings, and many forms of them will run for weeks without lubrication. This is a most significant fact, and is one of the best arguments in their favor. If they need a minimum of lubrication, it is because there is a minimum of friction.

Double balls are generally confined in sockets, and being stationary, grind upon the moving surfaces, and upon the central cage or ring which confines them, to a certain extent. I think that if a parallel bearing is reduced in size to give a very small surface of contact, with very thorough fit upon the axle, it will be found to run as easily as double balls. The difference, if any, is very slight, but the balls are adjustable, and not so dependent upon perfect fitting to get a first-rate effect.

Single balls do not give so much rigidity to a machine as the double form, and this is in some degree against them. Every one knows what lost motion in the handle bar is, when that member works loose. A thoroughly stiff fork seems absolutely necessary for comfort and safety, and yet I am not entirely certain that a little flexibility in the bearing may not help the machine more easily over rough and rutty ground. I do not affirm this, and will not defy criticism.

Single balls run more easily and need less oil than any other form of bearing. At first they are a puzzle to understand. If a wheel or gear or ball revolves against the face of another, the first in going forward will cause the next one to revolve backwards. This, in single-ball bearings, would apparently compel them

to grind fearfully against each other, and against the bearing box and journal or axle. In fact, when the bicycle is in motion, the whole circle of balls travels slowly round the axle. Each ball in turn comes to the top, takes nearly the whole weight of the machine for a very brief period, holds back the balls behind till there is a very slight vacant space in front of it, passes the summit, and then, as the following ball relieves it of its load, it drops down upon the busy little travellers in front with a click which can be distinctly heard. Gravity on one side, and a small amount of pressure from the rolling axle, carry the balls forward through their circuit. There is not a severe pressure upon the balls, except where they pass over the top point in their course, and they do not rub severely against each other. The small amount and uniform nature of the wear of all the parts, and the good service which light oils do in minute quantities, prove this statement.

Whatever the bearing may be, it is of vital importance to keep out the dust, and every rider should be particular on this point. The rear wheel especially needs to have the best of dust-proof bearings, as it runs so low and gets its own proportion, and that also which is stirred up by the front wheel.

Ball bearings now appear upon nearly forty per cent of all the different machines. They represented during 1878 about sixteen per cent, and in 1877 about five per cent.

Cones were used upon more than forty-four per cent of all the different makes in 1877, and now have fallen to eleven per cent

The various forms of plain bearings, during the time mentioned, have risen from twenty-two per cent to twenty-six per cent, and rollers have fallen off from twenty-eight per cent to twenty-four per cent.

During 1877, out of one hundred and seventy-seven machines, one hundred and sixty-eight had cones on the rear wheel. They are still in the lead, but balls and some varieties of plain bearings are gaining ground.

(To be continued.)

WHAT A BICYCLER'S WIFE THINKS.

Mr Editor:— Your lady correspondent "Madeline" takes a very rosy view of the bicycle and its riders, which makes me believe she looks wholly from the outside. She may be a married lady; but if so her husband does n't ride the bicycle, as mine does. It is a very pretty sight to see a row of riders glide by on their silent wheels, as "Madeline" describes them, and if the experience ends when the bicycles pass out of sight there is nothing but pleasure in it; but when a woman has to live day after day with a bicycle rider, she soon learns what a nuisance the "wheel" is. Some people seem to think that bicycle riders are very polite creatures to the ladies, and always raise their hats when passing, and humbly beg pardon if a timid lady is nervous at their approach in the street; but I *must* say I have never observed it. When my husband comes home from a "run," as he calls it, he does n't raise his hat, but he raises a terrible row if supper is n't ready, and the way he eats would make a coal-heaver envious. Then he drags his dirty old wheel through the house, leaving his oily finger-marks on all the door-knobs, and shouts out to me that he has burst the buttons off his knee-breeches or torn a hole in his stockings, and I must drop everything and fix him up in decent order. Every few weeks he has to buy a new uniform, because "the club" has voted to change it. Every one of these uniforms is more horrid in color and cut than the one before it, but he keeps on buying them, and I can't get half the dresses that I am actually suffering for. As for the club meetings, I never could see what they were for, except to change the uniform, as I hear nothing else about them, though there must be a good deal of discussion about it, for they are held almost every other night. A little while ago, my husband's club opened new "temperance headquarters"; and when he came home (at midnight), he talked all sorts of nonsense about "two-day runs," "cradle springs," "pitchers of punch," and "headers" (whatever they are I don't know). Before my husband bought his bicycle, we used to make pleasure trips on Sundays to the cemetery, to see the grave of his mother-in-law; but now on summer Sundays there is always a "meet" somewhere, and I don't see him from morning till night. I suppose he improves (?) the time by riding up and down in front of the windows of "Madeline," and other women who like such things; but if any fellow comes riding by my house, I always feel like setting the dog at him. I don't wonder the dogs bark at them, and try to bite their spindle-legs, some of which look more like beef-bones than anything else. I don't believe you look like that, Mr. Editor; and as I read your paper every week, I think you must be a very nice man, except that you have the fault of riding a bicycle. I see that some other ladies agree with "Madeline," and perhaps 'most all do; but I hope you will not refuse to print this in your paper, to show there is ONE WHO DOES N'T.

BALTIMORE NOTES.

IT was *about* the 1st of November "*World*," under head of "Baltimore and Washington Wheel Notes," that "Ike," in speaking of bicycling in the Monumental City, says: "I am grieved to say that the outlook for the wheel is not encouraging. Prejudice and stupidity are strong in opposition to the use of the wheel; the parks are forbidden grounds to the bicycler unless he rides in the foot-paths. The streets are most outrageously paved, so that it is an utter impossibility to ride in them; the out-of-town roads are not good, and too difficult to reach to be much used by one living in the city, and wherever riding is attempted sneers and unpleasant remarks come quick and plentifully from the lookers-on."

Now, it is not proposed to enter a discussion concerning the absolute or comparative merits of our roads, etc.; but justice to our city, our roads, and our wheelmen will allow the statement of a few facts by one who has ridden over 500 miles of Baltimore roads.

The outlook for the wheel here *is* encouraging; prejudice and stupidity *are not* strong in opposition to its use; the parks are by no means forbidden ground. The streets of the city, it is true, *are* badly paved for the use of the bicycle, but *are* passable, and *are* ridden over.

The out-of-town roads *are* good, and *are not* difficult to reach, and *are* much used by those of us who live in the city; and wherever and whenever riding is attempted, sneers and unpleasant remarks *are not* the rule, but the exception.

"I am grieved to say" that the writer in question did not try any of our roads; and am further grieved that he did not call at the headquarters of our club, where he would have been entertained, and whence he would have been escorted on a spin over some of our many good roads.

The first wheel shipped to this city was received only last April; and during that first season a club was formed which now numbers sixteen active riders, ranging in years from the sunny side of twenty-five to the shadowy side of fifty-five. The coming spring will bring accessions to our rank and file, and altogether the "outlook" is *very* encouraging. "Prejudice and stupidity" do not stalk abroad, but of course show their slight heads here and there, as they are wont elsewhere to do; but the pale visages of both are fast disappearing.

The park commissioners have granted us the use of the park up to 8 or 9 o'clock mornings, and after 5 o'clock P. M. The foot-paths we could use at any hour; but as we should not, we do not so use them.

We see brighter hopes in the future. His Honor the mayor is our friend, and expressed himself as seeing no reason why we should not have the use of the roads of the park "at *any* and *all* times." Our wedge, entered at our "meet" last October, still moves; nor do we entertain any idea of its finally stopping until it shall have opened up all avenues into which we list to go. Our morning, evening, and moonlight rides are thus about as we wish them. The "outlook" is *very* encouraging.

At an election held last fall, the citizens of Baltimore voted an ordinance authorizing the mayor and city council to expend $500,000 in repaving our streets with new and improved pavement. So, since all the main streets are to have good smooth surface, and some of the most important avenues leading to the parks and suburbs are to be elegantly paved, our "outlook" in this direction *is* also encouraging.

If from the centre of the city, with a radius of ten miles, you describe a semi-circle from the S. E. around by N. to N. W., you will have encompassed about 125 square miles of territory. Now, if from this you subtract a central semi-circle of three or four miles' radius, embracing about 25 square miles, you will have left 100 square miles of suburb and country, through and across which run our best and most frequented roads. The 25 miles lying to the S. E. are threaded and checkered by the very smoothest, hardest, and best of shell roads, on which it is the wheelman's delight to let his flying wheel away. And the magnificent moonlight riding they afford with their clear white track is just too numerous to mention.

Farther around to the north are the splendid avenues that lead out from the city for a distance of 5, 8, and 10 miles, through a most beautiful part of the country, and over whose hard, smooth beds our short runs of 10, 20, and 30 miles are usually made. Charles street avenue, Roland avenue, Lake avenue, Bellona avenue, and Pimlico road deserve special mention. And yet the "outlook" *is* encouraging. Don't you think so? LOOKOUT.

BALTIMORE, December, 1880.

1981.

CHELSEA, 1 January, 1981. — *Editor Bicycling World:* — We send you greeting. The centennial issue of your paper, in 200,000 copies, forcibly contrasts with your issue a hundred years ago, which we have found from a musty old Midwinter Number to be only 15,000. Not more forcibly, however, than does the present great political party mentioned in that issue as the League of American Wheelmen, now numbering several millions, then mustering but a paltry thousand. Then the bicyclic art, like aerial navigation and artificial sunlight, was regarded by the ignorant bigots of that age as absurd and futile, notwithstanding those very people considered themselves progressive, and were prone to ridicule the bigoted ignorance of their predecessors.

Nothing is more suggestive of the ignorance of that time than the folly of the "culchahed" Bostonians in erecting their houses upon the insidious mud, which three hundred years after the settlement of the town settled out of sight, and effectually settled all real-estate difficulties. It is sad to reflect that where now a new channel is being dredged, once stood the commodious edifice occupied by the Bossachusetts Bicycle Club. Since Chelsea has become the metropolis of the East, the palatial quarters of the club have in all their appointments kept pace with the increasing magnificence of the city; but the tender associations which hover around 40 Providence street are yet fondly cherished in the breasts of the antediluvians.

One of the happiest results of the increased longevity conferred upon bicycle riders is the survival of three of that famous club, who have recently met together to rake over old memories. It was a pleasant sight to see the hardy old veteran, Weston, aged one hundred and thirty-seven, the grand old gentleman, E. W. Pope, aged one hundred and thirty-four, and the venerable Charles E. Pratt, of about the same age, gathered around water and toothpicks for three, discussing old times. It was intensely interesting to hear them review their early struggles to keep alive an art which now is endeared to every one, and without which life would seem incomplete. How strange it sems that people who were so ostensibly alive to their own advancement were so blind to this effectual means of promoting their own health and pleasure!

It was a touching sight to see these venerables each bring forth some relic of their former companions, such as Duker's badges, Carpenter's prayer-book, Harrison's stub pen, Baker's forceps, Parsons's Tract on Temperance, Shillaber's moth-eaten stockings, Churchill's turkey-bone, Dean's mustache comb, Hodges's "Ain't-I-fat remedy," and last but not least, a peculiar souvenir extracted from Weston's voluminous ulster pocket. A tear glistened in every eye as they gazed upon *the classic boots of "Juvenis."* Overcome with emotion, *we* left.

"THE TWO CHROMOS."

GLANCES ABROAD

BETTING AT RACE MEETINGS meets with deserved disfavor across the water. A correspondent of the *Cyclist* says: "There is probably no one thing under heaven which could as soon and so easily degrade bicycle racing as the introduction of systematic betting at race meetings. Horse racing is brought low enough by this curse, heaven knows, but it is kept just on the fringe of respectability by its antiquity, as well as by the numerous great names and long purses which support it. Bicycling, as yet, has none of these extraneous advantages, and will surely suffer a total eclipse if this hideous deformity is ever allowed to be engrafted upon it."

TRICYCLE CONSTRUCTION engages the attention of another correspondent, who criticises the faulty distribution of weight in modern tricycles. He advocates placing the driving wheel in front, and thus sustains his theory: "By placing one driving wheel in front in the centre, and two somewhat smaller ones behind as guiders, great power and absolute control is obtained in descending hills: a stoppage can be effected in two or three yards down the steepest hill, simply by the action of the feet only, without any special brake. When we come to ascend hills with the driving wheel in front, we put, as it were, the principle in a bank, and draw upon it the more, the steeper the gradient becomes. In making the machine, care must be taken to put just sufficient weight on the driving wheel to cause it to bite up the steepest hill, and no more, for three reasons: because the less weight there is on, it is easier to propel; the machine is shorter, and will consequently make a sharper turn. Those tricycles whose driving wheel is behind require a maximum variation of power in ascending and descending hills, and those with the driving wheel in front a minimum only; that is, the driving wheel in front equalizes the power required more than the driving wheel behind does. Again, with the front driving wheel it is easier to ascend and descend hills; with the back driving wheel it is harder work up hill and requires more brake power down hill. The foregoing statements are not the mere guessings of a playful fancy, but proved facts, obtained after fifteen years of intelligent, practical experience."

THE *Bicycling News* countenances some very tall anecdotes, if the following may be taken as a sample: "A gentleman with very long legs was out touring, and put up at a wayside inn some fifty miles from the spot of his birth. After saying innumerable pretty things to the barmaid, whereby he excited the jealousy of an individual present, and duly refreshing himself, he came out, but found his steed was gone, or transformed into a 'bone-shaker,' for the latter was the only machine to be found. It was evident he had been made the victim of an unscrupulous wag, who had perhaps humored his conscience with the idea that 'exchange is no robbery.' Prompt action was necessary, but there was no railway station within ten miles, and his long legs disdained the 'bone-shaker.' Yet our wheelman was determined to regain his steed, and not return to London without it, to be the laughing-stock of his fellow clubmen. But his determination was futile. In vain he mounted horses and scoured the country. In vain by swift trains he endeavored to intercept the daring thief. His inquiries were successful, but the swiftness of his runaway steed always left their effects fruitless. He had tracked it through twenty villages, and telegraphed here and there and everywhere to stop it, but in vain. He saw it and its burly rider no less than three times during the chase, but always disappearing over a neighboring hill. At last, after having spent a whole week and a ten-pound note in the pursuit, he gave up in disgust, and seriously concluded that he was the victim of no less an immortal than 'old Nick himself.' He delayed in the neighborhood a few days, however, like a fish out of water, and then disconsolately returned to the spot of his birth. On getting out at Clapham Junction, however, and in passing the parcel office, he beheld a bicycle with a wonderful resemblance to his own. He irresistibly approached it, and lo! there was his name and address in full on the label. Explanation following: it had arrived by

the preceding train, and in the pouch was a polite note thanking the owner for a very pleasant trip and congratulating him on being the possessor of such a steed. The wheelman no doubt owed the return of his machine to the fact of his name and address being engraved upon it. The anonymous writer added, as an explanation of his conduct, that while our friend was making love to his (the writer's) Sally at the inn bar, he fell in love with the gentleman's machine outside."

A CLUB QUADRICYCLE, described in a recent number of *Cycling*, may be able to cope with the famous or infamous three-wheeler introduced upon this side of the water. Its inventor says: "I will describe, as well as I can without the aid of a woodcut, which would have rendered my task much easier, a quadricycle with rowing motion, or rather a sociable, the minimum number of riders to be five: four rowers or propellers, and a coxswain or steerer. A pair of sixty-inch driving wheels are connected by a frame with two smaller steering wheels, which may be placed either in front or behind; probably the best plan would be to have them behind. Upon the centre of the driving axle is a fixed-toothed wheel, and upon a secondary axle placed behind or above this is fixed a toothed wheel double the size, so that two revolutions of the driving wheel would be obtained to one of the multiplying wheel. This secondary axle is cranked, having four cranks with connecting rods from them (two pairs) to four cross bars supported from the frame by rocking levers or rods. The propellers are to be set in a line; viz., one in front of the driving axle, one just behind, and two between this one and the axle of steering wheels. The steerer is to sit just behind this axle, the steering bar being straight above it. His work, in addition to steering, would be the working of the brake, and it would be advisable for him to sit higher than his men. Foot-boards are to be placed at convenient distances for propellers, and the seats are the same as those of a boat. Nine-inch cranks, or even longer, might be used; this would give eighteen inches as the length of stroke. I am not aware what the usual length of stroke of a rower is; perhaps it would be advisable to have the stroke something near it. The cogged wheels would, of course, have to be made of sufficient size to allow of the cranked axle, whatever its length of throw, to just pass without touching the main axle; for nine-inch cranks, about seven-inch and fourteen-inch respectively.

If I have made my plan sufficiently clear, it will be seen that there are two pulls to each turn of the driving wheels, and two propellers to each pull. Need I say that the combined power of four men would be immense? Here we should have a long, slow, and powerful pull, for a crank double the length of that used by the feet could be worked without inconvenience; and the pulls would be continuous, for directly one pair of riders had ended their stroke, the others would begin, and they would have the advantage over oarsmen of sitting facing the front of their machine and not riding backwards. The steering, receiving the sole attention of one man, would be perfection, and for a rest, each of the propellers might in his turn have a spell at it.

Now that there is a talk of clubs breaking up through lack of interest, such a machine among them would be the means of adding fresh zest and cementing them together. The number to be carried is not limited, and the pace would be simply terrific. The attempt of a bicyclist to try his strength with that of four or more combined skilled riders would be an utter failure, be he even a Cortis or Keen. The advantage it would be to those who are fond of boating, but who are living away from the vicinity of a river or other boating requisite, would be great, for they could have their row on the road with less danger, greater convenience, greater speed, more excitement, and with the same healthy athletic exercise and exact similarity of motion."

PERSONAL

THE PROVIDENCE CLUB has recently added to its reputation for hospitality and good taste by electing Capt. E. C. Hodges an honorary member.

SIR WILLIAM PALLISER, the great gun man, and another great gun, the venerable Archdeacon Daykin, are mentioned among the enthusiastic tricycle riders in England.

MR. JESSE HOWARD, of the Providence Club, has been appointed upon the finance committee of the Providence Base Ball Association.

MR. ALFRED D. CHANDLER has in preparation for the Midwinter Number the first of a series of articles upon practical touring in England, which, carefully prepared and based upon personal experience as they are, will be valued by those who contemplate making the trip.

THE POPE MANUFACTURING COMPANY are now established in their commodious new quarters, at 597 Washington street.

CUNNINGHAM & CO. have chosen a pleasant location for their new salesrooms, at 6 and 8 Berkeley street, and are now ready for business.

MR. JOHN M. FAIRFIELD, of Chicago, sends us a handsome New-Year's card in the shape of his catalogue for 1881. The design on the cover, which is a novel one, contains two illustrations, and the interior arrangement is well suited to the requirements of purchasers.

MR. GEORGE E. BLACKHAM is a live patron of the wheel, at Dunkirk, N. Y. A welcome communication from him was printed in the last number of the BICYCLING WORLD, under the title, "Will some Brother explain?" Mr. Blackham suggests in a later note that the influence of the holidays was bad either upon his caligraphy or upon our proof-reader, for the types made him say in speaking of adjustable rake, "rapidity," instead of rigidity as he meant it, and also got his initials "J. E. B.," instead of G. E. B., which corrections we hasten to make so far as we can.

MR. L. J. BATES, president of the Detroit Bicycle Club, fell recently while walking, and seriously injured his right hand. It has not, however, interfered with his sending us a pleasant letter, and will not, we hope, interfere in the least with his riding.

MR. LOUIS HARRISON, Massachusetts Bi. C., is the "new editor" whom we introduced in some prefatory remarks in our last issue. Now that he is on the staff, we do not dare to be too complimentary; but we stand by what we said in the editorial, "Happy New Year," and believe that our readers will congratulate themselves upon the acquisition.

MR. FRANK W. WESTON, the secretary of the Boston Bi. C., and chief consul B. T. C., severed his business connection with the publication of the BICYCLING WORLD AND ARCHERY FIELD last week, and a notice of the business change appears in another column. We cannot let the incident go by with the mere mention in a business notice. He has sold his interest in the paper and in the firm of publishers in one sense; but in another sense, we trust his interest in them is in no wise parted with. Mr. Weston was in at the commencement of the first bicycling paper in this country, and edited the *American Bicycling Journal* until it was merged in the BICYCLING WORLD, and Mr. Weston became one of the proprietors of the latter paper. Not only his means, but his genial enthusiasm and wide influence at all times, and occasionally his ready pen, have promoted the interests of our larger venture, and aided in bringing it to the success which it has reached; and we are happy for ourselves and the publishers to make this acknowledgment on his departure, and to wish him every success in the business to which in the future he may be devoted.

MR. FRED T. MERRILL, of San Francisco, has challenged all bicycle riders to compete in a twenty-four hour contest for the championship of California and $85 in coin, to come off at the opening of his new school on Market street, in that city, commencing Friday evening, 31 December; adding that he will allow amateurs and inexperienced riders a satisfactory handicap. This challenge was accepted by A. A. Bennett and several other riders.

ADVERTISERS will find the MIDWINTER NUMBER of the BICYCLING WORLD AND ARCHERY FIELD, with its rare attractions and its issue of 15,000 copies, a valuable opportunity to take advantage of.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 7 JANUARY, 1881.

THE CREEDMOOR STYLE of target valuation has been adopted on the Pacific Coast, according to the *Pacific Life*, as informed by the secretary of the Pacific Coast Association, and henceforth scores on the Pacific Coast will be kept accordingly; that is, counting the value of the colors or the respective rings of the target from the gold outward, 5, 4, 3, 2, 1, instead of 9, 7, 5, 3, 1. Now Mr. Brownell ought to be happy. We do not attribute this change of fashion entirely to his visit to California, but we recall the controversy of a year ago over this matter of archery scoring, and which was begun in the BICYCLING WORLD for 10 January, 1880. In a subsequent number of the same paper, "Capt. Jack" pointed out what he thought the true values for the colors as follows; gold, 9; red, 3; blue, $1\frac{8}{15}$; black, $1\frac{2}{15}$; white, 1; though he did not think this a convenient valuation, on account of the fractions. But we mean merely to allude to the old discussion in passing. It is probable that this action of the westernmost association in this country will provoke much comment on this side the Rocky Mountains, and we are ready to reserve our opinions until some of the leading archers have expressed theirs. Of course, if a revolution is to be made, it must start somewhere, and this may be but the beginning: but it is certainly desirable that the same system of scoring should prevail throughout the country as it has heretofore, otherwise readers of the published accounts of archery matches will have to exercise themselves in compound numbers, and in translating the new style into the old whenever it occurs, or *vice versa*. Perhaps for ready reckoning, some patient and benevolent contributor will furnish the press with a commutation table, by which such calculation may be saved. In making this suggestion, however, we do not forget the difficulties attending the making of such a table; we do not forget that where, as now prevails for the most part, only the total number of hits and scores were given, it would be a question of some embarrassment to determine what would be an equivalent old score for one of the new. Perhaps now the Pacific-ers will go on improving the ancient methods, and provide that in reporting the York round, for instance, the distance shall be called 30, 60, and 90 yards, instead of 60, 80, and 100: or else that the number of arrows shall be 20, 40, and 60, so as to reckon them by tens instead of by dozens. There is nothing like discarding the old, and nothing so convenient and beautiful as adopting the new, covering up past history and past records, and starting a new era, especially in archery.

DRIFT AND WAG

MR. SECRETARY THOMPSON, of the Private Practice Club, gives us a very short report and a very long appendix of scores, for this number.

MR. FRANK H. WALWORTH, of Saratoga Springs, N. Y., is looming up for the Chieftain's Badge prize. An average of 888 at the double York round is immense: and with one practice score of 205–941 at that round, and at the single round of 107–511, he takes his place among the first of American archers. Only Mr. Will H. Thompson, so far as we are informed, has exceeded or even reached this score, even in private practice. A score of 212–1028 is credited to him for September, 1879, at the double York; a score which has only four times been exceeded in any *public* match in the world.

SUBSCRIPTIONS to the Chieftain's Badge Fund are acknowledged, from Mr. D. V. R. Manley and Mr. F. E. Roff.

MR. FRANK E. ROFF, of Toledo, has been dangerously ill with typhoid fever, but is now recovering.

ARCHERY CLUBS

THE TOLEDO Archery Club, at Toledo, Ohio, has elected the following officers: President, Dean V. R. Manley; vice-president, W. T. Carrington; secretary, A. F. Goodyear; treasurer, F. H. Bidwell; executive committee, F. E. Roff, Birchard A. Hayes, A. F. Goodyear, T. E. E. LeBaron, Dean V. R. Manley, *ex officio*.

PRIVATE PRACTICE CLUB.

THIS report has been long delayed, the secretary waiting for reports from members. The cold weather has doubtless driven most of the members from their ranges; and until winter gives way to spring, very few will keep up their regular practice. The most noteworthy record is that of Mr. Walworth. He shows an average of 888 at the double round, has one double round of 941 points, with 205 hits, a single round of 107–511, a score at 100 yards of 44–158, at 80 yards of 40–208, and at 60 yards of 24–162. His last 144 arrows, at 60 yards, gave him 140–862.

Mr. Hyatt gives us one score of 811 on the double round, and 24–146 at 60 yards. The number of members shooting being so few, no general comment seems necessary upon the month's work.

WILL H. THOMPSON, *Secretary*.

FRANK H. WALWORTH, SARATOGA SPRINGS, N. Y.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Nov. 2.	31–127	38–190	21–127	90–444
" 3.	37–129	39–169	22–132	98–430
" 6.	44–158	40–208	23–145	107–511
" 8.	35–135	39–151	22–118	96–404
" 10.	34–128	30–162	23–141	87–431

72 arrows, at 100 yards.

28–102 32–102 34–128 33–129

24 arrows, at 60 yards.

21–111	21–103	23– 99	23–127	24–140
23–115	24–136	24–148	23–135	22–124
22–108	22–106	21–101	22–112	21–105
23–139	19–109	23–117	24–116	22–128
22–118	22–130	22–132	23–133	24–162
23–127	22–118	23–139	20–120	21–125
24–148	20–116	23–117	23–121	23–123
22–120	23–127	22–122	23–135	22 134
22–110	23–127	23–105	19–111	20–100
20–104	20–102	22–122	23–103	23–117
23–123	23–123	22–130	20–118	22–102
21–123	21–119	22–142	23–141	23–139
24–152	24–152	24–136		

Average York Round = 444.
" 100 yards = 126$\frac{4}{9}$.
" 80 yards = 176.
" 60 yards = 123$\frac{1}{4}$.

WILL H. THOMPSON, CRAWFORDSVILLE, IND.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Nov. 4, 5.	34–164	37–197	22–136	93–497
" 11, 12.	34–140	35–169	23–123	92–432

24 *arrows, at 60 yards.*

22–118 23–137 21–117 24–140 24–130
24–130 23–139 24–146 22–124 24–132
21–119 22–126 24–130 23–133

Average York Round = 464½.
" 100 yards = 152.
" 80 yards = 183.
" 60 yards = 130.

MAURICE THOMPSON, CRAWFORDSVILLE, IND.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Nov. 4, 5.	33–129	38–190	22–138	93–457
" 11, 12.	39–157	39–183	21–111	99–451

24 *arrows, at 60 yards.*

22–100 21–87 23–129 22–126.

Average York Round = 454.
" 100 yards = 143.
" 80 yards = 186⅓.
" 60 yards = 115⅙.

F. O. HYATT, CORTLAND, N. Y.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Nov. 2.	19– 77	20– 88	20– 96	59–261
" 3.	24– 92	32–110	20–114	66–316
" 5.	20– 70	27– 89	21–111	68–270
" 6.	18– 86	27–125	23–119	68–330
" 8.	21– 97	38–168	22–142	81–407
" 9.	30–144	38–154	22–126	90–424
" 10.	23–113	34–130	20–132	77–375
" 16.	24–126	35–171	21–121	80–418
" 17.	19– 81	37–183	23–129	729–393
" 19.	20–108	32–150	24–146	86–404

24 *arrows, at 60 yards.*

22–120 23–133 24–124 20–114.

Average York Round = 359⅛.
" 100 yards = 99⅝.
" 80 yards = 136¾.
" 60 yards = 123 $\frac{5}{14}$.

T. R. WILLARD, GALESBURG, ILL.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Nov. 1.	28– 82	33–139	18– 88	79–309
" 2.	31– 87	26–116	22–106	79–309
" 3.	27–109	25–105	19– 97	71–311
" 4.	26– 86	28–110	20– 94	74–290
" 5.	24– 94	28–106	23– 99	75–299
" 6.	25– 99	24–110	23–105	72–314
" 8.	33–103	38–114	21– 85	92–302
" 9.	37–119	28–116	22– 82	87–317
" 12.	22–100	31–143	19– 83	72–326
" 13.	27– 81	34–132	22–104	83–317
" 15.	29– 99	29–103	21–111	79–313
" 17.	21– 73	34–144	20–102	75–319
" 18.	23– 99	31–137	21–103	75–337
" 22.	27–105	32–130	19– 91	78–326
" 23.	24– 96	30–124	17– 95	71–315

Average York Round = 313⅜.
" 100 yards = 95⅓.
" 80 yards = 121 $\frac{1}{15}$.
" 60 yards = 96⅛.

TAC HUSSEY, DES MOINES, IOWA.

72 *arrows, at 100 yards.*

16–54 20–72 22–72 23–67

24 *arrows, at 60 yards.*

18–84 17– 77 23–93 19– 91 19– 95
18–90 22–100 21–95 18–104 22–108
21–97

Average at 100 yards = 66⅓.
" 60 yards = 94.

O. W. KYLE, HIGHLAND PARK, ILL.

SEPTEMBER.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Sept. 13.	9–33	24–102	18–68	51–203

24 *arrows, at 60 yards.*

14–62 19–101 12–46 16–72 13–49
18–46 17– 69 16–64 15–55 17–63
18–82

Average York Round = 203.
" 100 yards = 33.
" 80 yards = 102.
" 60 yards = 67½.

A. W. HAVENS, SAN FRANCISCO, CAL.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Oct.	11–45	16– 46	17–83	44–174
"	17–65	15– 63	14–74	46–202
"	9– 31	18– 78	19–99	46–208
"	10–40	14– 64	16–74	40–178
"	16–62	23–101	16–74	55–237
"	12–56	19– 75	12–54	43–185
"	12–34	20– 66	13–39	45–139
"	11–49	20– 84	13–45	44–178
"	17–59	21– 77	14–58	52–194

24 *arrows, at 60 yards.*

15–69 16–82 15–89 18–84 18–90
12–54 15–39 14–48 11–47 14–64
15–73 17–53 16–56 16–76 16–62
11–41 16–52

Average York Round = 188⅛.
" 100 yards = 49.
" 80 yards = 72⅜.
" 60 yards = 64 $\frac{5}{16}$.

E. T. CHURCH, CHARLOTTE, MICH.

24 *arrows, at 60 yards.*

15–49 19–89 15–53 18–76

Average = 66¾

PARM. S. DEGRAFF, CHARLOTTE, MICH.

24 *arrows, at 60 yards.*

19–99 20–102 20–100 21–107

Average = 20–102.

A. S. BROWNELL, BOSTON, MASS.

SEPTEMBER.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Sept. 1.	20–100	22–90	13– 37	55–227
" 2.	16– 44	18–56	17– 53	51–153
" 8.	9– 25	16–54	17– 65	38–146
" 18.	19– 53	12–48	20– 84	47–183
" 24.	28–120	23–79	20–104	71–303
" 27.	24– 90	24–98	17– 81	65–269
" 30.	15– 49	20–86	15– 53	50–188

24 *arrows, at 60 yards.*

18–82 13–47 16–60 17–67 14–68 19–77
18–74 18–80 19–81

48 *arrows, at 60 yards.*

26–88 28–106 (24 *arrows*) = 10–42

OCTOBER, 1880.

	100 yards.	80 yards.	60 yards.	Total.
Oct. 20.	16–54	25–99	19–87	60–240

48 *arrows, at 80 yards.*

27–109 15–59

24 *arrows, at 60 yards.*

19–107 18–80 19–95 24–118 18–72 13–53

NOVEMBER, 1880.

	100 yards.	80 yards.	60 yards.	Total.
Nov. 27.	16–62	22–60	16–62	54–184

24 *arrows, at 60 yards.*

18–82 16–66 18–64 17–67

Average York Round, September = 195¾.
" " " October = 240.
" " " November = 184.
Average 100 yards, September = 68½.
" " " October = 54.
" " " November = 62.
Average 80 yards, September = 78½.
" " " October = 89.
" " " November = 60.
Average 60 yards, September = 69½.
" " " October = 87⅜.
" " " November = 68½.

NEW YORK NEWS AND NONSENSE.

LOOK out for a fresh supply of bolognas, at Huffy's. Old dog "Treadles," the guardian of 791, has disappeared in a very mysterious manner.

MR. JAS. BUCHAN, JR., of the *Mercury*, will present the club in the spring with two sketches in black and white.

THE new ambulance, with the bicycle wheels, works like a charm. Wright and Noel say they never had a more enjoyable ride than the one taken last Tuesday in the noiseless vehicle.

MR. REVEL, though no longer in the bicycle business, still keeps up his pedal exercise. He is in the employ of Legget & Co.

MR. DREW, the affable artist employed by the Pope Manufacturing Company to decorate this city, can paint a sign 100 x 10 feet, containing the magic words "Columbia Bicycle," in two hours.

IT is reported that Mr. Wentworth Rollins has taken a lease of the Metropolitan Concert Hall, which he will open on 3 January, as a place for roller skating. He ought to clear $10,000 out of this season.

A SMALL fire occurred at 791 Fifth avenue, a few nights ago. A plumber, employed to thaw out the pipes in the basement, set fire to a pile of shavings; and but for the prompt action of Messrs. Carter, Rodier, Lynch, and Waterman, the old headquarters would now be a mass of ruins. The building is insured to cover all it contains; and if destroyed by fire, parties storing machines there will be reimbursed for any loss they may suffer.

MR. WRIGHT has closed Harlem Hall. It has been open a little over a month, and about fifteen rides have been enjoyed by enthusiastic wheelmen. It was probably not conducted properly His manager began wrong by taking a place in the country, instead of in the heart of the city, — say in the vicinity of the Fifth Avenue Hotel, or some other get-at-able location. Then he made a big mistake in not having obtained, before opening the establishment, an injunction against balls, parties, theatres, kettle-drums, and other fashionable amusements that occupy the bicycling fraternity during the winter months. It was a *faux pas* to have placed on his circulars that a mile had been made in Chicago in less time than it had been done nearer home; and it was another false move not to have closed the school immediately after having opened it.

THE truth of the matter is, if a New-Yorker gets nine months of riding, he is satisfied to give it up during the other three; and he is right, too, for the enjoyment and novelty go when the pastime is hunted down. The closing of the hall throws Rodier and Waterman out of positions. Two good men for somebody.

OUT of sixteen sonnets sent to compete for the prize offered for the best one to the New Year, we have selected the two given below. "Oc. Togenarian," of "Modern Athens," secures the first prize, a pair of arctics; and we are only waiting for the latitude and longitude of his feet in order to forward his reward. "Oc." has improved wonderfully in the last few days; he uses less Latin, and has consequently become more lucid: but it will be many years before he can earn, by the aid of his verse, even such necessaries of life as bread, butter, and brogans. The sentiment at the end of his sonnet is excellent.

JANUARIUS.

My muse, in one consolidated lump
Of gladness, gusheth forth as doth the stream —
What time the summer reigns o'er all supreme —
In purling plentitude; and oh! ker-thump
Doth go my heart as I do slip and bump
Myself on *aqua* solid, and unseem-
Ly language use, and all for thee, O cream
Of months! doth come my gush and blow of trump.
I would repeat *ut supra*, which please *vide*.
I grow disjointed — quite so — in your praise,
And trust my friends with me to coincide.
I better pen *hic jacet* o'er my lays,
And strive hereafter for no greater feat
Than selling papers on the public street.

The second prize, a porous plaster, is awarded to "New-Yorker." It is very well in its way, but has not that vagueness of meaning about it which we generally find in "Oc.'s" effusions, and which is an invaluable accompaniment to the sonnet.

TO THE NEW YEAR.

All hail, O first of Jan.! thou greatest day
For swearing off of all the merry year;
When whiskey topers drop to lager beer,
And beardless youths demand a raise in pay.
When thou appearest in thy slushed array,
Thou bringest us a thousand trophies dear:
The barber boy's insinuating leer,
The postman's blithe, explanatory lay.
For these and more we thank ye: but, O Jan.:
The wheelman's benison will never flow
In praise of one who who steals his summer tan,
And blocks the avenues with ice and snow.
If thou wouldst note the cycler's happy eye,
Retain thine icy gifts till — well — July.

KNICK O'BOCKER.

2 JANUARY, 1881.

RECORDS OF ROAD RIDING for the year are coming in. Director Hazlitt sends the following: —

PORTSMOUTH, N. H., 1 January, 1880.

Mr. Editor: — Your call for records induces me to send mine. The first year 1,660 miles was run, and during the next seven months, ending November, 1880, 2,240 miles, making my cyclometer register during the first nineteen months a distance of 3,900 miles. But four days this winter has the snow prevented my riding daily, and this New-Year's day my miles number 4,200.

With compliments of the season and best wishes for the WORLD, which grows steadily better and more interesting each week.

I remain, yours truly,
C. A. HAZLITT.

DIRECTOR GULLEN sends this: You ask for extracts of riders' yearly mileage records for 1880. The following, being a summary of my riding during the past twelve months, may prove of some interest: —

1880.	Miles.	Number of times out.	Average run in miles
Jan. . .	51	5	10.20
Feb. . .	108	15	7.20
March .	177	16	11.06
April . .	132	16	8.25
May . . .	290	28	10.35
June . .	170	19	8.94
July . .	201	19	10.57
Aug. . .	240	20	12.00
Sept. . .	320	18	17.77
Oct. . .	176	18	9.77
Nov. . .	70	4	17.50
Dec. . .	61	6	10.16
Miles,	1,996	184	

These figures show 184 runs made during the year, averaging 10.84 miles each. Longest day's run, 55 miles. I may mention that the within record only includes two Sunday rides.

W. F. GULLEN,
Captain B. Bi. C., Director L. A. W., Consul B. T. C.

BICYCLING IN BROOKLYN at present is entirely at a standstill, owing to the playful vagaries of Jack Frost on the late abundant snow-falls. The streets and avenues are deep in loose snow, much resembling sand, making bicycle riding an impossibility.

The Brooklyn Club members, happy in the possession of their comfortable club rooms, drop in during the present long evenings and content themselves with closely criticising the various points of the numerous makes of machines resting in the bicycle-room, and recounting the year's runs and experiences. The regular monthly meetings of the club are looked forward to with a certain amount of pleasure, inasmuch as they afford a strong gathering of the members, and so admit of a general exchange of all the latest bicycle matters. Our next meeting takes place to-morrow evening. The law committee of the old board of aldermen seem to have made no report so far with regard to bicycle riding in the city.

Wishing you a happy and prosperous new year in the best sense of the words,
I remain,
Yours fraternally,
W. F. GULLEN,
Capt. B. Bi. C., Director L. A. W., Consul B. T. C.

SOME ADDITIONAL NOTIONS.

Editor of Bicycling World: — My communication giving some of my notions as to the best form of bicycle for American use, I am glad to note, has called out the notions of a number of others, whose experience and judgment are perhaps superior to mine: and their publication in the WORLD, which all American riders read, appears to me of large benefit to wheelmen. I hope more of such suggestive and valuable articles, the results of the experiences of thoughtful wheelmen, will be published.

J. E. B——, in your issue of 31 December, alluding to my notion that cranks of 5, 6, and 7 inches are desirable, — the 5-inch for smooth roads, and the longer lengths for sandy and bad roads in touring, — suggests the difficulty of carrying three sets of cranks, and thinks that 6½-inch cranks, with long slots, will do. Now, whoever has tried riding with the pedals taken up knows the discomfort and peril of projecting crank ends.

However, I have another notion. I do not like detachable cranks; they will get loose. I prefer solidly fastened 5-inch cranks, to which I think the following describes a practicable and easily adjustable extension, which can readily be carried: Take two pieces of best quality Swedes iron or low steel, 4½ inches long, 1¼ inches wide, and ⅜ inch thick, with a slot 3½ inches long and ½ inch wide. Fasten one on the outside of each crank, with two bolts through the crank-slot, — one bolt at each end of the crank-slot. Let the bolts have wide heads on the outside, with strong nuts, and thin washers on the inside. You can then extend this any distance from 1 inch to 2 inches beyond the 5-inch crank, and it will hold securely, and be strong and reliable, affording a range of crank length of from 5 to 7 inches. Two such pieces are not much to carry; and in touring, as you will seldom use the 5-inch, they may be permanently carried attached to the cranks. But there still needs a saddle and spring capable of being raised and lowered to suit the length of crank, unless you ride a machine which fits easily with a 6-inch crank, and can be reached at 7 inches, but is a little short at 5 inches. The manufacturers, however, ought to be able to give us a neater adjustable crank, and also an adjustable spring and saddle.

Another notion: the spokes of machines rarely or never break except when they are weakened by the screw thread. The screw thread often strips. This may be remedied by enlarging the ends of spokes which carry the thread to double thickness, allowing a coarse and strong thread, without weakening the wire; but a better

plan would be to put a shot-head on the end of each wire, passing it through a thimble split in halves lengthwise, with a cap of equal length to screw up outside the split thimble, under the shot-head, and strain the wire. This could be fixed in either the hub or the rim, as desired: I think preferably in the rim, after the "Invincible" or "Yale" style.

B.

WHEEL CLUB DOINGS

THE Ariel Bi. Club, of Chicago, Ill., was organized early in the fall, with the following officers: Captain, John B. Lyon, Jr.; secretary, L. J. C. Spruance; treasurer, L. W. Fuller; sub-captain, Geo. Keen. Uniform consists of a short corduroy coat and knee pants of the same material, blue stockings and white flannel shirt; navy blue skull-cap. Badge consists of a gold wheel, and silver ring attached to the hub, pendent from a scroll, on which is engraved the name of the club, and the motto, "*Volucrem fuga prævertitur Eurum.*"

ATLANTA Bi. C.—At a meeting of this club, at Salem, Mass., on 27 December, officers for the ensuing three months were elected as follows: Captain, George B. Harris; sub-captain, C. H. Millet; secretary and treasurer, C. F. Webb, (135 Lafayette street). Headquarters are at 163 Lafayette street.

CORRESPONDENCE

SWEDISH MYSTERY.—Cyclomaniac writes: "May I inquire through your columns whether any of your travelled readers have seen the machine called a 'Draisene'; and if so, what is it like, and what is it good for?"

We are not travelled, but we have pumped our hired girl, who is, and she says that the "Draisene" is a velocipede; it is alive, and it is a native of Sweden. Further information may be procured of the travelled hired girl in her native tongue. Her address may be had upon application.

FROM far-away Montana a suggestion comes that may be of service to wheelmen. W. E. Norris, of Helena, writes that "after experimenting for some time in quest of a quick cement for tires, he has found Spaulding's liquid glue not only suited to emergencies, but also very safe and efficient."

WHEELING ON THE SNOW.—A valued Pittsburg correspondent sends us the following: "A few days ago, while walking down one of our busy streets, retarded unusually,—for 'they let too many women out at a time' about Xmas,—I was somewhat startled by the quick exclamation near me, of 'Look at that!' It was a sight that sent a thrill of pleasure through me that returns again as I write. So unexpected, yet instantly I was in sympathy with it. Picture a street fairly filled with slowly moving teams and rapidly drawn cutters,—for there was good sleighing,—when at good speed a splendid specimen of a young man, on a 52-inch nickelled bicycle, wheeled smoothly and steadily along over the packed snow, with an evident ease, grace, and security of movement that won the admiration of the envious sidewalkers. He, too, soon was beyond our range of vision; but the sight, and the knowledge that there was one bicycler here that would take advantage of the opportunity to ride when he could, and go where bicyclers are seldom seen, showing the slipping pedestrians his superior locomotion, will not be soon forgotten by the writer. May the example of this true wheelman be the means of discovering to some bicycle owners that pleasant summer days are not the only ones that they can with pleasure and advantage use their ever saddled and willing steed.

"Our club members have received their L. A. W. tickets at last. Now let the wonderful badges come soon, and may every member be proud to possess and wear one.

"I hear of only one or two bicycles being given for Xmas presents about here. Only wise and far-seeing ones make gifts that seem so unsuitable as a bicycle in winter, with six inches of snow on the ground."

THE "YALE" ROADSTER.



THE "Yale" ROADSTER is a bicycle which has become somewhat familiar to many of our readers through the circulars of Cunningham & Co., and from the fact that several of them are in use already, and that they have made their appearance in a few of the autumn races. In general respects it is the "Invincible" of the Surrey Machinists Co., who manufacture it. It has the "Invincible" hollow rim, or double section rim, which is constructed of sheet steel rolled into two rims, in which the edges of one overlap the edges of the other, and hermetically sealed. In appearance it is a deep **U** rim, and is very rigid, resisting vertically the weight of a man or more, without reference to the spokes. The hubs are of gun-metal composition, pierced with holes, through which the spokes are threaded horizontally. The spokes are of small wire, cut two spokes to a length, the free ends carried to the rim and secured by notches on the inside of it, so that they draw, not directly from the centre of the axle to the rim, but in direction of a tangent to the axle, whence they are called tangent spokes. The cranks are shrunk on to the axle, and are therefore not detachable. It has single ball bearings, not adjustable to the front wheel, and the rear wheel has cone bearings, which are adjustable for wear. The front forks are hollow, of weldless steel tube, and the rear fork is also hollow; that is, the backbone, which is elliptical or oval in form, is divided into two halves at the rear end, to form the outside of the rear fork, while the inside is completed and closed by fine sheet steel overlapping the edges. The head is of a Stanley pattern, and very short or low, and to it are attached curved handle bars, each bar being curved upward from near the head, then downward, so that the top of the handle bar is higher than the top of the head, and the handle is lower than the top of the head. These curved handle bars give the machine a peculiar appearance, and are not generally used on the "Invincible," though they are not a novelty.

The machine is furnished painted as to the wheels and burnished as to the other parts, or entirely painted. The tires are five eighths inch in diameter from the rear wheel, and three quarters inch from the front wheel; and this smallness of tire, with the hollow construction of the rims and rear fork and front forks, make it a very light machine. It has been said of the "Invincible" roadster, that it is the lightest roadster made.

This "Yale" roadster is supplied with rubber handles, large in diameter, and also with the cradle spring. It is thought by the manufacturers that with this arrangement of more elastic handle and spring, there is full compensation for the loss of elasticity in the tire, and that the jar of the road, which is ordinarily greater with a light machine than it is with a heavy one, is reduced to a mininum, so far as it affects the rider, by this arrangement. The spread between pedals is rather less than in the "Harvard" machine, for instance, and the weight is considerably less. The weight of a fifty-four inch, complete with cradle spring, saddle, and pedals, is thirty-eight pounds.

The price is the same as that of the "Harvard," and the introduction of the "Yale" seems to have been the result of a well-considered attempt on the part of this firm to bring out for American riders a lighter roadster than was hitherto in use.

The cut at the beginning of this article will give the reader a fair idea of the general appearance of the machine.

L. A. W

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 *for individuals:* 50c. *each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.*

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending* 10c. *to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 *for solid silver, or* $1.00 *for nickel-plated badge.*

THE January meeting of the board of officers L. A. W. occurs to-day, and is unfinished as we go to press. The officers present in the forenoon were President Pratt, Secretary Parsons and Directors Lamson, Beach, and Hodges. Secretary Burrill was delayed by a late train, and others were expected. Several important matters were to be considered, and we shall give a full account next week.

MR. GALLAGHER ON ROLLERS.—The circumstances were as follows: Mr. Gallagher had to take a train that left at six o'clock, and so he arose before daylight, to breakfast, and thought that he would put on his thick boots instead of the very light shoes he had on over evening. Now it seems that Gallagher's son had worn the old man's boots while roller skating, and had left the skates on the boots; and in the darkness, Gallagher did n't notice this fact as he pulled the boots on, though he thought the boots felt heavy. He then groped his way to the head of the stairs, the skates making no trouble on the carpets. Then he started to go down stairs. He got there. He got there dreadfully sudden. He was terribly annoyed as he picked himself up, and said very wicked things as he started for the dining-room. Breakfast was laid, but only a dim light was burning. Immediately he set foot on the polished floor, Mr. G.'s feet flew into the air, and his head came down with terrible force. The wild yell he gave brought his wife and mother-in-law from the kitchen. He arose to his feet, but they immediately started off in different directions: and after wrenching his spine and knee joints terribly, in trying to control them, they got away and he jarred his spinal column the whole length as he went down. "Land of gracious! this floor 's oiled!" he roared as he began to make efforts to rise. "Have you the apoplexy, or have you been drinking?" asked his wife as she strove to assist him to get up. "You hold yer jaw, you idiot!" he replied, and then she let go of him sort of sudden and down he went, bruising himself in six places. "Gosh," "tunket," "drat," and "durn" were words called into requisition to relieve his mind that time; and he told his mother-in-law who had fallen, laughing, into a chair, that he hoped she 'd meet cows every time she went out. Then he essayed to rise once more and got upon his feet. The skates began to slip, but he struggled like a hero and clutched the air wildly to keep his balance. No use. As he fell forward, he wildly grabbled the table-cloth, and as a result, yanked the entire breakfast upon him. The hot tea scalded him, the pepper got in his eyes, the mustard in his mouth, and the eggs all over him. His cries were fearful. They hauled him from the débris and started to put him to bed when they discovered the rollers. Mr. G. was terribly used up, but he started at once to find his son, and the lad's sighing over his great grief was heard six blocks away.—*Pawtucket Gazette.*

RATES AND TERMS

THE BICYCLING WORLD AND ARCHERY FIELD *is sent, postage prepaid, to any address throughout the world, for one year, on receipt of* $3.00, *or* 12 *shillings, or* 16 *francs, or any equivalent of* $3.00 *in current foreign money or exchange, always in advance.*

Our charges for advertising are at the rate of $2.00 *an inch, in column this width, inside pages, for one insertion. Continued and larger insertions taken at special rates, a schedule of which will be forwarded on request. Spaces on first page, double rates.*

All remittances should be by bank draft, registered letter, post-office money-order, or bill of exchange, directed to E. C. HODGES & CO., 40 WATER ST., BOSTON, MASS.

ADVERTISEMENTS

WANTED A second-hand BICYCLE in good order. Size from "36 to 40." Address with full particulars.

"BOY," this Office.

NOTICE. In remitting stamps to E. C. Hodges & Co., please send one-cent or two-cent, and NOT *three*-cent ones.

A MAP OF ENGLAND, STORIES, ILLUSTRATIONS, POEMS, IN OUR MIDWINTER NUMBER.

THE BICYCLING WORLD AND ARCHERY FIELD may be found on sale at BRENTANO'S LITERARY EMPORIUM, 39 Union Square, N. Y.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

OVER THE HANDLES

AND OTHER

Cycling Sketches.

Selected and Original Stories, Sketches, and Poems, Practical Suggestions, etc. 190 pp. Illustrated.

Half the Edition disposed of within a week after publication. Edited by JAMES P. BURBANK, H. Bi. C.

Price, bound in cloth.....$1.00
" paper covers..... .50

Mailed free on receipt of price by

E. C. HODGES & CO.

40 Water Street - - Boston, Mass.

ORDERS FOR SUBSCRIPTION TO

'Cycling - - -	taken at	$1.00
The 'Cyclist - -	"	1.75
Le Sport Velocipedique	"	1.75
The Bicycling News	"	3.50
The Bicycling Times	"	3.50

and promptly forwarded by

E. C. HODGES & CO.,

40 Water Street - - BOSTON, MASS.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown 4to, printed on best paper and ably and tastefully edited,*

BY WALTER D. WELFORD,

Hon. Secretary of the Bicycle Touring Club.

Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS:—Post Free, 12 months, $1.00. Post-Office Orders to be made payable to

WALTER D. WELFORD,

66 Grey St., Newcastle-on-Tyne, England.

g.g.t.p

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

TO BICYCLE AGENTS.

In answer to many letters of inquiry regarding our *Directory of Agents*, we have set up a few names, to show the arrangement space, etc.

This directory is designed to meet a demand for a cheap and profitable method of advertising for those agents who do not desire to occupy a larger space in our columns during the winter season.

It will show what agents are alive to and doing the business, and be a handy page of reference to the touring bicycler, directing him where to find sundries, get the latest news and best information as to routes, hotels, etc., and where to introduce friends who intend purchasing machines.

The directory will appear in every issue of the WORLD, and will commence probably with No. 9, 7 January, 1881. Applications for space should be sent in on or before 1 January.

E. C. HODGES & CO.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER, **628 Market Street.**

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.

NEW HAVEN.
AMERICAN BICYCLE CO. **98 Crown Street.**

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD, **Cor. State and Van Buren Sts.**

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO. **6 and 8 Berkeley Street.**
C. R. PERCIVAL, **96 Worcester Street.**
THE POPE M'F'G. CO. **597 Washington Street.**

NEW YORK.

NEW YORK.
WM. M. WRIGHT, **160 Fulton Street.**
SCHUYLER & DUANE, **189 Broadway.**

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART, **813 Arch Street.**

PITTSBURG.
COLUMBIA BICYCLE AGENCY, **Cor. 5th Ave. and Smithfield St.**

SEND $3.00 FOR A BOUND COPY OF THE "BICYCLING WORLD AND ARCHERY FIELD," VOLUME I. A FULL RECORD OF A BUSY YEAR.

JAS. NOTMAN,

Photographer,

STUDIO,

99 Boylston St. . . Opp. Public Garden.

Special attention given to taking PORTRAITS of Bicycles and groups of Bicycle meets.

LYRA BICYCLICA:
Forty Poets on the Wheel.
By J. G. DALTON.
Sent by mail, postpaid, for **60** cents.
Address, E. C. HODGES & CO., **40 Water St., Boston, Mass.**
N. B. Trade supplied at usual discount.

The Sunday Courier,

NEW YORK,

A First-class Metropolitan Journal.

IN ITS THIRTY-FIFTH YEAR.

Current News, General Literature, Fine Arts, The Drama, Society News, Latest Bicycling News from all parts of the Country.

TO BE HAD IN BOSTON AT PARKER HOUSE.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1880.

By HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, **50** cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON, MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

"MISTER TOBIAS ISAIAS ELIAS,"

A ROLLICKING

BICYCLING SONG.

Words by S. CONANT FOSTER.
Music by HARRY N. SAWYER.
Price, 40 cents.
Address, **S. CONANT FOSTER,**
P. O. Box 1227, New York City.

Brentano's Monthly,

"THE GENTLEMAN'S MAGAZINE OF AMERICA."

Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.
Send 10 cents for Sample Copy.
Brentano's Monthly and the Bicycling World, together, — $6.00 *a year.*

WILLIAM M. WRIGHT.

P. O. BOX 1227.

No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.



BICYCLES.

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T, and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM.

96 WORCESTER STREET, BOSTON.

AGENCY for all makes of ENGLISH AND AMERICAN BICYCLES.

BICYCLES AND TRICYCLES TO LET BY HOUR, DAY OR WEEK.

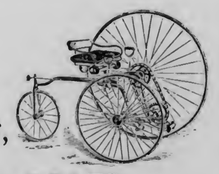
Good Stabling and Club Room, Repairing, etc.



CHAS. R. PERCIVAL,

IMPORTER OF

Bicycle and Tricycle Sundries,



BAGS, ALARMS, CYCLOMETERS, BUGLETS, SADDLES.

SOLE AGENT FOR

TYLER'S RUBBER HANDLES.

Open from 7 A. M. till 10 P. M., SUNDAYS INCLUDED.

Boys' and Children's Bicycles and Tricycles for Sale and to Let.

A

SPECIAL ILLUSTRATED

Midwinter Number

OF THE

BICYCLING WORLD

AND

Archery Field

WILL BE ISSUED

14 JANUARY, 1881.

It will contain original articles, sketches, poems, and other rich and racy matter, especially contributed by prominent literary

WHEELMEN AND ARCHERS,

Some of whose names will be announced in an early issue.

IT WILL BE SENT TO ALL SUBSCRIBERS

AND MAY BE

LOOKED OUT FOR

At the News Stands.

E. C. HODGES & CO., Publishers,

40 Water Street - - Boston.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

SOME OF THE ADVANTAGES OF THE BICYCLING WORLD AND ARCHERY FIELD for the future to all our patrons, subscribers, and advertisers, are the following: —

1. It is the only weekly paper devoted to Bicycling in America.
2. It is the official organ of the League of American Wheelmen.
3. It is the special organ of the Archery Associations.
4. It contains more matter relating to either Bicycling or Archery than all the other papers of the country.
5. It gives stenographic, full, and official reports of all important meetings and events.
6. Its editorial and contributed departments are in such hands as to make their contents official or authoritative and reliable.
7. It is racy without being ridiculous, and conducted so as to elevate and render attractive the arts to which it is devoted.
8. It is tasteful and elegant in mechanical make-up, and is free from all objectionable contents for ladies and families.
9. It is responsibly and firmly established, and can and will fulfil all its promises and contracts.
10. It is entirely independent in tone and judgment, neither our editor nor our firm being in any way connected with the trade or manufacture of bicycles or archery goods.

With regular correspondents at home and abroad in the principal places, with friends and occasional correspondents in every club and in almost every town in the country, and with the experience gained heretofore, and greater space and resources for the future, we shall endeavor to make THE BICYCLING WORLD AND ARCHERY FIELD, VOLUME II., not only the best paper of its kind extant, but a satisfactory visitor, constantly improving; and we appeal to all our friends for a continuance of their generous aid.

E. C. HODGES & CO.,
Publishers.

BOSTON, November, 1880.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy. — *A WEEKLY JOURNAL OF POLITE ATHLETICS* — [Volume II. Number 10.

CHARLES E. PRATT, LOUIS HARRISON, } Editors. | BOSTON, 14 JANUARY, 1881. | Entered at the Post Office as second-class mail matter.

COPYRIGHT, 1881] MIDWINTER NUMBER [BY E. C. HODGES & CO.

VOL. II] CONTENTS [NO. 10

Blowhard's Bicycle Bugle 145
Currente Calamo 146
Through By-ways Green 146

Editorial – BICYCLING WORLD 147
The Permanence of Bicycling . . . 147
Now is the Winter, etc. — Uniforms . . 147
Justifiable Flirting. A Story 148
A Bicycle Tour of England 149
Map of England and Wales 150
A Birthday Fantasie 153
Our New-Year's Calls on Wheels . . . 153
Comic Sketches 155

Editorial — ARCHERY FIELD 156
Winter Recreations 156
An Old Hunting Bow 156
Archery in Midwinter 156
Sonnet 157
Woods for Bows 157
Archery Clubs — Toledo Archery Club . . 158
The Archery Tournament 158

Llewellyn H. Johnson, the Amateur Champion, with Portrait and Racing List 159
Middlesex Wheeling 159
As to Rights of Importation 160

BLOWHARD'S BICYCLE BUGLE.

BY KNICK O'BOCKER.

JEREMIAH BLOWHARD bought a bicycle bugle. This information is advanced for the edification of those who did not live in the immediate vicinity of the Blowhard mansion. Jeremiah came of an old and time-honored family; so ancient, in fact, that his intimate friends declared he could trace his ancestry back to the days when Enoch begat Jared, and Jared begat Methuselah. Be this as it may, one thing is certain, from the time Jeremy first appeared at his bedroom window with the bugle to his lips, the Blowhard stock stopped, vacillated, then suddenly sank below par in the estimation of the neighborhood. It is not our intention to write a funny article; heaven forbid! We simply wish to show that the purchase of the aforementioned piece of curled sheet brass was not a bit of foolish extravagance on the part of Mr. Blowhard, but an investment made after mature deliberation, for the purpose of increasing the importance of the Blowhard estate, and of tightening his grip upon respectability.

Like a great many of the young men of the period, Mr. B. had, in some unaccountable manner, expended the fortune accumulated by his dad, and his dad's dad, even unto the last trade dollar handed down from the old codger who chummed with Methuselah. He had come the avuncular racket with his watch, was fast being looked upon by the owners of free-lunch stands with the eye of suspicion, and had in serious contemplation the using of his left suspender for a necktie, when the bright idea occurred to him to buy a bugle, — which brings us again to the beginning of our tale.

Immediately after making the purchase, Jeremy set about the task of becoming thoroughly acquainted with it. For six days he blew all that he had to blow in the instrument; on



the seventh he evoked a small sound and rested from his labors. Dawn of the eighth day saw him begin anew, with determination in his eye and every nerve braced. About noon Mrs. Fidget, his next-door neighbor, sent in to ask if he would n't please stop. Ignoring her request, he persevered, and in three days' time had the satisfaction of tooting Mrs. Stout, over opposite, into a rapid consumption. He had mastered the "Star Spangled Banner," and was about tackling the variations, when a delegation of twenty-seven property-holders called to buy him off. Greatly encouraged by their appreciation of his efforts, he stuck to the bugle with renewed vigor. For depth of wind and great breadth of cheek he soon excelled the renowned cornetist Levy. Toward the close of the fifth week his heart bounded with joy as he descried crape hanging from Deacon Stearns's doorbell. Then four of his near neighbors went to Europe, while nine took Greeley's advice; and shortly after, he received a note from an old party in the



rear, saying that the writer was composing a volume of Spenserian verse, and begging him in pathetic hexameters to "let up." Jerry answered with "In the Sweet By and By," and poet and MS.

were escorted by the authorities to the insane asylum. About this time moss could be seen on every door-stoop, and upon every house-front was the sign "FOR SALE," and lo! the city canine



wandered disconsolately o'er the deserted pave. Mr. Jeremiah Blowhard smiled, hung the bugle on a peg, went around the corner and smiled again. Property in his street was n't worth a rap. Now comes the denouement. Jeremiah bought in the whole block on six months' time, went home, closed his blinds, and reported himself defunct. Quiet reigned once more in Topnotch Lane. Real estate went up, then went up some more, and then went up some more ups. Jeremiah sold out and realized a large fortune.

He is now an elder in a Dutch Reformed Church, president of the Dorcas Mission, director in four foundling asylums, and a much-respected man.

This little episode in Blowhard's career would seem to teach us that no matter how low down on the ladder of life we may be, or how darksome the outlook for the morrow, if we but persevere in overcoming obstacles, we may crawl to affluence and become a power on our respective blocks.

CURRENTE CALAMO

Now is the time to swear *on* again.

Begin with one cigarette and a glass of beer, simply to quiet your nerves.

We hope you are pleased with our Midwinter greeting.

Our thanks are due to those who have so kindly aided us with pen and pencil to make this number what it is.

Several valuable and interesting communications, kindly furnished for this number, are omitted for want of space and for the sake of variety. They will appear in our pages hereafter.

We have hired a new editor. He was formerly engaged in the meat business, and has a taste for calves. His name is Bull, and he never makes any preliminary remarks when called upon in his capacity as "Fighting Editor," but settles right down to business. He will be at this office immediately after the issue of the Midwinter Number, and will answer all inquiries as to "who made those sketches."

A Chicago paper says that it is to the credit of bicycles that no man has been seen coming home drunk on one of them. The paper man was not on Columbus avenue upon the night after Percival's wassail.

There is a "prominent" bicycler who, in response to inquiries as to when the League Badge will be ready, invariably responds: —

"In a week or ten days."

He has been addicted to this practice for over a month, and the other evening when he got home from the club meeting, at two o'clock G. M., with a careworn look on his face, his wife asked him how long he had been out.

"A week or ten days," he replied, as he tried to wind up the clock with a coal shovel.

"You shall stay in for the rest of the year. You won't go to that horrid club again, will you?"

He threw his hat under the bed and carefully hung his boots on the chandelier, saying: —

"In a week or ten days."

This was not conducive to a beautiful and serene humility, but she compressed her indignation, and asked, quietly: —

"What time do you want your breakfast?"

"In a week or ten days."

It has taken him a week or ten days to recover from the moral suasion she administered with a flat-iron; and now, when he comes in with a poem on "The Beautiful Slush," or some other greatest effort of his life, and asks when it will be published, the editor absently says: —

"In a week or ten days."

Among the future attractions of the Bicycling World we are pleased to number an interesting communication from Mr. A. S. Parsons, some poems from the pen of a prominent wheelman's wife, and a thrilling story by Ixion.

The number immediately following this will contain, besides some of the abovementioned contributions, the conclusion of Madeline's story "Justifiable Flirting," a continuation of Mr. Chandler's description of a tour in England, and a valuable addition to the series of articles upon the "Comparative Study of the Bicycle."

Readers who miss some departments and all the news in this number will find them in the next and subsequent issues.

It is with regret that we are compelled to omit a cut of the L. A. W. badge, too long delayed by the artist for this number, and that candidates' names and other matters relating to the League of American Wheelmen must stand over till next time.

A MIDSUMMER'S IDYL IN MIDWINTER.

"THROUGH BY-WAYS GREEN."

BY IXION.

Yon silver-throated lark, whose song so clear
Comes swelling thro' the happy morning air,
Greets, with a gladsome thrill, my willing ear;
Seeming to say, Away, away, harsh care!
The sparrow chippers from his thorny perch,
Then flies away, unwilling to be seen;
As though my noiseless wheel had come to search
For downy little nests, through by-ways green.

A faint perfume of apple blossoms sweet,—
That crown, with pure blush, yon gnarled tree,—
Carried, mayhap, on pollen-laden feet
Of this too hardly burdened honey-bee.
Rest, tiny worker, while my way is thine,
Till from some other flower thou wouldest glean;
Gladly my wheel shall carry load so fine
Towards thy sweet domicile, through by-ways green.

A joyous garb Dame Nature wears to-day,
From daisied turf to azure skies above;
While silently my grateful soul doth pray
That others too may feel her wondrous love.
Happy am I of her to be a part,
Turning my wheel the hedges high between;
Closely embraced unto her very heart,
Riding so softly on, through by-ways green.

NOTICE TO CORRESPONDENTS.

All Communications intended to reach the Editor's attention should hereafter be addressed to Louis Harrison, Editor Bicycling World. Business Letters to E. C. Hodges & Co.

The Bicycling World and Archery Field may be had of: —

The American News Company,
39 Chambers street, New York,
The New England News Company,
Franklin street, Boston,
Will supply agents, newsdealers, and all others who desire the paper in quantities, at the regular trade rates.

It may also be found on sale at
Brentano's Emporium,
39 Union square, New York;
William M. Wright,
160 Fulton street, New York;
William M. Wright,
791 Fifth avenue, New York;
E. J. Waring,
Fifth avenue and Smithfield street, Pittsburg;
H. B. Hart,
813 Arch street, Philadelphia;
The Pope Manufacturing Company,
597 Washington street, Boston;
C. R. Percival,
96 Worcester street, Boston;
Cunningham & Co.,
6 & 8 Berkeley street, Boston;
And at the World Office,
40 Water street, Boston.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to Editor of Bicycling World, etc., 40 Water Street, Boston, Mass. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 14 JANUARY, 1881.

The Permanence of Bicycling is a theme upon which we touch without any misgivings. We enter upon no mystic discourse that because the wheel is the emblem of endless motion, it must go on spinning forever down the ringing grooves of change, — though we believe it will. Nor in this connection do we advert to the ten or fifteen years of ever-widening history abroad, or of its sure and steady increase in this country, which we have before reviewed. For a century at least the rider-driven wheel has been the subject of a tenacious and persistent struggle for more perfect accomplishment.

It has entered well into the arena of recreative contests. Behold the ball, which from earliest times has been used as an instrument of sport; and the wagon, which from the ancient chariot down to the modern sulky has never gone out of fashion.

The Bicycle, like the ball, or the bow and arrow, is an instrument of recreation, and a remarkable one, too, for the almost infinite variety of its exercise. There is this to perpetuate it; and the club spirit, the sodality and good fellowship and social opportunities, which it promotes are strong in its favor. It has, moreover, the charming "go" of the horse and the yacht; and like the latter, particularly, it has the fascinations of changing scene, of subjection, in some degree, to the fortune of the elements, of risk and adventure; and beyond all these, bicycling, like yachting, affords scope and stimulus to skill and intellectual exercise to a high degree along with the merely physical.

But beneath all these advantages of the bicycle, and underlying every other claim it has upon popular favor, and that in which we find a sure foundation for its permanence, is its adaptability and actual appropriation for practical conveyance. It is a ready means of travel. It is used by the salesman, the agent, the lawyer, the doctor, the clergyman to a very large extent, in connection with business, and by all classes as an ever-ready and inexpensive horse, a car at one's own command, a "quick transit" held to no arbitrary rails, available with the utmost of freedom and exhilaration for social and business purposes. During ten months of the year the Bicycle is the most convenient and the least expensive vehicle in most parts of the country for such distances as a horse and buggy might be available for were they at hand instead.

This fact of practical utility, attested by years of experience, and a constantly widening verification in actual adoption, is sufficient to save the modern Bicycle from dependence upon any fashion in sports. We have no reason to doubt its constancy as an instrument of athletics, and as a subject of club interest, and as a means of recreation for old and young in multitudinous ways. But so long as men must get from place to place, so long as business and social necessities require a nimble and ready aid to locomotion, so long as excursions are attractive, and tours for health and enjoyment are to be made, so long as the active and self-reliant man prefers his own power and resources to borrowed ones, where the former are adequate, — so long will the Bicycle hold its place in the public highway, and in the march of industrial economies. And it may be added that while it is present in these practical ways, the incidental uses of it will not evanesce.

Now is the winter of our discontent in the matter of club uniforms. Four prominent clubs have made considerable improvements in their equipment, and many others have the matter of either complete change, or partial alteration, under consideration. The question of whether a club shall maintain the uniform that first gave it character as a club, or shall seek a betterment conformable with progressive ideas and with those improvements suggested by past experience, seems likely to be settled now in favor of the latter course.

The recent action of two such conservative clubs as the Boston and the Massachusetts, in discarding entirely their old uniforms and adopting new ones in accordance with the most recent and advanced ideas on the subject, is not without its significance for those who contemplate making a change. The Boston Club has adopted dark green for a color, and the Massachusetts dark blue, and in both cases the one shade will be preserved throughout. The uniforms differ in many minor details: but in regard to the style of the coat, the prevailing sentiment is in favor of a short, single-breasted jacket, buttoning up to the neck, and provided with a cadet collar, underneath which a white celluloid collar may be fastened. This coat can be worn over a club shirt, a white shirt, an undershirt, or no shirt at all, as may suit the taste of the wearer, and can thus be adapted to all conditions of the weather.

A dark uniform, of one color throughout, is dressy without being obtrusive, but it is open to the objection that it will show dust and dirt. This objection could not have been overlooked, as both committees have given the matter their careful attention for some time, and as it was referred to in the first report of the committee from the Massachusetts Club. As this reference to the objection seems to answer it, it is quoted: —

"'Most every committee on club uniforms has to contend, at the outset of their work, with the idea of uniting in one costume those qualities most serviceable in rough and dirty road riding, and those which are in keeping with a parade uniform. We, of the committee, feel that while individuals should be allowed the widest range of choice of a costume for long excursions or rough road riding, the club members should, for all occasions when they are upon parade, the objects of public attention and criticism, be provided with costumes that are uniform, that are suitable and becoming, and that are consistent with the position of the club."

JUSTIFIABLE FLIRTING.

A STORY. BY MADELINE.

A DIFFICULT question for me to decide has been, whether it is just and right for me to commit to paper the details of an affair which may unjustly involve a very dear friend. But since I have learned that the gossiping public, at least that portion in my suburban neighborhood, has made itself familiar with the intimate particulars of the matter, and has adjudged me gently of flirting in the first degree, I feel that silence on my part is almost equivalent to guilt. In justice to myself I should speak. I feel additional hesitation because much of the sentiment herein contained may give rise to prejudice against me, and because it looked unwomanly and ungenerous in me to say anything that may reflect upon the character of those whose identity would be exposed with mine. I believe, however, that my secret is in safe keeping, and hope that, with my readers, a delicate consideration for my feelings may outweigh any idle curiosity they may have.

My home is in a certain suburban place where it is too near the city to be called a summer residence, and yet far enough out to be utilized for that purpose in a case of dire necessity. The necessity came last spring. Early in the season papa came in every evening talking very confidently about a "boom" in something-or-other preferred stock, and as a result we were all informed several weeks later that our allowance would be cut down and that, as our grounds were looking very beautiful, we would remain at home for the summer. I understood the situation and resolved to accept it philosophically. I purchased a sea-grass hammock and a lot of trashy novels, and proceeded very methodically to ruin my mind.

The mild dissipation of swinging in a hammock and brushing off the flies contributed not a little to my resignation during the first of the summer; but, as the season advanced, I received from my dear friend Carrie, who was "doing" the White Mountains, some letters that greatly unsettled my philosophy. The knowledge that she was enjoying the fine, exhilarating air of the mountains, was the adored of many adorers at picnics and parties, and, more than all, was the adored of a very particular adorer, completely upset my beautiful and serene content.

I wanted to be on the spot.

Carrie's society reports were, for a while, very entertaining, but gradually she dropped glittering generalities and settled down upon the absorbing topic, Mr. Grenadine. This youth it seems waltzed beautifully, rode a silver-plated bicycle, and played upon the guitar and Carrie's heart-strings with consummate skill. Upon moonlight evenings he and Carrie would hire a boat, drift idly out on the beautiful Echo Lake, and there, overcome with inexpressible rapture, would sing, "When I know that Thou art near me," "I live and love thee," "I would I were a moonlight's ray," and other duets well suited to their romantic temperaments.

It was very aggravating to think that I could not be there.

Finally, to my intense relief, those two ethereal young creatures became engaged. The fact was communicated to me by Carrie in a thirteen-page letter, and, from that time on, her part of the correspondence was devoted to biographical sketches of her "young man." Feeling that she would skip everything in my missives except what pertained to her "little-tin-god," I settled into a mere responsive state and wrote lengthy disquisitions on Grenadine.

The summer weeks droned on. Carrie's letters grew monotonous and I pined for some new excitement. The novels were a drug in the market, but flies were still active. One warm morning, while I lay in the hammock watching the fleecy clouds floating overhead, and lazily speculating upon how high they were, I received a telegram. I am not accustomed to telegrams, and I opened this one with a beating heart, expecting to find that at least half of my friends were dead; but it was nothing more than an announcement that the great Grenadine had arrived and would call on me in the afternoon.

I must confess that my interest in him was alive from that moment. Carrie is a lovely girl and such a universal favorite with gentlemen that I never dreamed of her resigning the champagne of society for the headache of married life. Hence I fully decided that this Mr. Grenadine, who had got such full possession of the young butterfly's heart, must be a most extraordinary person. I had hardly expected to see him so soon, and still less to see him upon his silver-plated bicycle, in all the glory of his bicycle regalia; but a note which followed the telegram announced that he would so appear.

At the appointed hour I was arranged in my most becoming *negligé*—for it was an early call—and was comfortably ensconced behind a convenient window-blind. A year's profound study of bicyclers in general had educated me up to a critical recognition of good and bad riding; and, as The Grenadine seemed so remarkable in every other respect, I believed that he would be defective in this and afford me an opportunity of picking a flaw in his beautifully perfect character. I think I secretly hoped that I should have the exquisite satisfaction of seeing him pitch over the top of the bicycle and land ignobly on his head; but no such pleasure was afforded me. When I first saw him coming up the road driveway in front of the house I immediately experienced something of a fellow feeling for Carrie. He sat very straight and rode very gracefully, while in the noiseless, rapid motion of his handsome bicycle, there was something so suggestive of self-contained power—as if it held within its elegant self an infinite resource of strength, speed and fine enjoyment—that I felt not only admiration, but a little envy also. As he neared the door he glanced up stealthily to see that his cleverness was properly appreciated, and then dexterously dismounted.

After his card had been brought up I spent a half-hour putting on a few finishing touches, and then descended to greet him and to apologize for my *hasty toilet*. Before the first conversational commonplaces were over, I saw that he had those little society elegances which distinguish the modern aristocratic young gentleman; such as a high-toned conceit, a pure and unaffected assurance, and a well-bred indifference to anybody's conversation but his own, hence I felt immediately at ease.

Our conversation, upon the occasion of this first call, was not of a very original character. I, of course, felt a desire to talk of Carrie and the engagement, but from a remark he dropped inadvertently I gleaned that he was not aware that I had been made Carrie's confidante, and deprived of this topic of conversation I could think of very little to talk about. My reserve did not, however, annoy Mr. Grenadine in the least. He mistook it for ignorance. He very kindly gave me the benefit of his little selection of stories and witticisms, and while I remained listening in a state of cheerful but idiotic acquiescence, I secretly wondered if he had them labelled and was giving them to me alphabetically. The rash young man would have exhausted his stock in one afternoon but for the timely interruption of another caller. He remained but a short time after the interruption, and went away well pleased—with himself, promising to call again soon.

Upon the following afternoon he came again, and this time with a message from Carrie. This put me in better spirits. I took part in the conversation, and, to divert Mr. Grenadine from rehearsing his little part over again, I suggested that he show me his bicycle. I made the request from a feeling of genuine interest, and I knew that I had hit upon a congenial topic from the intelligent smile that lit up the aristocratic stolidness of his countenance. He smiled so extravagantly as he preceded me out in search of the bicycle that I seriously thought I could detect the corners of his mouth coming around in under his ears.

The bicycle was a beautiful one,—on this occasion it seemed quite dazzling. Mr. Grenadine picked it up one way and gave the big wheel a spin, remarking that the funny little clock inside told how many times it went round. Then he picked it up the other way and spun the little wheel. Then he spun the little pedals and the motion became contagious, for my head spun when he began with a professional air to talk about cyclometers, locknut handles and tangent bearings. He said *his* was an especial, although to me it looked like all the rest of them, and then, as if to complete my confusion, he calmly remarked that his head was open, and that he had a scientific curve in his backbone. I felt like a freshman class in applied mechanics after it has been playing "hookey" for a week.

"It must be perfectly elegant to know so much about the bicycle," I said, with some enthusiasm. "You must teach me some time all the names, won't you, Mr. Grenadine?"

He blushed faintly,—he had some blush left,—and replied that nothing would give him greater pleasure.

"It is very seldom that any lady feels as much interest as you do, Miss Madeline," he said, with a killing look.

"You must have awakened my interest," I said.

"I wish to heaven I could," he muttered, rather solemnly.

This, certainly, was entertaining. Carrie's "young man," fresh from one conquest, was ready, after a ripe acquaintance of two days, to besiege the heart of her most intimate friend. This was the faithful gentleman my tender-hearted little chum had chosen to love, honor, and obey. I thought it wise not to encourage him, and succeeded by expressing more "interest" in getting him off of the subject and on to his bicycle. There he appeared to a much better advantage. He rode very gracefully and skilfully, without using the handles at all, and so daringly that I several times feared that he would tumble. I said once as he approached me:—

"I should think you would feel nervous."

"Not in the least," he said, loftily, "I never fall."

Just at that moment the bicycle ran into some soft earth and stopped very suddenly, while he went ahead. It was a fall, undoubtedly, but as he had succeeded in alighting on his feet I asked, consolingly:—

"Do you always do that?"

"Oh, yes," he replied, with his customary assurance, "we very frequently dismount that way."

Mr. Grenadine continued his lectures upon what he knew about bicycles at frequent intervals during two weeks of bright weather that followed, and then there came a storm that demolished the roads, and he was forced to make his visits in a prosaic hack. Upon long, rainy afternoons, when everything else was wet, Mr. G.'s conversation, being quite the reverse, served to entertain me not a little. But often while I sat listening to the continuous drumming of the "rain upon the roof," or to the tuneless monotony of Mr. Grenadine's discourse, my thoughts would revert to "our mutual friend"; and, notwithstanding she had of late caused me more than one serious self-consultation, I could not comprehend either her betrothed's interest, or her lack of interest in me. She had gradually neglected my letters after her first burst of confidence, until she failed to respond at all, and whenever I, with a desire to get at the truth, subjected her "young man" to an examination, I elicited nothing but evasive answers. It was very evident that something had occurred to disturb the course of true love, and I had an uneasy foreboding that the something was of a very disagreeable nature. I raised the question with Mr. Grenadine several times, tried to cross-examine him, and experimented in various ways, to draw him out, but with no definite result. Once or twice I detected him looking at me very curiously, as if he were on the brink of disclosing a profound secret, but my first information of what had happened came from Carrie, as I hoped it would.

The letter she wrote was destroyed long ago, but its tone I can never forget. If it had been that of a vexed and wayward girl I should be prone to treat it lightly, but it expressed, as I do not hope to, all the sadness, disappointment, and indignation her gentle heart was capable of. Before she had been engaged very long, she began to feel that Mr. Grenadine was repenting of what he had done, and between her pride on one hand and her desire not to wrongly distrust him on the other, she hardly knew how to act. As the time approached for him to leave he became attentive once more, and she gladly forgave him. After he came away, bearing with him a letter to me, he wrote once to her, and then failed entirely to reply to her letters. Her situation, as may be imagined, was an exceedingly unpleasant one, and as a desperate remedy she wrote imploring him to tell her the real cause of his silence, however unwelcome it might be. This appeal elicited from him a reply, which she enclosed in her letter to me, without comment, but the bitter regret and heaviness of heart manifest in her letter were more eloquent than she imagined. The following is an exact copy of his letter:—

"DEAR CARRIE,—I grieve to say that you have been mistaken in me, and I in you. I dare say you will differ with me, but as I understand it, the best society of to-day does not regard a flirtation like ours as anything very serious. Flirting is, in fact, the proper thing to do, and that is why I did it. It is quite customary, and, if you are not used to it, this will be a good thing, as it will help you to get used to it, you know. Hoping that you will soon learn to appreciate the fun of the thing, I remain your friend,

ATHANASIUS G."

(To be concluded.)

A BICYCLE TOUR OF ENGLAND.*

BY ALFRED D. CHANDLER.

I.

IN a month we were to return to America. My affairs on the Continent had been arranged, and I had just reached our rooms on Duke street, St. James, London. My companion had in my absence been coaching with Keen, and had covered the track at Lillie Bridge in unusual time. We were both in the mood for it (though I was hardly in form), and we concluded to pass the month before our departure in a bicycling tour through England: not a tour cut out with mathematical precision, arranging the precise hour of arrival and departure at points on a settled route; but a rambling, free, independent run wherever fancy directed, keeping in view, however, such counties as were supposed to offer the best roads, with the finest rural and urban, as well as inland and sea-shore attractions. If it rained too hard and long, or the wind was too strong, or if we were pressed for time, we were to ride in the cars or on coaches, using our bicycles whenever we pleased; in fact, we went for enjoyment,—quite ready, however, to rough it or to work if occasion required: and the drenchings we had, the rough roads we passed over, and the sun-burned, hardy look we bore at the end, showed that we took to our sport in earnest.

As we had neither machines nor a correct knowledge of the country, we examined the stock of bicycles at every good depot in London, and bought several of the excellent bicycle maps sold by Thomas Letts, 72 Queen Victoria street, London, E. C. These maps are reduced from the Ordnance Survey, and are on a scale of four miles to an inch; they are safe guides; by them we never lost our way, and could depend almost entirely upon their aid for the selection of our route from day to day. They fold up in cloth covers of a convenient size for pocket use. They cover all England and Wales, the entire country being divided into sixteen sections, the section or two needed for immediate use being taken. For machines, we were at a loss, though in London: large as the stock on hand was at various places, yet we could not anywhere hire just what we wanted. At last J. selected a "Club," at Peake's, No. 14 Princes street, Leicester square, and from the same establishment I took a "Royal,"—a machine just then coming into notice, and so named because it had been specially produced to fill an order for the Prince of Wales's son. The charge for both machines, with a few extras, was five pounds for one month, in advance; this was more than usual, but as the use of the new machine I engaged would make it second-hand, a little more was asked. J. carried a small satchel hung over his shoulder by a strap; I used a *multum in parvo* bag fastened to the rear of the saddle.

We concluded to make a run through the South of England for the first ten days, returning to our rooms in London for a change of clothing, for letters, etc., and then to try Central England and North Wales, returning to headquarters by rail once a week, till our final return with the machines before sailing. As we were never more than a few hours by rail from London, even when as far north as Yorkshire, this plan was easily carried out. Our dress was such as we use here in America, with stockings, underclothing, night-shirt, handkerchiefs, and sundry other articles, in our travelling-bags. The map sections we used, including

* Made in 1879, by the president, Alfred D. Chandler, and captain, John C. Sharp, Jr., of the Suffolk Bicycle Club, of Boston, Mass.



Southern and Central England and North Wales, were numbers 5, 8, 9, 11, 13, and 14, or as they are sometimes labelled, letters C, E, F, I, L, and M.

On Tuesday, the 19th of August, 1879, we left Charing Cross by rail for Stroud, near Rochester in Kent. This was to get well away from London for the start; though the run from London to Rochester, and beyond to Margate at the eastern extremity of Kent, is often made on bicycles in a day. As a rule, we found the railway officials very obliging about our bicycles; the machines were either put into one of those very narrow luggage compartments, where two bicycles just fit in side by side, or they were placed with ordinary luggage, but always carefully handled. All over England a charge for the carriage of bicycles is made by the railroads, varying with the distance. The rates are: under 12 miles, 1*s.*; under 25 miles, 1*s.* 6*d.*; under 50 miles, 2*s.*; under 75 miles, 3*s.*; under 100, 4*s.*; and 1*s.* for every additional 50 miles, — *provided* a passenger accompanies the bicycle, otherwise double these rates are charged. Here is a copy of a receipt not collected, given by the London and North Western Railway. The receipt, like a check in this country, is usually taken up when you claim the machine.

London and North Western Railway.

(314) **EXCESS LUGGAGE.**

No. 10069 *Sept.* 15, 1879.

CHESTER to BIRMINGHAM.

Name.... .. *Passenger.*

Total weight.....lbs.

—Pass^rs. allowed..2 *Bicycles.*

Weight charged.. ____ lbs. at £0 6*s.*

_____*Clerk.*

Mounting at the Stroud station, we rode across the Medway River bridge to Rochester, and then turned south for Maidstone. We were near the heart of Kent, famous for its hops, and during the season of 1879 — which was very wet — one of the most successful counties in all England for crops. Just out of Rochester is a hill which we had to walk up, and from which we had a view of Chatham, one of England's great naval stations. From the hill-top it was fair riding all the way to Maidstone. When about five miles out, we began a long descent to the valley of the river Medway, having a fine view over the fields to Aylesford and the river. We dismounted when part way down to walk a few steps to "Kit's Cotty House," a singular Druidical ruin of huge stones, standing close by in a quite unaccountable way. J. commenced his sketches here, and before our trip was over I believe he had two books full of ruins, landscapes, castles, and the like. This accomplishment is a great source of pleasure, and on a trip of this kind one has constant opportunities to exercise and enjoy it.

We rode under the arch of the Queen's Head Hotel in Maidstone at about noon, and stopped there to dine in the coffee-room. This was the beginning of our experience with English hotels and inns, on this tour. How familiar we became with them, and how much we enjoyed all that they offer for enjoyment! As we were discussing the merits of a sweet omelette, the rain began to fall, and without much delay we started for Charing by the way of Harrietsham and Lenham. On that day we had "to catch it" on all sides. I found that my cranks were so much shorter than those I was accustomed to, that it was quite hard to get along, particularly as I was not in training. But I persevered, and ever since my English tour have used shorter cranks, and can now ride almost any hill about Boston with as much ease as formerly with long cranks. Short cranks appeared to be the rule in England, unless over very rough or very hilly roads.

J. now had a mishap within a hundred feet of the inn. The rain made the roadbed very slippery. The soil of the roads throughout a large part of England is oölite, or limestone, and when wet is treacherous. I wellnigh lost my balance before discovering what a surface we were riding over, and called to J. to take care; but it was too late, and down he came, bending his crank out of shape. In less than half an hour a blacksmith hard by had the crank in order. The charge was but a shilling, and I was surprised at his skill as a workman. My turn for a tumble on slippery roads came later on in Derbyshire. On we then went with great care, growing bolder as we became wetter. It poured so hard that at last we took shelter under some oak-trees. Two Englishmen in waterproofs drove by in a dog-cart, and smiled at us compassionately. We looked at each other and laughed at the series of incidents that in the last hour seemed to scatter to the elements the poetry of bicycling in England. However, we mounted and pressed on, stopping again at a little wayside inn, till the rain fell less, when we rode through to Charing, arriving at the Swan at half past six, after a ride of twenty-one miles from Rochester; the first part pleasant and interesting, the last part hard and nasty.

I cannot forget the courtesy and kindness shown us at the Swan, kept, as we had been told, by "a good family from London." Our wet clothes and shoes were nicely dried, our machines cleaned, and every comfort thoughtfully provided. It was as if we were at home, and this is *the* charm of a good English inn. Before leaving London, I had made out a list of inns and commercial houses along our route, taken from various guide and bicycle books; but we had often to depend rather on information obtained from persons met as we entered a town or city. We were rarely misled, our greatest mistake being at Burton-on-Trent, in Staffordshire; but that was soon corrected.

The next morning we left Charing, in a light rain, for famous old Canterbury. After climbing the hill near the inn, the route was undulating on to the valley of the river Stour, down which we rode, soon reaching Canterbury, where we stopped at the Falstaff, though we afterwards found the Rose was better. Of course the cathedral was the great attraction at Canterbury, and we devoted all our spare time to it. About four o'clock in the afternoon, as the weather improved, we rode on towards the northeast, over a good road, and in two hours arrived at the White Hart, in Margate, after a day's run of thirty miles, including several hours' stay at Canterbury to examine the cathedral. That part of Kent called the Isle of Thanet suggested our western prairies in miniature. Margate was full of people, it being midsummer, and the city thronged with visitors, though of a different class from those met at Hastings or Brighton. Here I first used the public baths so common in England: and though we passed through many an English watering-place, I always found it more agreeable to bathe in the excellent salt-water bath-houses, or natatoria, than in the sea itself. From the White Hart Hotel we looked over the little harbor which forms the foreground of Turner's painting of Margate.

The next morning was fair, and we were off at nine o'clock for the run to Dover, across the Isle of Thanet, leaving Ramsgate on the left, by the shore of Pegwell Bay, and so on through Sandwich and by Deal. We developed enormous appetites, and I recall the immense relief we had on coming up to the little Swing-Gate Inn, three miles or more out from Dover, where we ordered bread, cheese, and beer, about all the inn afforded, and which was served to us on a little balcony over the inn door, where we enjoyed the view over the fields, and were entertained by the arrival of a coach-load of passengers, many of whom got off to drink; and afterwards by the appearance of a young lady driving with a gentleman in a phaeton, and who appeared to be persons of superior station, the gentleman calling from the vehicle for brandy and water, with the request to "let me see the brandy before you put the water in." The whole was but another illustration of the constant proofs we saw of England's "national vice."

From Swing-Gate Inn to Dover was the most extraordinary bit of road we had met with. The mud, a whitish compound of limestone and water, was so deep that we were forced to dismount and climb along a ridge by the fence at one side for a long way; it was with difficulty that vehicles were dragged through. For such neglect of a road a New England town would be in danger of being indicted; but before we left England we discovered that the popular notion of the universally good condition of roads there is quite

at fault. Not only in Kent, but in Oxfordshire, Yorkshire, and elsewhere, we passed over miles of execrable roads, on which, if we kept in the saddle, we suffered from side-ache, and where we often had to dismount and walk. Yet it is true that for touring on bicycles, England offers facilities such as can by no means be obtained generally in New England, and for many a score of miles have we ridden over superb English roads, passing mile-stone after mile-stone quickly and easily.

The descent into Dover by the castle is dangerous; it is not safe to ride down: many even get out of their carriages and walk. Before descending to the city we stopped of course at Dover Castle, and then, after bathing in the city below, and watching a tremendous thunder-storm, which flooded the streets for a time, we passed the night at the Lord Warden Hotel by the pier.

From Dover to Folkstone is all up-hill, excepting the last mile, which is so dangerously precipitous that the Dover Bicycle Club have a painted sign placed conspicuously at the top, worded, as nearly as I can recollect, thus: —

"WARNING TO BICYCLE RIDERS.

"Bicycle riders are warned not to ride down this hill because it is dangerous.

'PER ORDER OF THE DOVER BICYCLE CLUB."

I asked the proprietor of a little bar at the hill-top what the favorite drink of the bicycle riders was, and he answered, "Soda and milk"; adding that sometimes thirty or forty riders a day passed there, most of them moving towards Dover to take advantage of the four-mile coast and of the prevailing southwest wind. We found that this southwest wind was a power; it seemed to be the prevailing wind all over England at that season, so much so that on completing our tour of the Isle of Wight we no longer struggled against it, but stood away for the north and ran all the way up into Yorkshire with the wind on our backs for about 300 miles.

In arranging an English tour it is perhaps well to regard this wind, and try to move generally from south to north or from west to east, rather than the other way. It is said that when young Appleyard made his wonderful ride from Bath to London (100 miles in 7 hours, 18 minutes, and 55 seconds), he had this wind blowing almost a gale behind him. As for the soda and milk, I found that it had staying qualities, without the heaviness of bitter beer or ale. Soda is sold everywhere in England in small bottles; and I well remember how satisfactory was the mixture of this that a young gentleman from Dorsetshire prepared as we were about to part after a swift fourteen-mile run side by side out of Chichester.

After leaving Folkstone, the next place of special interest was Hastings, in Sussex, where I saw the Duke and Duchess of Edinburgh for a few moments. They were travelling in a special train, which stopped at the station. Their car was arranged in part like an American drawing-room car. The Duke appeared at an open window, returned the recognition of those observing, and conversed with some one awaiting him. The ladies of the party remained seated in full view through the large windows. A few quiet directions, a careful examination of the wheels, and the train moved away as quietly as it had approached. Even those who examined the grease-boxes were dressed in uniform, and the locomotive, with its immense driving wheels, the cars, indeed the entire train with its occupants, made an interesting study of English railroad travelling at its best. A few days later, at the Isle of Wight, the Queen crossed in the royal yacht to Gosport, and took a special train through to Balmoral, or rather Ballater, Aberdeenshire, Scotland, a ride of about 600 miles. The expense to royalty for special railroad service seems great, for I have read that the cost to the Queen is £8,000, or about $40,000 a year.

After Hastings was Brighton, the famous watering-place, where we stopped at the Old Ship Hotel, facing the sea; but it rained so violently that we soon longed to be off. We went about enough to get a fair idea of the city externally, but we were growing to like the country more than the city. I enjoyed the swimming bath there, and had the novelty of floating about while I tried to interpret the Greek and Latin inscriptions which encircled the interior. At noon we rode on through the rain to New Shoreham, stopping there to lunch. In the coffee-room of the inn were several scrap-books filled with entertaining novelties. From there our ride to Arundel was through mud and water with flooded roads; but the beauty of Arundel checked us. Our dinner at the Norfolk House was relished, and we stopped there for the night. While at dinner, there was a noisy demonstration without, and we were told that a travelling circus was announcing its exhibition for that evening, so to the circus we went; but I hope the Duke of Norfolk will provide a better place for such exhibitions in his neighborhood hereafter. There was a motley throng in attendance, with a few reserved seats where some persons of quality sat with us, watching the performance with but little emotion. The ground in the ring was soon a mass of sticky mud, the tent being pitched in a field soaked with the recent rains. The poor performers were unable to get about with ease, save where carpets were spread. The principal features of the circus were advertised as American. We came away before the crowd left, and had to stumble across the soggy field and grope in the dark to the highway leading to the town.

The old and new castle of the Duke of Norfolk are close to the hotel, and there can here be seen one of the most splendid baronial mansions in England; the castle dating back nearly two hundred years before the Norman conquest, and enjoying the peculiar privilege of conferring the dignity of earl on its possessor, without any patent or creation from the crown, — a privilege not enjoyed, it seems, by any other place in the kingdom.

On Sunday, the 24th of August, at ten in the morning, we left picturesque Arundel. It was a fine day; the road was very good. We were to run to Portsmouth, stopping some time at ancient Chichester, and were congratulating ourselves on the fair weather and an easy, peaceful run after the storms of the past; when just south of Slindon Park, five miles out, J.'s machine snapped in two where the backbone joins the head, and became useless. Our bicycle map showed that the nearest railway station was Barnham Junction, two miles south. In a few moments I had ridden there and returned with word that a Sunday train went up to London that afternoon; and London was only about fifty miles away. We at once arranged that J. should go up to London, replace his broken machine, and meet me at Portsmouth the next day. This he did, getting another bicycle at Peake's and joining me at the George in Portsmouth, where I telegraphed to him my arrival the day before. I mention this especially to show how such an accident can be managed in England, where, from almost any county, either London or Coventry (the headquarters for bicycles) may be reached in a few hours or less, and a return made as quickly.

It was unnecessary for me to go to London too, so I rode on to Chichester, where I was surprised at the beautiful octagonal cross, fifty feet high, at the junction of four roads, one of the finest structures of the kind in Great Britain.

My dinner that day was a solitary affair without J. I had sole possession of the coffee-room, and was at liberty to appropriate the entire copy of the *Times*, instead of a fractional part as the custom is. My reading had but commenced, when a slight though muscular young gentleman entered the room in bicycle dress, and ordered his dinner. In a few moments we became acquainted. It seemed that he was returning after a week's holiday on his bicycle through the South of England. He had ridden about forty miles that morning, and had about sixty more to do that afternoon and evening before reaching his home. This would be about one hundred miles for the day's run, of which he made light. He expected to reach home quite late, his route being to Southampton, thence across the New Forest (using a lantern), and so to Wimborne-Minster in Dorset. I asked him whether he had any scruples about riding on Sunday. He said he had not; that riding on Sunday in England was customary, and that his father was a clergyman who had accomplished his sixty miles a day on a tricycle. Later on in our trip, when at Warwick, we met a clergyman and his son who were "doing" England on tricycles at the rate of forty miles and more a day, his son being only about fourteen years of age. I rode with them part way to Kenilworth Castle, and observed the respect with which they were treated on the road, every one recognizing the clergyman by his cloth. They were sun-burned and well; and by using tricycles carried with them plenty of clothes, umbrellas, and articles a bicycle rider dispenses with.

My route from Chichester to Portsmouth was that of my new acquaintance as far as Cosham in Hampshire; so we rolled along together over a very fine road, conversing as we went. It was a delightful ride; my companion was very pleasant. After passing Havant, he pointed out the batteries at the north side of the road, which, though five miles or more from the sea, were, as I understood, heavy enough to throw shot over Portsmouth into Spithead beyond. At Cosham I turned to run into Portsmouth, four miles to the south, while my companion kept on to the west, and I hope reached his long journey's end in safety that night.

Our time for the entire trip was limited to one month. This was not enough. We were often obliged to hurry on, when a longer stay would have been as instructive as pleasant. One can spend a month in almost any of England's forty counties with profit and pleasure, and to allow but a month for all is insufficient. But we travelled as far as we could in the time, on bicycles, on foot, on coaches, and in the cars, and the aggregate of our English and Welsh travel was about 1,700 miles, the route for only a portion of which is shown on the map accompanying this article; several long rides in the cars, our ride on the coach to Windsor Castle, and other trips being omitted as not strictly pertaining to this bicycle tour.

(To be continued.)

A BIRTHDAY FANTASIE.

IMITATION OF PEACOCK'S "DRINKING CATCH."

["THREE wise men of Gotham went to sea on their wheels; and if those wheels had been stronger, this lay had been longer." Kron, while taking a solitary Christmas-eve cruise on his stanch yacht "The Bull Dorg," in search of the Golden Fleas, amid the glittering wastes of the Paleocrystic Sea, meets with the goblin trio aforesaid, at the exact geographical point revealed to him in a vision by the nautical symbols, "G. B. V. 4. 5. 6." The following conversation then takes place:]

I.

"Cyclers three! What men be ye?"
"Gotham's brave clubmen we be."
"Whither on your wheels so free?"
"To rake the moon out of the sea.
Our wheels go trim. The moon doth shine.
'T is but a wheel. It shall be thine."
"The moon 's a wheel, which shall be mine!"

II.

"Who art thou, so hard adrift?"
"I am he they call Kol Kron."
"On this moon we will thee lift."
"No! I may not mount thereon."
"Wherefore so?" "'T is Jove's decree:
'On a wheel plough not the sea —
With a wheel vex not the sea.'

III.

"E'en ashore I could not ride,
For the moon 's a sixty-inch.
Fifty inches I may stride,
But from sixty, sure, I flinch."
"Fudge! Get on! T will play no tricks!"
"No! I drive a forty-six —"
I was born in '46.

IV.

"Strange at sea to meet such keels!
How with water can they cope?"
"'Tis magician floats the wheels, —
The Infallible, the Pope!"
"Your wheels go trim. The moon doth shine.
Now let 'The Bull Dorg' cleave the brine.
Just go your way, and I 'll go mine."

WASHINGTON SQUARE, N. Y., 24 December, 1880.

OUR NEW-YEAR'S CALLS ON WHEELS.

BY PRESIDENT BATES.

IT was Lowe's fault. Lowe said, that if the leading fellows of the club would dress in full uniform, and make New-Year's calls in a body on half a dozen of the principal dignitaries of the city, riding their wheels, it would "give an h'eclaw to the h'occasion." (Lowe is h'English, you know.) High said that perhaps calling on the mayor's wife and daughters, on Alderman Obstacle's family, on Mrs. Tonish and her girls, on the family of the Rev. Dr. Ample, on the Hon. Popular Baggem's folks, and a few others of that sort, would have a good effect on the common council in the matter of the pending proposition to pass an ordinance restricting the use of bicycles. (High is an American-born, and a natural politician.) Twiddle said that it would be an excellent plan to make the wheel popular in the best society. (Twiddle is a drug clerk, with aspirations.) Condor said yes; he was ready to stoop to conquer. (Condor says this sort of thing to the verge of nuisance.) Bumps said he was on hand for any sort of fun. (Bumps is the biggest and awkwardest rider of the club; but the best hearted fellow you ever saw.) As president of the club, I duly weighed the proposition and the arguments in its favor, and concluded it might prove a good thing. That is how we six were led into it. But as I said before, Lowe was most to blame; he proposed it.

The wheeling was pretty good; icy in spots; weather fair; no wind; temperature 30°. We agreed to start at two o'clock, sharp. Unfortunately, in exercising his wheel, New-Year's morning, Twiddle tore his fine navy-blue broadcloth knickerbockers across a conspicuous place, by a sitting-down slide he caught on a bit of ice. But he routed up a reluctant tailor, and got the rent hurriedly but neatly darned. None of us noticed it till he asked our opinion if it would be visible to the ladies. Motion put and carried unanimously that it would n't.

We made the biggest show of anything out that day. Six wheels, — five of them polished till every spoke twinkled in the sunlight, and their backbones looked like strips cut from a mirror; mine japanned black all over, as shiny as polished jet. Handsome new uniforms; manly and athletic riders. People rushed to their windows to see us go by; boys on the street hi-hied two blocks long of admiration. President in front, to set the properly dignified pace; big Bumps in the rear, so he could n't get in anybody's way if he should take a header.

Called on Mrs. Tonish first. Three of us were honored by being on the bottom of her least select reception lists; and Twiddle was painfully anxious to obtain an introduction. Arriving with so much "h'eclaw," we were graciously received. Really the six elegant wheels and fine-looking wheelmen, gliding gracefully up the curved walk in front of the house, and dismounting in exact unison before the carved stone steps, observed from the windows by Mrs. Tonish herself and both her pretty daughters, did present what Twiddle called "a distingay appearance." Then we went up the steps in pairs, and the dignified colored porter, in white vest and gloves, and glossy full-dress suit, with gilt buttons, ushered us in with his very grandest manner, announcing "The Bicycle Club!" in his most impressive tones. Mrs. Tonish advanced and shook hands with all of us with smiling and evident pleasure. "This is really *so* kind," she said; "*such* a unique idea." And she presented her daughters to Twiddle and Bumps; and the girls were so cordial, particularly when I explained that this was our first call of the day, and we intended to call on only a select half-dozen of the first families, that Twiddle was delighted clear through, and Bumps really did n't know what to do with his big hands and feet. Then we fell to chatting, and the ladies themselves waited upon us to coffee in delicate china cups, about as large as the first joint of Bumps's thumb. And Eleanora, the eldest, devoted herself to putting Bumps at his ease. She told him about their last year's voyage around the world, and showed him the curiosities they had picked up. Among them was a curious Malay creese knife.

Bumps and she went toward the window to examine the fine wavy blue lines on the steel. Twiddle was doing his best to impress pretty Marietta, the younger sister. Mrs. Tonish was talking charmingly to the rest of us, when Bumps suddenly shouted: "Hi, there! you infernal hoodlum!" and brandishing the Malay creese unconsciously, he lunged toward the hall door. The dignified colored butler, seeing him coming in this startling manner, knife in hand, flattened himself against the wall behind the hat-rack, gray with fright; and Bumps darted out of the door, yelling, "Want your stuffing sprinkled all over pavement?" (Bumps had seen, through the window, a big hoodlum trying to see if he could mount his machine; and Bumps's wheel is the very apple of his eye, the cherished idol of his soul.) Half-way down the steps,

Bumps met the family doctor, Portly, just coming to make his New-Year's call. Dr. Portly appalled at seeing a giant lunatic burst out upon him, shouting, with a fearful knife in his hand, forgot his dignity and sat down heavily off the lower steps, remarking, "Bless my stars!" They *were* evidently *his* stars, by right of discovery. The hoodlum let the machine fall, stumbled over it and fell himself, hastily scrambled up, shot down the street, and scuttled into the nearest alley, with a face white with fear turned back over his shoulder. Bumps picked up his machine, looked at the doctor, who was slowly rising, assisted by Lowe, and realizing that he had "done it," handed the knife to High, and walked moodily off leading his wheel. The doctor was assisted inside and revived with a glass of wine. The club were crestfallen and silent. I explained hastily to Mrs. Tonish and the girls. Touched my forehead with my finger; shook my head mysteriously. "Remember the great burglary in Soper & Co.'s, in 1875? gallant conduct of clerk — that was Bumps; heard noise, stole out; saw burglars, two of 'em; they had turned out the gas and had a dark lantern; crept up and knocked one down with a sugar-scoop; fell on the lantern and smashed it; awful struggle in the dark; burglars got him down and pounded him over the head with a strip of hard dried-beef; concussion of the brain; hospital; gold watch from the firm; promoted; has outbreaks sometimes; has n't had one before this in nearly two years; indigestion; glass of seltzer stop it; probably never have another."

"How interesting!" from Miss Eleanora.

"Is n't he dangerous at such times?" from Miss Marietta.

"Not the least; best hearted fellow in the world; would n't hurt a fly; brave as a lion; strong as an ox; harmless as a lamb;" (sinking my voice to a tragic whisper,) "great secret; depend on your discretion; never reveal it; Bumps solemnly swore never to marry till he is entirely safe from such attacks; I consider him almost cured now."

Both girls — "Oh-h-h!"

Mrs. Tonish — "Very proper."

Eleanora — "How awfully romantic!"

Marietta — "Oh! is n't that lovely! We *must* see him again. Poor fellow! I suppose he feels so cut up when he gets over it! You must bring him here again. *I* did n't get a chance to talk with him at all."

Eleanora — "Yes; we depend upon *you* to bring him here again. Now don't forget; and call soon, that 's a dear, good man, won't you?"

Mrs. Tonish had turned away to see to Dr. Portly, and so the girls followed me to the door, and insisted till I promised. Then I mounted and rode gravely to the next corner, where the club was waiting and remonstrating with Bumps.

Made our next call at Alderman Obstacle's. Three girls there; were all delighted; said it was a shame of pa to act so in the common council; they thought bicycles were just lovely; Mrs. Obstacle said they *are* nice; all said they were going to just talk to pa real strong about it; we were convinced that we never should hear of that ordinance again. Whole family went to the door to see us mount; we did it all together at the word of command. Just as Lowe had his right leg over the saddle his left foot slipped from the step; hung by one leg a moment, frantically reaching for the ground with the other; toppled slowly over side ways; ice; bewildering scramble; stood on his hands and feet and pawed around; turned and sat down hard on the curbstone, with the machine in his lap. I dismounted and explained to the ladies that this was an extremely difficult feat; Lowe was the only man in the club who could do it successfully. They said they were much obliged; would n't have missed seeing it for anything. I offered to have Lowe do it again; but he declined on the ground of too much ice for safety.

Called at the Hon. Popular Baggem's; were handsomely received. Mrs. Baggem said her husband would be delighted if he were there; would be glad to have us call on him some evening. In the hall High whispered to Twiddle that his darn was beginning to rip. Twiddle was alarmed, but did n't believe it; made himself agreeable to Miss Baggem at once; conversation was about the wheel, of course. Mrs. Baggem asked if they did n't wear out clothes; happened to be looking at Twiddle; Twiddle turned pale and sat down quickly. When we left Twiddle sidled along the wall, talking hysterically; slipped out of the door; backed down the steps, making his adieux; backed up his wheel beyond the house corner before he ventured to mount; got off at the first hotel, went in and looked in the glass; darn was all right, did n't show the least; quarrelled with High all the way to the Rev. Dr. Ample's.

The doctor was at home. Greeted us cordially; said he had read of young clergymen in England riding bicycles; thought them harmless, but doubted if they did not tempt young men to ride out Sundays; that was his greatest objection to them. I explained to him that riders were all gentlemen; it taught them courtesy on the road, were all necessarily temperate; it promoted temperance, health, and good temper. He said he thought better of them, and he should withdraw his opposition. Promised to attend his church occasionally. Mrs. Ample said they were very graceful in operation; asked if any of us could sing. Twiddle said Condor could. (Condor is positively the most execrable singer in the State.) Mrs. Ample insisted on singing. She played, and Condor sang "I 'm Glad Salvation 's Free," in a way to make everybody wish it was n't — for him. Then we went out. The doctor wanted us to ride past his house; so we turned at the corner, and rode back. Right opposite the house Condor took a header over a chunk of ice; came down on his head, and remarked, "Damnation!" in a painfully emphatic voice. The doctor and his wife turned silently and went in; and I knew that they would certainly set down bicycling as tending to immoral speech and levity of behavior. Told Condor he had ruined us there; he put his hand on his head and said it had ruined him *here*. The club groaned in concert.

By this it was growing dusky. We went down the street at a slapping pace. Suddenly a party of young fellows, full of wine, shot out of a side street across our path, in a low open carriage. I, being ahead, put all my weight on the back pedal, with the brake down hard; the others turned out right and left. Driver pulled up till both horses stood on their haunches and pawed the air. I could n't quite stop; shot over the head of the machine; clasped the tallest young man in the back seat affectionately round the neck, and went with him overboard to the pavement. He remarked, "Happy New Year!" as he struck. With great presence of mind I put my head in his stomach. The shock must have uncocked him, for he gurgled wine and refreshments all over the street. Helped him up; he said he could "li-ugh-ick anybody-ugh-crowd." Other fellows with him said they could. Helped him into the carriage; then he wanted to "li-ick" the driver as they drove off. I said I could n't help it, being the head man. Condor said my offence was rank. More groans.

Made another call. Widow with two daughters, and a little four-year-old phenomenon, and two cousins from the country — the cousins bashful. To cover their bashfulness they stood the little phenomenon on a chair, and made much of her. Pause in the conversation; phenomenon piped up shrilly, "Is those bather desses?" Country cousin: "No; why?" "Tause" (pointing at Twiddle's legs), "they looks dust like sister Emmeline's in her bather dess." Sudden exit of sister Emmeline, with the struggling phenomenon. Awful silence of the country cousins and the club. Widow and I sit down and laugh suppressedly as possible, with the privilege of middle-aged people. Solemn but rapid exit of the club. Silent ride toward home for two blocks; then Bumps remarks, gravely: "Well, that *was* the worst place *I* ever was in." "Bah!" said Twiddle, gloomily, "s'pose you had been in *my* place!"

I asked, where next? Twiddle said he was going home. High said he had enough; Condor said this was too, too much. So we separated, and each went his way. But, after all, it was a jolly New Year; and we shall do it again next year, I hope, with still greater "h'eclaw." I only remark in closing, as I said in beginning: it was Lowe's fault.

MR. PARSONS, in his "Bicycles for Business," misrepresents himself as a bicycler of only a year and a half's experience, whereas he is in reality one of the veterans, and can add a year more to that record.



Who is the man, all shaven and shorn,
Who rides the Bi. with the crumpled horn,
Who cradled a jacket,
And said no one should lack it,
And kicked up a racket
When no one would back it?
He 's a
"Jack Easy."



Is this a wild Ponca Indian?

No, it is not an Indian but a member of the League of A-mer-i-can Wheelmen.

You see he wears his beau-ti-ful badges in a prom-i-nent po-si-tion.

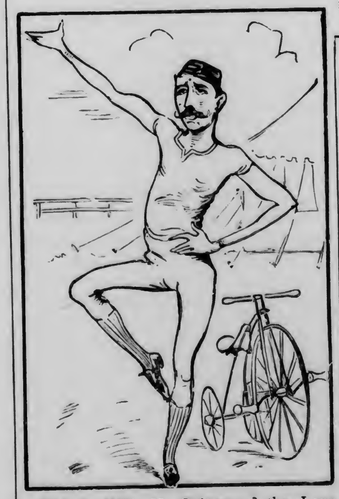
See the nice Turn-pike; it on-ly costs twenty-five dol-lars a month to ride on it.



Now, "Here is the steed, we the Cap-'Arison."

What has this man on his head, is it a tent?

No, it is not a tent, but the well venti-la-ted shade-the-back-of-your-neck Helmet of the Bos-sa-chu-setts Bi-cycle Club.



This is Will. U. Quit-man,? the Lone Amateur of America, who last appeared in Boston, July 5th, 1880, and succeeded in scooping the prizes, judges, time-keepers, starters, and — the *uniform*.



Who wears high boots while riding round?
And wrote the "Lyra," most profound?
And criticises that and this?
"Ju Venis."



This is the kind of a bicycle the artist likes.

Does he make his mark because he cannot write or READ?

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 14 JANUARY, 1881.

WINTER RECREATIONS are by no means to be limited by any exclusive definition. And yet the active out-of-door pastimes (with which this journal has to do) are some of them so much modified in their possibilities of enjoyment, and others are so much dependent upon the severities of the season, that there is a pretty well-defined class of winter recreations. Archery and bicycling in our northern latitude are continued through the greater part of these winter months only by the plucky and the enthusiastic; rowing, yachting, canoeing, cricket, lawn tennis, and lacrosse, are suspended; while excursioning on foot or on horse affords too little margin of pleasure to be much attempted. Such havoc stern winter brings, and stables our hobbies!

Yet there are compensations. In the first place, there is perhaps less need of stated exercises. The cold and snow come at a busy season with ordinary avocations. They come at a time of many social entertainments and indoor diversions, which also keep limb and lung and brain on duty. There is something, also, in the fact that the struggle of the human system against cold, and the obstructions it creates, render less necessary the recreations and voluntary exercises on account of the increased respiratory, circulatory, digestive, and muscular work demanded by the conditions under which it is carried on.

From competent and reliable calculations, made from actual experiments, it has been estimated that the average amount of force expended by an adult weighing 150 pounds in simply living is equal to 3,400 foot-tons; and that the average expenditure of force by active men in daily occupations is about 300 foot-tons. Both these amounts are generally increased in winter. A distinguished professor, who has given much study to the subject, estimates that the amount of healthful exercise that may well be taken by men not physically overworked is about equivalent to nine miles of walking, or about 150 foot-tons, daily. The bearing of this upon the present subject is obvious.

But, as we have said, winter has its compensations, and in the way of out-of-door pastimes too, which the young, or those of sedentary occupations, or of active tendencies, may well prefer to whist, billiards, or the gymnasium. The swift sled and the seductive double-runner are popular with each succeeding generation. Skating has claims to being considered a sport, and has alleged records; but wherever, on the frozen cheek of lake or river or little pond, it may be practised as an art, it is one of the best and most elegant of pastimes. Snowshoeing is hardly so graceful; but the elephant has his antics, and the snowshoer has his clubs, dependent upon the capabilities of enlarged feet. The Scottish game of curling, which in the land of its home boasts of some five hundred clubs, has obtained largely in America already, and is a manly and jolly pastime for icy latitudes. Ice yachting is the intensest of winter diversions, and is pursued to an extent and expense unrivalled except by the summer fleets; and next of kin to this latter is sail-skating, with its fascinating and perilous attractions. To the list should be added snowball warfare, which, under modern developments, may be pursued as an art both brave and exhilarating, and deserves more encouragement than it has had. With all these, and more, who shall say that winter has not its sufficiency of positive recreations, even if the bow twang not nor the wheel spin along the highway?

"Mirth and healthful jolitie" are best sought in the open air. Sunshine, the winds of heaven, and the grades of earth are re-creators of men and women; and the manliest and womanliest, young or old, will find something better in winter than to suck the inane thumb or hover over the sickly fire, or muffle and grow pale in the lazy housing of city opportunities.

WE HAVE N'T put all our plums into one piece of the pudding. Those who find this number interesting should subscribe for the year. Not only are some of these papers to be continued, but others also are in reserve of equal interest, and we have some new arrows in our quiver.

AN OLD HUNTING BOW.

BY WILL H. THOMPSON.

THIS is no dead, insensate staff,
No lifeless bulk in bondage set;
The echoes of its ancient laugh
Roam through the wildernesses yet.

And fondling it, my eyes grow dim
With just a hint of hidden tears,
Seeing each rough and mighty limb
Bent with the toil of years and years!

Gone are the days, old friend, when we
In the green land went rovering,
And nought remains to comfort thee,
But one poor shaft and knotted string!

Do they find tongues to sing or say
Aught of thy vanished history?
Of mountain brook's wild runaway,
The pine-tree's murmured mystery,

The voices of the solitude,
From haunts of memory calling loud,
Tallulah from her rushing flood,
Toccoa from her falling cloud!

With whisperings of beasts, beset
With scent of slain things' sensuous blood,
Rousing thy slumbering lion yet
That lairs in memory's o dest wood!

Do my eyes fail me as I watch?
Or are the great limbs curving slow,—
The looped string creeping to the notch,—
Bravo! Well done, my dear old bow!

ARCHERY IN MIDWINTER.

BY CAPTAIN JACK.

Dear Editor:— Some account of my shooting this winter may be interesting to your readers, who have either hung up their yews or betaken themselves to the short in-door ranges. As long ago as Maurice Thompson first wrote about the pleasures of hunting with the bow, I determined to try it. Having to spend this winter in the Maine woods, I brought my bow and arrows, and have used them successfully against various kinds of game; but my first deer hunt brought the greatest pleasure, and it is my purpose now to tell about that.

There is a pond near our camp about eight miles long, with heavily wooded mountains on one side where the deer spend their nights, and on the other side is a dense growth of young birches, just the spot where an old hunter would expect to find the deer feeding in the morning. One day last week, four of us, having eaten a hearty breakfast, started two hours before daylight for this pond, three carrying their double-barrels, and the writer with an Aldred yew and a few dozen hunting arrows. It is needless to say that the archer was much laughed at for carrying such childish weapons, and many bets were offered that he could n't kill a deer even if he should see one within twenty yards. All jokes, however, were taken in good humor and the bets covered, more from a feeling that I would n't go back on my own choice than from any real confidence in my skill.

We reached the pond a little before six, strapped on our skates and drew lots for positions, my luck gave me the farthest station up the pond, and about seven miles skating to reach it. No grumbling was the order of the day, and off I started, feeling thankful that my yew did n't weigh the 55 pounds it is marked, and thinking that arrows weigh less than a charge of buckshot, even if they are not so effective. Hardly had I reached my station when I heard the noise of a stag forcing his way through the thickets. Skating rapidly to the spot where I thought he would appear, I tried to string my bow. If any one wishes to try this kind of hunting and has n't strung his bow before he comes on the ice, I will tell him that the most satisfactory way of doing it is to lie down gently but firmly, cross his feet, hold the lower horn between them, get his neck between the bow and string, hold the handle of the bow across his left hip and try to press the string into place with his nose. If during this operation he can cut his string with his skates and smash all the arrows in his quiver, it will add greatly to his pleasure, if not to his game-bag. But *revenons à nos moutons*,— I beg pardon, to our deer: just as I was slipping the string into place, I caught a glimpse of a splendid pair of antlers breaking out of the woods. The next time I looked round there were several hundred stars with immense antlers chasing a flock of white rabbits all over the pond. I soon discovered my deer that was, going down the pond like wind; and then I heard the report of Tom's gun and knew that the yew had been beaten by powder and shot.

After pulling myself together and skating ashore, I sat down to deliberate. Luckily I had brought some extra strings, and all my arrows were not in that ill-fated quiver; so thinking that things might be worse, I prepared for a fresh start,—before going on the ice, taking care that the string was on both horns, and taking a third horn inside by way of precaution. All ready, once more I put on my skates and kept travelling up and down the pond hoping for another chance; but all the deer seemed to have heard my fall and to take good care not to go near me. After waiting impatiently for over an hour, I thought it would be better to go ashore and hunt rabbits, which were very numerous in the young birches. There was no trouble about getting a shot at them: they would stay perfectly still and let me come within twenty yards of them without their moving.

In an hour and a half I had killed thirteen without missing but two shots, and could have kept on all day; but I already had more than we would want to eat, and besides, I did n't exactly like to give up the deer. I wanted another chance to miss one, at any rate. Going back to the pond, I came to a small heath some sixty or seventy yards across. Hearing some noise, I moved along very quietly, and saw on the other side a handsome stag feeding, with two does near him. Here was the chance I had wanted for so long. Nocking an arrow, I raised my bow; but owing to either the "buck fever" or the inefficacy of that third horn, I could not hold my arm steady. Lowering my bow and resting for about a minute, though it seemed an hour, my nerves grew steady again. Once more raising my yew, and taking the most careful aim possible, I loosed the string according to Hoyle (no, I mean Ford). Talk of the excitement of watching an arrow fly to the target! What is that to this? But my heavy yew sends its arrow quickly, and almost immediately the stag gave a great bound in the air and fell heavily to the ground. Like a fool, I gave such a cheer that it was echoed back from the mountains, and of course scared away the does; but I did n't care much for that, as I have n't been so happy since I had the measles. Too eager to go round the heath, I hurried across, sinking to the waist in mud and water,— for these heaths rarely ever freeze,— and found my prize dead, my arrow having struck his heart, and going clear through him, stood out a hand's breadth on the other side. This finished my hunting for that day, as I felt so excited I could not have held another arrow on the string, nor did I want to. I felt as if I had earned glory enough for one year at least.

Having killed my deer, the next thing was to get him home. Though only a few hundred yards from the pond, it was no easy task to carry two hundred pounds to it on my shoulders. If any one else had shot him I don't think I could have done it; but the pleasure of carrying your own deer gave me strength, and finally I got him to the ice. After going back for my bow and rabbits,— how small they looked now!— I cut some branches, and making a rude sledge, fastened my game on it with my bow-strings, and dragged them down the pond till I found the rest of the party, who had given up shooting and were sitting round a fire, eating their dinner. The stag that I had scared down to Tom was the only one they had shot. Three rabbits and half a dozen partridges made up the rest of their game, so the three guns had been beaten by one bow. But we all felt tired enough, and had a sufficient supply of meat to last the camp for a week, so we decided to give up hunting for the rest of the day. And there was so much comfort in lying round the blazing fire, smoking and telling stories, that it would have needed a good show of game to have tempted us on our feet again. However, it soon grew dark, and we had to carry our loads home to camp, where venison steaks, broiled partridge, and hot punch made us forget the hard work of the day. That night there was as much pleasure in our rough camp, telling stories of the day's hunt as we had on the piazzas of the Hotel Wellesley after the grand match. It would be hard to tell at which place I was laughed at the most,— there for having won a "tooth-puller," or here for losing a shot, and my graceful attempt at stringing my bow; but here my late success made up for the morning's mishap. Though after all I lost; for when we were talking of having the stags' heads stuffed, Tom proposed a game of old sledge, to see who would have both. The offer being accepted, we began the game, and soon both of us were six points and my beg. In spite of a most careful cut on my part, Tom turned jack, and both pairs of antlers will grace his home.

The season is n't over yet; and having learned to string my bow on shore, and to avoid seven-up, I hope to carry at least one pair of antlers home to hang my bow on.

SONNET.

BY FRANK H. WALWORTH.

A POET, fancy-pressed but loath to sing,
Let fall some golden drippings from his pen,
As light as music on the hearts of men,—
Gay, wild-wood vagaries, with no rhythmic ring.

But at the signal, lo! the gathering
Throughout the land, by upland, field, and glen,
Of the land's merry folk, beyond the ken
Even of the master's own imagining.

In many a group of men and ladies fair,
Wit, jest, and banter find a ready tongue,
And sheer stupidity forgets to stare:
And where the folk press merrily, old and young,
The myriad arrows gleam along the air,
Low-voiced with cadences of songs unsung!

WOODS FOR BOWS.

Editor of Archery Field:— I have read with pleasure the letter of your correspondent from Highland Park. I fear his directions in regard to home-made bows tend to discourage. The trunk of a straight-grained hornbeam, eight or ten inches in diameter, would cost at least $3.00. Then to split and shave to three inches in diameter, to hang up and dry two weeks, plane to two inches, working down at intervals of a week, alternately working and drying till the middle of March,— all this for a bow as good as a $4.50 lancewood! I presume it is not so difficult as it seems on paper, but it would look like one of the labors of Hercules to me. If some less laborious way of working could not be found, this fact alone would condemn the wood. But is hornbeam elastic enough? Will it not follow the string and lose power, like hickory? I have seen but one hornbeam bow, and this had the faults suggested

above. I am familiar with the wood in its general uses, but my experience is not so trustworthy as that of Mr. H. If, however, it will meet the requirements for a good bow, I am confident well-seasoned wood could be obtained as cheap as lancewood. Lancewood can be got for 50 cents a piece, and there does not seem to be much object in bothering about other woods, unless we can find something better. I tried last year the flowering dogwood (Cornus Florida), and for a time thought it would prove an excellent bow wood. It is tough, compact, but lacks elasticity. This fault is common to oak, ash, maple, hickory, and I think hornbeam.

The Penobscot Indians have used white maple for years. The elasticity of this, like most other woods, is very much improved by careful seasoning. Whether the smoke of the wigwam, or some pungent exhalation from the occupant himself, aids the process, I cannot say; but the Indian knows how to season a bow piece.

I suspect our manufacturers have not yet learned how much depends upon the time of cutting and manner of seasoning.

The essential qualities of a bow are toughness, elasticity, lightness. I wish to give especial prominence to lightness (specific gravity), not simply because it is more pleasant to handle, but there is scarcely any danger of recoil or jar. The great recoil of snakewood is due chiefly to its specific gravity. Any other wood has all the qualities of the yew in this respect, if it is equally as light; as, for instance, cedar, hemlock, juniper. No doubt Mr. H. has fully stated the merits and demerits of the American arbor vitæ (*thuja occidentalis*). It is too soft, too frail. The northern red cedar, or savin (*Juniperus Virginianus*), is tougher, more compact, takes a finer polish, and is highly elastic. It has a beautiful red heart and white sap. I have a bow of this wood that I think would not fail in trial with any yew of equal weight. I think if this wood can be excelled by any New England wood, it will be the limb of a white hemlock.

A. G. WHITMAN.

MELROSE, MASS., 27 December, 1880.

ARCHERY CLUBS

TOLEDO ARCHERY CLUB.

BY DEAN V. R. MANLEY.

Editor Archery Field: — It is always a pleasure for me to read of what is going on in the different corners of the "archery field"; and in the hope that the doings of our Toledo club may not be entirely without interest to your readers, I am led to send you a short account of how we are passing the winter.

As archers, we are hibernating. With the coming of frost and cold, we laid aside our bows and arrows, and shall await the springtime ere we call them into use again. We might, I suppose, with very little effort, have secured a hall to practise in during the winter months, but to tell the truth, indoor archery possesses little charm for us, — we tried it last winter with rather unsatisfactory results, — while outdoor archery these wintry days is little more inviting. Archery, it would seem, is peculiarly an open-air, a summer, and a sylvan sport, and derives much of its fascination from the beauties of living nature. The gayly colored targets, upon a green and velvety lawn and beneath ancestral trees, where flowers perfume the air and cooling breezes blow, tempt the archer to linger, and to send his feathered shafts in search of the golden centres. But archery circumscribed by brick and mortar, or out in the wet and cold, is a very different thing; and although many appear to enjoy it now, still it seems to us that their enjoyment, because it is somewhat forced, must be short-lived. There are very few pleasures in this world that will stand the test of constant indulgence, and where archery is put to this test, it is to be feared it will, sooner or later, become a bore. Whereas, if it is practised only during that season of the year to which it is best adapted, it will be greeted with freshness and eagerness at the opening of each new season, and may long live a pleasure to its devotees.

And so, as I have said, we packed away our bows and arrows with the advent of cold weather; but not to be idle. There is a heavy leaning in our club toward the social side of archery, — club gatherings for social enjoyment are frequent, and always in order; and having decided to do no practising before the targets this winter, we set about devising other plans for amusement, and ended by resolving ourselves into a dramatic association, while the cold weather lasts. Quite a jump, ours, from archery to the drama! The ambitious and hard-working archer, who loves archery exclusively for itself, and who would have all means used to help its popularization and to advance the skill of its devotees, will smile at us or frown at us, as his mood may be, I know; but he must remember that the great majority of archers are not as enthusiastic as he, and that very many of them need not a little persuading, else they would resign their fealty to the sport. It has been my observation, and I dare say that numbers of archers could corroborate it, that at least half of those who take up archery grow tired of it, or at least lukewarm towards it, by the end of the first season; and it is to hold these malcontents within the club, and thereby keep up the strength of the organization, that we have for the objects of our club, not alone the practice of archery, but other amusements as well. There are a dozen or more members of our club who are confessedly "sick" of their bows and arrows, and for these we shall purchase lawn tennis next spring. Our archery grounds are ample, and there is no reason why those who prefer to play at lawn tennis while the others are puckering the targets should not do so.

It is not always possible to find in a small neighborhood enough persons who are interested in archery to make possible the maintenance of a prosperous club; and where this is the case, where many members of a club lose interest in their bow, it is perhaps not bad policy on the part of those who do love archery to propitiate these disaffected ones by offering to them other pleasures than that to be found before the target. We have found the plan a successful one here in Toledo at least: our club is as healthy to-day as it was a month after its organization. Moreover, we think it a good plan for archery clubs to encourage social pleasures under any circumstances, howsoever well the club may flourish without them; and especially when these pleasures tend toward mental improvement Archery is a sport exceptionally well adapted to social enjoyment, and we might as well take advantage of this fact, and use it to improve our minds as well as our muscles. Our Toledo club anticipates much pleasure and profit from its study of the drama this winter, and will return with new energy to archery at the opening of spring.

TOLEDO, 27 December, 1880.

THE ARCHERY TOURNAMENT.

[The following lines appeared first in the *Indianapolis Journal*, and are supposed to be a description of the first prize meeting of the Wabash Merry Bowmen.]

"Ho, archers! On to-morrow's morn
Twang the bow and blow the horn.

"Chivalry and beauty blent
Will be at our tournament,

"Bold as bowmen ever stood
In the ranks of Robin Hood.

"Fail not one to cast his dart
Straight into the target's heart,

"And thus win the sweet applause
Justly due us, for our cause."

. . . . . .

Twang of bow and blare of horn,
Roused the echoes of the morn.

Rag and tag and bobtail, all
Hastened at the trumpet call.

Half a dozen archers fleet
Sallied down the muddy street,

And before him each one bore
Target, big as a cellar door;

Bore it as an olden knight
Bore his shield into a fight.

But, instead of coats of mail,
Dressed they *a la* Spotted Tail.

At the very verge of town
Each one cast his target down,

Called for pretzels and for beer, —
Danced a war-dance on his ear, —

While the scorers marked the spot
And the distance to be shot.

Twenty paces. O ye gods!
But they cried out, "What 's the odds?

"Were it less, or were it more,
We can hit a cellar door!"

Then each valiant archer stood,
Posed himself like Robin Hood,

Pulled his bow-string to his ear,
Shot, and missed the target, clear!

Then, with wide distended jaws,
Hoodlums yelled, and loud applause,

Mingled with uproarious fun,
Smote each archer's tympanum.

Sadly, back along the street,
Like an army in defeat,

Trod the heroes who, at morn,
Sallied forth with blare of horn;

And the daily papers told
How each one had pierced the "gold,"

Fairly, at a hundred paces,
With an ill wind in their faces!

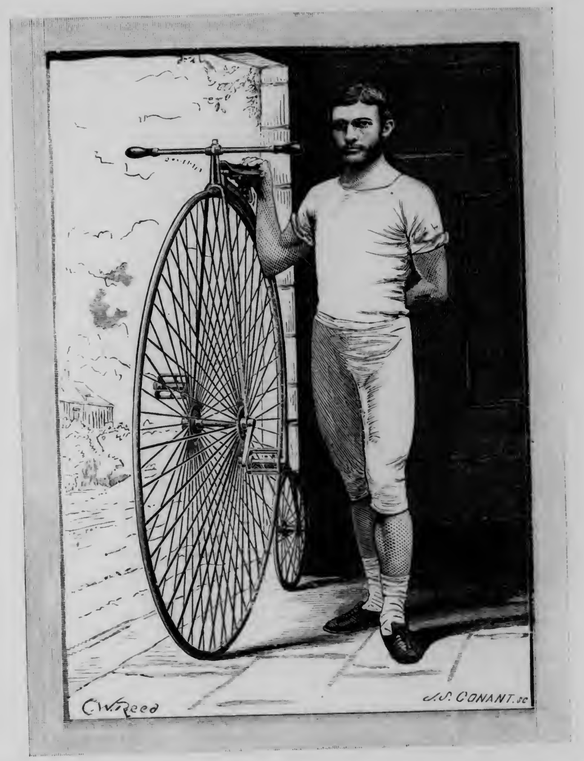
LLEWELLYN H. JOHNSON.

THE AMATEUR CHAMPION.

THE subject of this sketch, and whose appearance in racing costume has been pretty faithfully reproduced by our artist from a photograph, is undoubtedly the best known, the most experienced, and the most successful American bicycler on the path. We have selected him as the first of a series of prominent wheelmen, whose portraits we intend to present to our readers, because of his representative character in racing, and the number of distinctions he has won, though in doing so we have passed over others whose longer devotion to good wheelmanship or whose official positions might entitle them to prior places.

Mr. Llewellyn H. Johnson, of Orange, New Jersey, was one of the founders of the Essex Bicycle Club in March, 1879, and has ever since been captain of that club. He is also a member of the Orange Wanderers, an honorary member of the New York Bicycle Club, and one of the directors of the League of American Wheelmen for New Jersey. In May, 1879, he began his career on the racing path, and, although engaged most of the time in business pursuits, he has since that time entered in thirty-two races; in twenty-five of these winning first place, in four the second place, in one the third place, and in two he was unplaced. He holds for two seasons the two-mile amateur championship of America, and also holds the fifty-mile or long-distance amateur championship, the amateur championship of New Jersey, and the amateur championship of Canada.

Mr. Johnson is twenty-two years of age, was graduated at Swarthmore College, and is at present with Scribner & Co., of New York. He has entered with genial enthusiasm into all phases of bicycling; and though he does not show the fastest American record for the shortest distances, he does for thirty-six miles up to fifty. His success in racing is due largely to right training and good care of himself; and with the experience he has gained and the discretion, alertness and endurance, he has shown, he is likely to hold a foremost place in the racing of next season. Below we give a list of his races for the last two seasons: —



L. H. JOHNSON — RACING LIST.

1879.					
May 24.	Staten Island A. C.,	2 miles,	1st,		8.21 3-5
" 31.	Short Hills	" 2	" 1st,		10.55
June 7.	Manhattan	" 2	" 1st,		7.47
" 28.	Plainfield	" 2	" 1st,		8.32
July 4.	Boston Races,	½	" 2d,		1.33 1-2
" "	" "	1	" 1st,	3.33;	3.40 1-2
" "	" "	4	" 1st,		6.12
Aug. 2.	New Jersey A. C.,	1	" 1st,		2.56
" 30.	Fairmount	3	"		unplaced.
Sept. 2.	Providence Bi. C.,	2			"
" 2.	"	1	" 2d,		3.29 1-8
" 6.	Manhattan A. C.,	2	" 3d,		7.19 1-4
" 27.	Champ'ship of Am.,	2	" 1st,		7.22
Oct. 10.	Mt. Holly Fair,	2	" 1st,	8.14,	7.59
" 18.	Elizabeth A. C.,	2	" 1st,		7.19 2-5
Nov. 27.	Manhattan A.C.,	1 mile hdcp. scratch	C, 215 yds. 1st,		3.36 3-4
1880.					
Jan. 2.	Columbia B. C.,	2 mile (1st heat),	1st,		8.39 1-4
" 7.	Manhattan A.C.,	1 mile hdcp. 2d,			4.12
" 17.	Am. Instit.,	2 mile hdcp. (1st heat),	1st,		6.50 1-2
" 17.	" "	2 " " (2d ")	2d,		6.45 1-4
Feb. 21.	Long dist. amt. champ,	50 m.,	1st,		3.09.45 1-4
May 8.	Elizabeth A. C.,	5 mile hdcp.,	1st,		21.06
" 12.	Manhattan A. C. champ.,	2 m.,	1st.		8.24 2-5
" 22.	" "	2 mile,	1st,		8.31
" 31.	New York	" 1 "	1st,		3.34 1-5
" 31.	" "	" 5 "	1st,		19.52
Sept. 7.	N.E. Fair, Worcester,	2 m.,	1st heat,	1st, 6.30	1-2
" 7.	" "	2 "	2d "	2d, unplac'd	
" 7.	" "	2 "	3d "	1st, 6.31	1-5
" 18.	Manhattan A. C.,	2 mile,	1st,		7.27 1-4
" 21.	Elizabeth A. C.,	2 "	hdcp., 2d,		7.32
Sept. 24.	Championship of N. J.,	1 mile,	1st,		3.20 3-4
" 25.	"	America,	2 " 1st,		6.56 4-5
Oct. 2.	"	Canada,	3 " 1st,		11.12
" 23.	Providence Bi. C.,	2 m.,	1st heat,	1st, 6.55	
" 23.	" "	2 "	2d " 1st,		7.13 1-2
Nov. 1.	Short Hills A. C.,	2 "	1st,		7.36 3-5

MIDDLESEX WHEELING.

A SEASON'S REMINISCENCES — THE LAST TRIP — THROUGH STONEHAM TO WOBURN — THE PUBLIC LIBRARY OF WOBURN.

"THE last, the best of all the game," was my thought, as I called up in memory the previous November Sunday, and its pleasant spin. But the thought was immediately qualified by the pictures of the many pleasant excursions of my first season of delights on the wheel, that passed quickly across the retina of my mind's eye like the gliding passage of a moonlight parade, and I concluded that the entire game had been so good that there had been no best to it. A Decoration day ride to Providence, a Bunker Hill day trip to Canton and Sharon, a Sunday's excursion along the North

Shore to Manchester-by-the-Sea, several spins to Lynn, Swampscott, Marblehead, and Salem, all with pleasant companions, were among the red-letter events of my summer's calendar, together with innumerable rides by sunlight, moonlight, and starlight, over the smooth roads and through the picturesque scenery of Middlesex, Essex, and Suffolk, — and with all that had been seen how much there was still left to be explored with all the zeal of novelty next season!

It was a cold Sunday of frozen sunshine; an icy wind was blowing from the north over stiffened roads, and my trusty steed of steel promised to have a good four-months' rest. So the recollection of the previous Sunday-morning jaunt seemed doubly sweet. It was the perfection of Indian summer, and the subdued sunlight filtered through the hazy air and spread over the landscape of drab and brown, and Mother Earth seemed to have taken on the guise of a placid young Quakeress. According to telephonic arrangement of the day before, a Melrose friend tinkled his merry gong before my door, and "whither away?" was the question. There is nothing like having a definite place to go to, with something to see or enjoy in anticipation at the objective point. There is a suggestion of European sight-seeing about it that agreeably recalls Continental experiences, and there are so many picturesque and interesting spots about Boston that it gives a double charm to a bicycling run. It chanced that we had not been in Woburn since the invention of the bicycle; the famous public library had been built since then, and we decided to run up and see it. The rough road between Medford and Winchester was an old acquaintance, with whom no wheelman cares to be on intimate terms, and so the Stoneham route was chosen. Up and away, then, along Washington street. That thoroughfare skirts the eastern edge of Middlesex Fells, in easy, graceful curves, and bounded by trees that group themselves in a way to be the delight of the landscape painter. On the east side a narrow meadow valley, through which passes the Boston and Maine Railroad; beyond the porphyry hills of the Essex region. Melrose towers and spires rise from among the trees in the northern vista. Above us on the left tower magnificent ledges, which illustrate the truth that grandeur of scenery does not depend so much on size as on form. These beetling crags of Middlesex Fells have the imposing dignity of mountain scenery. Here a lovely cascade pours down when the season is not so dry as now, and here are many spots where I have often gathered the shy hepatica in early spring-time.

At the "red mills," of Haywoodville, — now, alas! red no longer, but a prosaic glaring white, — we turn to the westward and go up a long hill, through a fine growth of pines and hemlocks till we touch the north shore of Spot Pond. It is a lovely picture looking down the mile's length of the highest and wildest of Boston's environing lakes, — a fleet of fresh-water looking sail-boats anchored in the foreground, and rocky tree-covered islands gemming the surface, which is also, at the present low stage of the water, dotted with the many black rocks, caused old Gov. Winthrop to give it the name of "Spot" Pond two hundred and fifty years ago. Skirting the pond for some ways, the road finally turns to the north, and we soon find ourselves out of the Fells and in the hill town of Stoneham, which, like its next neighbor, Woburn (pronounce it *Woo*burn), rejoices in the urban institution of a horse-railroad. We skim along Marble Street, — there is a quarry of fine marble near by, — generally down grade into North Winchester. Finely formed, dome-like hills rise up in the western perspective, and among them is Horn Pond Mountain, — an amateur mountain, — the Woburn reservoir crowning its precipitous, hemlock-covered sides like a mediæval fortress. We struck the main street from Winchester to Woburn, and what a street! The worst of the worst, it might be called! To be sure it is macadamized, but the heavy tannery teams have cut fourteen deep ruts in it, about two feet apart on an average. It is impossible wheeling there, so we make an exception to our rule and take to the smooth sidewalk.

In Woburn we find ourselves well repaid by the sight of the public library. It is one of the finest structures in New England, and the genius who created it is Mr. H. H. Richardson, of Boston, the architect of Trinity Church, and the leader of his profession in America. The Woburn library is more beautiful than Trinity, for its proportions are perfect and it is not marred by the faulty façade of the latter, — due to the interference of the church committee, and not to the architect, be it known. In color, the structure resembles Trinity in its polychromatic effects of light and dark brown, and it has a tile-covered roof of rich red. The situation is fine: a large open lot with plenty of breathing space, and a background of rugged, rocky hills. As in the Harvard Memorial Hall, the cathedral form has been used and freely adapted to secular use. At the chancel end is a semi-detached part, octagonal, and something like a baptistery in looks. The main structure is massively and firmly planted. A symmetrical tower rises from the front of the transept, with a cloistered porch at the base. A belt of rich carving forms the cornice. Let no one fail to survey it from all sides. One of the best views is from the northeast corner, where the tower recedes grandly from the bold massing of the lower projecting parts grouped in glorious harmony, affecting the eye as a grand choral does the ear. Hearing a noise within, we ventured to knock at the basement door, and were admitted by the janitor, who kindly guided us over the building. In the basement an antique colonial kitchen, with genuine old furniture, has been fitted up, making a fine local historical museum.

The interior of the main portion is as artistic as the exterior. From the entrance lobby one is ushered into a fine gallery, with open-timbered roof hung with paintings. On the right, another rotunda-like gallery occupies the "baptistery," and on the left, occupying the transept, is a noble reading-room, high-walled and decorated in perfect synchromy of subdued tones. At the north end is a beautiful stone arched recess, with a grand open fireplace. From the reading-room is an impressive vista down the lofty nave of the library proper, the columns supporting the circular arched ceiling of rich-hued native wood. Between the columns are the alcoves for the books. Every detail is in exquisite keeping with the architecture of the whole, and in the reading-room is some fine carved stone work. The library is a grand monument to the memory of its founder, — a young Mr. Winn, who, dying of consumption, thus nobly remembered his native town.

We went home over Montvale Street to Stoneham; a perfect road, with a steep coast of something like half a mile. From Stoneham, which from its western approach sits picturesquely on a hill-top, to Melrose Highlands. From summit of West Rock, in Melrose Highlands, fine view down the Wannalansett valley, with Boston framed between the hills.

The wheelmen all seemed to appreciate the autumn's farewell weather; we met them by dozens everywhere.

MIDDLESEX.

MALDEN, MASS., December, 1880.

AS TO RIGHTS OF IMPORTATION, the impression has gone abroad, and in some places prevails at home, that only one or two firms in this country have the right to import and sell foreign bicycles here; or in other words, that one or two firms have the entire monopoly of the business, and every one else must let it alone. This is entirely erroneous. There are several concerns importing bicycles (as well as manufacturing) in this country, with full rights in the matter. The field is practically open to any one else having the enterprise and responsibility to enter upon the importation of bicycles and placing them upon the American market. Licenses can be obtained from the owners of American patents; or, as the amount of royalties is substantially settled and not large, adjustment of the matter can easily be made. The owners of the patents are ready to grant favorable terms.

There will be a demand for, and arrangements made for the sale of, all those English bicycles which are well advertised and whose merits are made familiar to Americans. The practical utility of the bicycle is becoming every day more apparent, and the demand for it grows just as fast as this is realized.

It is the object of this paper to bring about this realization as soon as possible; and to successfully do so, we need the active co-operation of all those engaged in bringing the wheel before the public.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy.

A WEEKLY JOURNAL OF POLITE ATHLETICS

Volume II. Number 11.

CHARLES E. PRATT, LOUIS HARRISON, } Editors.

BOSTON, 21 JANUARY, 1881.

Entered at the Post Office as second-class mail matter.

VOL. II] CONTENTS [NO. 11

Currente Calamo	161
Editorial — BICYCLING WORLD	163
The Annual League Meet	163
Justifiable Flirting. A Story	163
Where shall the League meet?	165
New York News and Nonsense	165
Map of England and Wales	166
A Bicycle Tour of England	167
The Midwinter Issue	168
Editorial — ARCHERY FIELD	169
Probabilities for 1881	169
Target Valuations	169
New-Year Archery	171
Christmas Match	171
Broken Arrows	171
Drift and Wag	171
L. A. W. Applications	172
Mr. Parsons explains	172
Wheel Club Doings	172
Echoes from a Bicycle Bell	172
Cone Bearings	173

E. C. HODGES & CO., *Publishers*,
OFFICE, 40 WATER STREET . . . BOSTON, MASS.

ADVERTISEMENTS

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

BICYCLING WORLD & ARCHERY FIELD.

Volume I. November, 1879—October, 1880.

Well bound. Full Index. Valuable for Reference. 442 Entertaining and Instructive pages.

Sent by mail, postpaid.....$3.00.
By express, C. O. D. .....$2.75.

E. C. HODGES & CO.,

40 WATER STREET - - BOSTON, MASS.

THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,
40 Water Street, Boston.

CURRENTE CALAMO

MR REED is not in.

THE fighting editor *is*.

JUVENIS says that the sketches are venomous.

JACK EASY takes it comfortably. He consoles himself that he is not the worst looking of the lot. "Who is?"

OUR DISCONSOLATE ASSOCIATE EDITOR, overcome with grief that so much venom was directed against the Bossachusetts shade-the-back-of-your-neck helmet, sought consolation in a trip to Washington.

LONDON W. has been as brisk as a bee since he discovered upon the issue of the Midwinter Number that he is not the subject of a sketch. He fully anticipated being brought out, or rather shadowed forth as Sarah Bernhardt.

THIS is not the happy part of the New Year for riders of the wheel, but it is coming, and will undoubtedly be the more welcome when it does come.

AT the Bossachusetts headquarters last Saturday evening Mr. E. C. Hodges, secretary of the house committee, sold at auction the choice of lockers, and succeeded in disposing of them all at handsome premiums. The rental per locker was fixed at $2.50 a year, but the bidding for choice of position was very active, and the premiums amounted to considerably more than the total rent. The house committee netted from the proceeds of the sale and from rentals some $50, after deducting entire cost of the lockers. This sum will be added to the house-furnishing fund, and may help considerably to make the club-rooms attractive. Thanks are due to the enterprising committee, to the liberal members from both clubs, and to the eloquent auctioneer.

CHARLES TERRONT, the professional champion of France, who visited this country a year ago with the English team, has been conscripted into the French army.

CYCLIST comes out in handsome Xmas array, and illustrated with a number of comic sketches. The poetry and romance of bicycling occupy a prominent place, and there is even a musical contribution to add to the variety of the material.

It is a significant fact that an undue proportion of this paper's support comes from a class of people not interested in bicycling. If bicyclers desire to have one well-conducted paper, devoted to their interests, they should, until there is a more general interest in wheel matters, give it their support, and endeavor to extend its influence.

IN France the B. U. is completely organized. The number of clubs is increasing rapidly, and the Gallic enthusiasm manifests itself in amateur racing and the most cordial kind of hospitality towards English and American riders of the wheel. Tricycling there, as everywhere else, is becoming an important branch of wheel sport, and is being taken up by the ladies.

THE Christmas Annual, "Icycles," issued by H. Etherington, London, is unusually valuable and entertaining. It gives a very complete and satisfactory list of clubs, with many interesting particulars, including sketches of club badges and descriptions of uniforms. There are some valuable statistics of club racing, amateur records for 1880, a list of the racing performances of Mr. H. L. Cortis, and a lot of bright stories and poems.

OUR next number will contain a continuation of the valuable article on the "Comparative Study of the Bicycle," and a blood-curdling story by "Ixion." Mr. Chandler's account of the English tour will be continued in issues following, and many other interesting communications are promised.

THE NECESSITY OF KEEPING POSTED. — A well-dressed young man entered a Madrid shop a few days ago, and after walking uneasily about for a time, asked, "Have you any watches with india-rubber cases?" The astonished shopkeeper

answered in the negative. The youth shambled up and down the floor again, and said, "You have n't any rattle-boxes with diamond handles, I suppose?" "No, sir," said the s. k. "How young does a child begin to use a velocipede?" asked the youth. "It depends a good deal on the kid," was the answer; "some begin young, some don't." "Would you sell me a two-wheeled one and change it for a three-wheeled one if it is a girl?" "Could n't do it," came the curt reponse. The youth went out, and the shopkeeper reposes in the lowest dungeon of the castle. It was the king of Spain. — *Detroit Free Press.*

NOTICE TO CORRESPONDENTS.

ALL COMMUNICATIONS INTENDED TO REACH THE EDITOR'S ATTENTION SHOULD HEREAFTER BE ADDRESSED TO LOUIS HARRISON, EDITOR BICYCLING WORLD. BUSINESS LETTERS TO E. C. HODGES & CO.

THE BICYCLING WORLD AND ARCHERY FIELD MAY BE HAD OF: —

THE AMERICAN NEWS COMPANY,
39 Chambers street, New York,
THE NEW ENGLAND NEWS COMPANY,
Franklin street, Boston,
Will supply agents, newsdealers, and all othe s who desire the paper in quantities, at the regular trade rates.

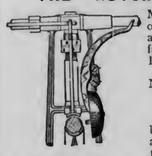
It may also be found on sale at
BRENTANO'S EMPORIUM,
39 Union square, New York;
WILLIAM M. WRIGHT,
160 Fulton street, New York;
WILLIAM M. WRIGHT,
791 Fifth avenue, New York;
E. J. WARING,
Fifth avenue and Smithfield street, Pittsburg;
H. B. HART,
813 Arch street, Philadelphia;
THE POPE MANUFACTURING COMPANY,
597 Washington street, Boston;
C. R. PERCIVAL,
96 Worcester street, Boston;
CUNNINGHAM & CO.,
6 & 8 Berkeley street, Boston;
AND AT THE WORLD OFFICE,
40 Water street, Boston.

ENGLISH BICYCLES & TRICYCLES.
LANE BROTHERS, Liverpool, Eng.
BICYCLE DEALERS,
Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to
A. T. LANE, P. O. Box 1196,
MONTREAL.

I have a few of BICYCLES my very nice BICYCLES for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.
A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
14 to 20 PEARL STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.
Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.
SEND THREE-CENT STAMP FOR CATALOGUE.
Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,
HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES
deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

FINE CLOTHING
Gentlemen are respectfully invited to examine our
CHOICE STOCK
—OF—
FOREIGN & DOMESTIC
WOOLLENS,
FOR FIRST-CLASS WORK,
As this stock cannot be surpassed, and will be made at reasonable prices.
JOHN G. CALROW,
378 Washington St., cor. Franklin St.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1 Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."
A few copies at BICYCLING WORLD office.
Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,
By CHARLES E. PRATT.
New and Enlarged Edition for 1880.
276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.
THE TRADE SUPPLIED AT WHOLESALE RATES.
FOR SALE BY E. C. HODGES & CO.

TO BE HAD,
Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., @	$0.30
STURMEY'S "INDISPENSABLE," @	$0.50
THE AMERICAN BICYCLER (2d edition), @	$0.60
LYRA BICYCLICA, @	$0.60
THE AMERICAN BICYCLING JOURNAL (bound), @	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @	$1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth	$1.00

The Trade Supplied at Wholesale Rates.
Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE.
ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.
E. C. HODGES & CO.,
40 Water Street, Boston, Mass

THE AMERICAN BICYCLING JOURNAL.
Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of Price, $4.00 a Copy, postpaid.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 21 JANUARY, 1881.

THE ANNUAL LEAGUE MEET will be held this year on Monday, 30 May. The location has not yet been determined, and it is to be hoped that the directors will reserve their decision on this important point until the matter has been subjected to full and free discussion. In this issue, a contributor opens the question by giving some excellent reasons why the meet should be held in New York City; and as he is a Bostonian, his views are in a measure disinterested. It is desirable that there should be a very large attendance upon this occasion; and in order to bring it about, a place should be chosen that is accessible to the largest number of League members, and that is not so situated as to discourage the attendance of New England wheelmen, as they count more than half of the total number in this country. In the following twenty-three prominent clubs,—the Boston, Massachusetts, Crescent, Harvard, Chauncy, Providence, Hermes, Worcester, Haverhill, New Haven, Waltham, Salem, Hartford, Norwich, Amherst, Yale, Brockton, Newport, Middlesex, Marlboro', Roxbury, Lynn, and Fitchburg,—there are probably over six hundred members; while outside of these, and of the smaller clubs, there are probably fifteen hundred riders of the wheel, many of whom would like to attend the meet. As in New England all roads lead to Boston, these wheelmen would doubtless prefer to have the meet in the "Hub"; but a desire not to inconvenience the bicyclers of New York, New Jersey, Pennsylvania, and the Western States has restrained them from pushing their claims. Among the places mentioned as desirable are Washington, with its miles of asphalt streets; Philadelphia, with its pleasant suburban driveways; New York, which is readily accessible to the greatest number; and Saratoga, which, to the views of an enthusiast, combines these advantages.

The greatest objection to New York is, that the use of Central Park is forbidden to bicyclers. It is certainly a sad travesty upon the boasted freedom of our public pleasure resorts, that this park is made an exclusive affair for the benefit only of such persons as the Park Commissioners shall designate. If bicycle riders had proven themselves offensive to the general public by disorderly behavior, there would be a shadow of reason in the conduct of the commissioners; but the fact that they have not makes it seem unjust to exclude them, and the fact that they have not even been given a trial makes the injustice all the more conspicuous.

If the prevailing sentiment is in favor of New York for the League meet, it is to be hoped that the wheelmen of that city will endeavor to procure the freedom of Central Park for that especial occasion, and it is to be hoped that the presence of so large a body of gentlemen devoted to the "wheel" will help to remove all discriminations against them.

We will be pleased to receive further communications on the subject.

JUSTIFIABLE FLIRTING.
A STORY. BY MADELINE.
(Concluded.)

I CANNOT say that I felt very kindly towards Mr. Athanasius Grenadine upon the occasion of his first call after I had received Carrie's letter. But he did not perceive it. His genteel indifference to whatever I felt was augmented by a strange abstraction which had come over him and seemed to paralyze every sense of perception. He was so *aistrait* that he forgot to be talkative, and thus actually gave me several chances to speak. For a while I improved these opportunities, but in the intervals of my conversation he said "yes" with such a reckless disregard to its application, and smiled in such a sickly way in the wrong places, that I knew he was not listening.

(Copyright.)

Once when his inattention became very pronounced, I gently expressed my indignation at his discourtesy by getting up and going across the room to a window, where my back was turned to him. I knew that his eyes followed me, and felt that *he* would also, as soon as he realized that I was in existence. Gradually he became conscious that something was the matter, and after coming over and seating himself near me, he said, apologetically:

"I am not at all myself this afternoon."

I felt like asking, "If not yourself, who would you rather be?" but, fearing that he would say, "Your father's son-in-law," I restrained myself. He gazed at me for some time with that calm stupidity called by modern romance writers, "thoughtfulness," while I felt as though I was sitting for a photograph, and had braced up into the requisite pose fifteen minutes ahead of time. At last he said: —

"Miss Madeline," — awful pause, — "can you keep a secret?"

I felt like replying, "For heaven's sake, yes: hurry up," but curbing my curiosity, I answered, modestly: —

"Try me."

"I think you can," he said, slowly, "but I am not sure that I ought to tell it to you."

This of course made me feel very patient. I said, mildly: —

"That is just as you think best."

He drew a deep sigh, and then began: —

"Some time ago I became engaged to a young lady. It is the old, old story, but it was new to me. I had lost some very dear friends, and to turn my mind from the loneliness and gloom such close contact with death aroused, I sought diversion in travelling. I wandered from place to place without much relief until in the White Mountains I met a party of friends, many of whom had been entertained at my father's house. They were very kind, and presented me to many of their friends who were sojourning in the place for the summer. Among these was a young lady. She was very lovely, of a winning temper, and had so many companionable traits that I at once selected her for a congenial friend.

"We danced together, we rode together, and our match-making married friends, seeing in us an opportunity not to be neglected, you know, managed to keep us together most of the time. I grew to like her, and she grew to more than like me. When I first discovered that she — ah — that she — ah — er — um — ah —"

"Go, on, Mr. Grenadine, I understand you perfectly," I said, encouragingly.

"When I first discovered *this*, I reproached myself for having been so devoted to her; but upon serious thought it occurred to me that it would n't be a bad plan, after all, for me to get married. I had been leading an idle, aimless life, and perhaps it was just what was needed to make me have some object in living. Both my friends and my own observation told me that she was a lovely girl and eminently suited to make some man a charming wife, and, in brief, I believed

that she would contribute a new happiness to my existence, and inspire me with more serious and determined purpose. Thinking that my sentiments towards her contained all that was requisite under the circumstances, and feeling assured that they were reciprocated, I proposed and became engaged."

He stopped for a moment and leaned his head wearily upon his hands, as if overcome with regret. I said quietly: —

"I presume it has never occurred to you that your motives in doing this were rather selfish."

"Yes," he replied frankly, "I have realized it, but I did not until after I became engaged, and then it only added to the bitter regret I felt. A selfish purpose did animate my conduct, but, when I look back calmly and take into consideration the circumstances that brought us together, I am inclined to think that there was an element of fate in it also; very few men can determine unassisted by the opinions of others, whether they are more prone to follow the dictates of calm reason, or of unguided impulse; and yet, very few will admit that they are any other than creatures of calm consideration upon all important topics. I had never regarded myself as either impulsive or thoughtless, but now, when I think of how ill-considered was my conduct towards this girl, I lose confidence in myself. Two days after our engagement we had a quarrel, and this not only came near precipitating that which was inevitable, a separation, but also aroused in me a full appreciation of my situation. We mended the quarrel quickly, but something dawned upon me then that finally became a realization. *I did not love her.* I knew it before we had been engaged two weeks, but was at loss how to act. I had led this young lady to think that I would marry her. I had let her friends know of the engagement, and they, as well as she, were making preparations for its consummation in the autumn. There was nothing left for me to do but to keep it honorably. I should not take my own feelings into account at all, but should marry her, rather than subject her to any mortification by breaking the engagement. This would be very chivalrous, and perhaps be regarded as eminently honorable, but the question *would* arise in my mind, whether it would be less painful to her, after marriage than before, to find out that I do not love her. After some weeks of faltering and hesitation, I concluded to try the effect of absence from her society, and accordingly came to Boston bearing a letter to you, her best friend. In a moment of almost desperation I wrote her a letter, breaking the engagement, and, at the same time, putting myself in such an odious light, that she would not in the least regret it."

He paused for a moment and gazed at me expectantly, as if he looked for some comment, but I made none, and he continued: —

"I have confided in you because I believe you are fitted to judge — as you are probably acquainted with her side of the story — whether I did right in breaking the engagement."

"You are very kind, I am sure," I said gratefully. "But, Mr. Grenadine, I do not feel entitled to pronounce judgment upon any one's conduct."

"I know that you have an opinion, Miss Madeline, and you are probably too kind-hearted to state it, but I would esteem it a great favor if you would tell me what you think. It is of more importance than you, perhaps, imagine."

Of course I could not understand why he should be so anxious to receive my approval or censure, but I gently expressed my disapprobation by saying that he made a serious mistake in becoming engaged to a girl without knowing whether or not he loved her, and, as he acknowledged the error, we disposed of the subject very amicably.

He saw that he had made an impression on me, that he had invested himself with a beautifully sentimental interest, had put me on the footing of an intimate, confidential friend, and had aroused my pity, — that blood relation of love; and he was therefore pleased. He went away with the complacent, self-satisfied look of one who has, to use an expressive Americanism, "done himself proud."

His visits soon became quite systematic, and I have no doubt that he took pride in arranging them so as not to excite any notice; but I knew that they were quite as systematically gossipped about by my watchful friends and relatives. He had fits of abstraction even when others were present, and would watch me fixedly as if I were on exhibition; or would become so absent-minded as to make him the object of facetious comment from my irreverent brother Jack. I sometimes feared that he would conclude that the latter's humor was a little too broad for charitable toleration, but instead of that he succeeded in bringing the irreverent youth around by expressing a friendly interest in his efforts to become a bicycler.

Papa invited Mr. Grenadine to tea once or twice, and upon one occasion entertained him for an hour with some excellent advice on speculating, which he never dreamed of following himself. My girl friends came over to be introduced, and although they received his mechanical efforts to do the agreeable very graciously, they, with a delicate consideration for my feelings, carefully refrained from making themselves *too* attractive. Married ladies dropped in and grappled with the question of my future prospects, but I carefully misunderstood them and diverted them from the subject in such an innocent, childish way, that they left without any testimony on either side. The middle-aged married gentlemen were, as they always are, the most odious. Most of these men are little gods in their own households, and, because their families make a practice of laughing at anything they say that is intended for a joke, they become convinced that they are very funny; and because one poor woman has become resigned to their vulgarity, they labor under the delusion that the whole female sex is bound to accept them as they are, that they are entitled to privileges forbidden to the more courteous unmarried gentlemen. They would come up with their habitual simper or chuckle and whisper behind their hands something smart concerning Mr. Grenadine.

Thus through various agencies it became apparent to me that Mr. G. had selected me for his next victim.

He called one evening with a cheerful but very determined look on his face. He was extremely cheerful at first, and when I pinned a little button-hole bouquet upon his coat lappel, he sung a song, —

"He wore a penny flower on his coat,
Lah-de-da."

which, he said, he had heard at the opera: but after a while his cheerfulness faded and he did n't seem to have a vestige of determination left.

It was a beautiful night. The harvest moon shone brightly, like some great electric light, hung high in the heavens, outlining distinctly everything it shone upon, and making the shades doubly dark by contrast. The gentle breeze that fanned our faces was touched with a mingled fragrance of wild flowers and cigar-smoke, and laden with the rich luxuriant perfume from the Back Bay.

One by one the stars peeped out, and one by one the members of my family folded their camp-chairs and silently stole away, leaving me alone with Mr. Grenadine, upon a romantic little portico. Jack was the last to leave us, and he did so with a lingering regret. Before he went into the house he stopped, gazed tenderly at the moon, and said: —

"I beg pardon, but I should like to speak to you, just a moment, Madeline." I arose and went to him with that sweet, gentle obedience we sisters always assume towards our brothers before company. He looked at me impressively, and then whispered: —

"Brace up, Madeline. I see it in his eagle eye: he means business; he — " Here I indignantly left him, and Jack went off grumbling about the ingratitude of womankind.

The situation was very romantic, and Mr. Grenadine, overcome by his feelings and the exquisite beauty of the time, quoted, —

"Thou wert calm, even as an infant calm,
Thou gentle evening":

but as this sentiment only suggested his inexperience with infants, I did not applaud. We sat in blissful silence for some time, and then, by way of a change, Mr. Grenadine proposed — that we take a short walk. I readily assented, and soon we were slowly sauntering along the gravel paths, underneath the tall elms that lined the street. I said very little, and Mr. Grenadine said nothing.

It was a lovely time for an idle stroll, but unfortunately I had on some very high-heeled slippers, and was soon brought to a painful realization of the incompatibility of French heels and sentiment. I gently suggested that we turn back, as my mother might be anxious, and accordingly we started homeward before Mr. Grenadine could summon courage enough to speak. At last he said, very nervously: —

"Miss Madeline."

"Yes."

"Which — ah — ahem — is the engagement finger?"

"This," I answered calmly, holding my hand up in the moonlight, and gazing at its proportions with a critical air.

"Will you," he asked falteringly, "will you — "

I did n't think I would, but thought it best not to tell him so soon.

"Will you — " he exclaimed desperately — "will you wear a ring upon it from me?"

"Oh, no," I said innocently, "I never wear any but my own rings."

"I am in earnest, Miss Madeline. I — "

"Please to don't, Mr. Grenadine," I interrupted, taking my hand away from his arm. "I will spare you, if you will not me. *Whatever* you intended saying, do not say it to-night. Here we are at the gate. I am very sorry, but I shall have to bid you good night. I hope you will pardon me if I seem rude."

"May I not write to you?" he said, as soon as he could catch his breath.

"Yes. Good night."

I held out my hand, and thus we parted.

In the morning, a note came, so impassioned and so dreadfully nonsensical that I cannot summon courage to give it. He declared that if I refused him he would die. He said that all that kept him from ruining himself with dissipation was his regard for me, and went on in this style through six pages octavo. I replied with the following neat little missive: —

"DEAR MR. GRENADINE, — I grieve to say that you have been mistaken in me, and I in you. I dare say you will differ with me, but as I understand it, the best society of to-day does not regard a flirtation like ours as anything very serious. Flirting is, in fact, the proper thing to do, and that is why I did it. It is quite customary, and, if you are not used to it, this will be a good thing, as it will help you to get used to it, you know. Hoping that you will soon learn to appreciate the fun of the thing, I remain your friend, MADELINE."

WHERE SHALL THE LEAGUE MEET?

WHERE the League shall hold its next meeting is a question of great importance and of wide-spread interest. It is one which the directors, in deciding, should endeavor to please the greatest number: there will be "growlers," wherever it is held.

It is very necessary, at the present stage of bicycling in this country, that any meet which is to attract general public attention should be in every way favorable to bicycling, and show a strength which cannot fail to excite public respect.

In order to obtain the desired ends for which the League was formed, it will be especially desirable, this year, to hold the meeting in some central place, easy of access and available to the greatest number. No doubt, at some time, the meeting will have to be held in the West or South, but at present the main consideration is to obtain as many riders as possible.

While I, individually, should prefer to have the meet in Boston, still, for the general good and benefit of bicycling, I think New York is the best place, provided we can obtain the freedom of the Park for the parade, which, with a large number of wheelmen, will form a very important feature of the proceedings. One of the strongest reasons to my mind for holding the meeting there is, the people of New York and Brooklyn are not very favorably impressed with bicycling, and impose certain restrictions upon riders in those cities. If the League, by the favorable impression it is bound to make, could attain for bicycling the support of the New-Yorkers, it could well be satisfied with its year's work.

All will admit that more riders will attend a meeting in New York than any other city in the Union, except, perhaps, Boston. This fact alone ought to be sufficient to induce every director, who really has the welfare of the sport at heart, to vote for New York. There are numerous other reasons why New York should be selected, but these are sufficient for the present. I should like to hear other members of the League express their opinions on this matter, as it is one of vital importance.

LONDON W.

NEW YORK NEWS AND NONSENSE.

The frozen ruts the roads encumber,
His riding breeks are hanging high,
A coat of grease is on his Humber,
But there is consolation by:
He reads his first Midwinter Number
And sips his steaming rock and rye.

WHY are Boston bicyclers talkative? Because they cannot keep Mumm at their headquarters. Hoo-ray! got off a conundrum, and didn't give the answer first.

CAPTAIN MUNROE, of the New York Club, and Captain Johnson, of the Essex Club, took a spin over the beautiful snow on New-Year's day. Captain Munroe found the ankle he sprained some time ago entirely recovered, and fit for any amount of wheel-work.

TICKET No. 9, Mr. C. J. Howard, won the bicycle raffled by Mr. Wright last Thursday evening. He invested $2.00 for his chance, and got a 50-in. F. N. Special Columbia, a gong, lamp, and stand. After the drawing it cost him a fiver to "keep Mumm."

THE Mercury Club held a meeting last Monday evening and elected officers for the present year. Mr. Wm. M. Wright was re-elected captain, and Mr. Pierre Noël president. Mr. Olmstead was appointed secretary and treasurer, and two new directors were elected.

Thro' snow and ice dear G. doth prance, sirs,
His feet beshod to meet the dancers:
With slippers on I hug the heaters,
And fix my feet to dance the metres.

His feet would grace a dancing master,
Mine do disgrace a pacemaker;
Which shows we each resemble t' other,
For I 'm an ass, and he 's — my brother.

HE was an Englishman; his name was Gould, and he gave us the following: Chas. Cooper made a mile at Nottingham, Eng., in 2 min. 4 sec., on a Carver machine; and Bradley Keen, brother of John Keen, made a mile on the Mullenaux Grounds, Wolverhampton, Eng., in 2 min. 27 sec. Boston papers please copy.

WE have been asked to forward this letter: — *Editor Bicycling World:* DEAR SIR:—I wish to lodge a complaint against your New York agent. I and several friends have been in the habit of calling early on the mornings the WORLD arrives, and after reading the paper through have placed it carefully back on the desk, where a pile of them has always been kept. Of late your agent has seen fit to keep them in a drawer, where we cannot see them without first paying ten cents. Is this fair?

A CONSTANT READER.

Certainly not. If the New York agent is playing a drawer game with the WORLD, he is restricting the rights of the free press, one of the greatest institutions of this country; besides, what is the use of our staying away from church Sunday mornings to write a column, if the agent will not allow it to be read?

YESTERDAY we received this printed call: —

NOTICE.

DEAR SIR: —You are earnestly requested to attend a gathering of wheelmen, to take place at 791 Fifth avenue, Saturday evening, 15 January, 1881, at 8.30, and to there express any opinion you may have regarding the advisability of appointing a committee to wait on the Park Commissioners, or of adopting any other method for procuring permission for bicyclers to enjoy the privileges of the city parks.

It is to the interest of every bicycler that this meeting should be largely attended, in order to have as many views advanced on this subject as possible: you are, therefore, asked to notify your brother wheelmen of the event, and to be present early in the evening.

GUSTAVE ALPHONSO. — Your poem is called "Gander poetry," because derived from the Greek root, "Mother Goose."

He had entered a bicycle match,
And was mounting his wheel at the scratch,
When a dog caught the slack
Of his breeches, alack!
And he now goes about with a patch.

KNICK O'BOCKER.

9 JANUARY, 1881.



A BICYCLE TOUR OF ENGLAND.*

BY ALFRED D CHANDLER.

II.

I AM no longer one of those who suppose that on a bicycle tour the uppermost thought must be to accomplish the greatest possible distance each day, that the average may run up into the fifties or eighties, and the total be large. This delusion seizes upon almost every rider of spirit at first; but it will be found that more comfort, enjoyment, and knowledge are had if distance is made a secondary consideration, unless one cares only to fly through a country without time for observation or reflection, in which case he will be apt to have but a very stupid passage.

Portsmouth is the point of departure for the Isle of Wight. But there is so much of interest to be seen in and around Portsmouth itself, especially of a naval and military kind, that one can afford a day or two less for the Isle of Wight to study the sterner subjects war and self-defence have developed in this, the chief naval arsenal and the most perfect fortress in Great Britain.

The weather holding fair, and J. not having come down from London, I engaged a sailor to row me out to H. M. S. "Victory," one hundred and five years old (on which Nelson fell in action seventy-five years ago), and to other objects of interest in the harbor. It was at the time when England was touched by the murder of young Louis Napoleon. The huge steam transport for troops, which brought back Captain Cary from the Cape, had just arrived in Portsmouth. Cary's par in the affair with the Zulus and the death of young Louis were the common talk. Of all the remarks I heard on this, that of the bluff old sailor impressed me the most, when, regretting the death of Louis, he said: "But better that one mother's son should die than a thousand." For had the French Prince Imperial lived, the sailor feared that he would have caused another of the sickening wars which Europe periodically endures. I could not but contrast the aversion this old British tar had for war, with the zeal shown by the young Prussian soldiers I had, a fortnight before, seen eagerly crowding up with their sweethearts to the great battle paintings in the National Gallery in Berlin.

In the BICYCLING WORLD of 12 November, 1880, is an interesting account of a trip to the Isle of Wight by "London W." His party landed at Cowes and made a thirty-five mile run by Newport, Carisbrooke Castle, Blackgang, Ventnor, Shanklin, and Ryde. Our trip was quite different, for we left our bicycles at Portsmouth, crossed to Ryde by steamer, and took seats on top of the four-in-hand there for Sandown, the coach stopping a quarter of an hour or more on the way to let passengers walk about at points of interest. At Sandown we left the coach and went on foot along the cliffs by Sandown Bay to Shanklin, where we lunched in a cosey little coffee-room, and then walked down into Shanklin Chine, across the fields, and so on by the rugged path of the Under-cliff into Bonchurch and Ventnor, where we climbed a hill several hundred feet high just by the station and enjoyed the rare scene around and below. The weather was exceptionally fine. The route we took was impassable for bicycles, and one has hardly seen the Isle of Wight unless he has taken this walk. I regret that we could not have seen more of the Under-cliff toward the west, but we found it prudent to go from Ventnor by rail to Newport, where we passed the night at the Bugle, first walking out a mile to Carisbrooke Castle, where J. was busily engaged till dark in sketching, while I climbed in great delight all over the old walls; indeed, soon after breakfast the next morning we went again to the castle, after which we saw what is left of the fine Roman villa near by, with its tessellated floors, which is older than Carisbrooke, and in its way, perhaps, a subject for as much reflection.

Those parts of the Isle of Wight which form its distinctive features are to be explored on foot. Some portions of the interior, to be sure, afford fair riding on a bicycle; but it is the south and south-east shores that give the isle its character, and to enjoy these in freedom one should be on foot.

Returning to Portsmouth we spent another night at the George, a heavy rainstorm having set in. If any suppose that life at English hotels or even inns is uniformly satisfactory, they mistake. As with English roads, so with the public-houses: now they are excellent, now the very reverse. The "best" hotels, commercial houses, and inns we often found deficient; and many that travellers seldom hear of were at times superior. In Portsmouth, for instance, a city with more than 100,000 people, the "best" hotel was said to be the George. Now at the George we had rooms which were fair, but the service in the coffee-room was slow to an exasperating degree. I at first thought that the waiter — there was but one for the entire room — deemed bicycle riders unworthy the usual attention, and for the experiment I doubled the customary fees; but finding that useless, then took the fellow to task, when in a most respectful and apologetic way he explained that the duties of the coffee-room were quite beyond the power of a single waiter, and that difficulties in the kitchen made it impossible for him to serve us more promptly.

In the evening there occurred what is common in Portsmouth, a hubbub of fifes and drums, with soldiers thronging the main street, some with a single sweetheart, many with two such hanging on their arms. I went to the front door to look on, and an English traveller in middle life stood watching with me. Suddenly he broke into a tirade upon English hotels, declaiming against the service at the George and elsewhere. He said the English people did not know what a good hotel was; that he had enjoyed what he considered the luxury of hotel life in Saratoga and other American cities, and he gave vent to a good English growl on what is the fact, that in many matters England is very far behind the times. I was at first surprised, then revealed my nationality, and sympathized with him.

And so it was: we were often much annoyed at our inability to have a meal at the desired time, even when ordered long in advance; and I have more than once arisen very early to repeat an order given the night before for breakfast, to make sure of having it on time, and even then been disappointed, not by a few moments only, but by half an hour and more. When one wishes to take a particular train this is vexatious. On the other hand, promptness, attention, and comfort were the marked characteristics of many of the public-houses we stopped at through England.

Leaving the south coast we now commenced our run to the north, through the very heart of the country; we scarce ever knew where we were to pass the night, or what was in store for us the next day; it was a succession of entertaining novelties through some of the finest parts of the Kingdom. The first of England's great cathedrals on our route was at Canterbury; the second was at Salisbury, where we arrived at about one o'clock in the afternoon, lunching at the Red Lion. All our spare time at Salisbury was devoted to its unique cathedral, which is Early English of the purest type. The spire is the highest in the land, being four hundred feet, or nearly twice the height of Bunker Hill monument. Charles Sumner, who saw more of England and English society than any of his countrymen, wrote in 1838: "My happiest moments in this island have been when I saw Salisbury and Durham cathedrals. Much happiness have I enjoyed in the various distinguished and interesting society in which I have been permitted to mingle; but greater than all this was that which I felt when I first gazed upon the glorious buildings I have mentioned. . . . It was with a thrill of pleasure that I looked from the spire of Salisbury," etc. Here J. added to his increasing stock of photographs; indeed, from time to time, we had either to send or take up to our rooms in London the accumulations of successive purchases in the way of photographs, guide-books, and the like, and sometimes our travelling bags and pockets were stuffed to their utmost capacity.

From Salisbury we ran that afternoon out to Amesbury, and then two miles west, passing Vespasian's Camp, to Stonehenge, "with its mysterious monuments, Druidical or whatever they may be." There is something incongruous in riding up to those rude and ancient stone

* Made in 1879, by the president, Alfred D. Chandler, and captain, John C. Sharp, Jr., of the Suffolk Bicycle Club, of Boston, Mass.

(Copyright.)

ruins on a modern bicycle. We heard the plausible explanations given by the old man in attendance, paid for them as usual, (for at such places, who in England opens his mouth or moves a step for you without expecting his tip?) and then, with a last look at the cathedral spire eight miles south, we hurried back to Amesbury and turned north for the watershed of the Thames. Our run was up the pretty valley of the Avon. There are at least three rivers called Avon in England: this one flowed into the English Channel; we came to a second farther north at Stratford. The ride that afternoon was very pleasant. We noticed how soon some English roads are dry after a hard rain. On we went, with charming glimpses of the little river and the villages dotting its course, till at nightfall we came suddenly into Pewsey, and sprang off at the Phœnix for rest.

If the Swan at Charing had its special merits, the Phœnix at Pewsey had greater. Here was a good lady with her daughters, who speedily arranged everthing for our comfort, and neither J. nor I can soon forget that hot omelet with which we finally satisfied our appetites. As for my chamber, it was complete, and seemed to me the finest of the kind I had occupied in England; the china especially attracting my attention. In the morning we were kindly pressed to stay, and but for lack of time, we might have spent a charming day in and around that little Wiltshire town. But we had a long tour before us, and off we flew to the east, by a circuitous route, riding right through a flock of sheep on the way, and coming out on the great Bath road at a point near Froxfield, just above Hungerford.

This Bath road is the famous racing road for bicycles, the run from Bath to London being a hundred miles (107 1-4 to Hyde Park Corner); and the great one-hundred-mile straightaway races have been over this route, the fastest time for the entire distance being Mr. Appleyard's, June 10, 1878, in 7 hours, 18 minutes, and 55 seconds, or nearly 14 miles an hour for the entire time, including stops. Three months later, Sept. 12, 1878, Mr. W. S. Britten rode to Bath and back over this road, doing 212 miles in 23 hours 54 minutes.

From Hungerford we rolled along to Newbury, in Berkshire, where we lunched at the Chequers. I replenished my oil-can at a druggist's here; the charge was a penny, but the man scowled so as I held up the little tin, that I asked what was the matter, when he answered that he was constantly called on to fill bicycle oil-cans, and he never could tell when they were full. From Newbury to Reading is seventeen miles, and we bowled along the fine road, covering the distance in an hour and twenty minutes, J. arriving in advance, for he could easily outride me. It was a fine run; heavy rain-clouds chased us nearly all the way, but we outstripped them. Men, women, and children were seen hard at work gathering in the crops. The season of 1879 was a very severe one for farmers. We flew through Theale at a racing speed; and altogether, our run of forty-two miles from Pewsey was very enjoyable. The day, however, was by no means gone: we stopped an hour or more in Reading; I plunged into the Thames at the bathing-house there, but got out at once, for the water was too chilly for me, though it was August. The constant rains and cold weather kept the temperature of fresh-water streams very low that summer. While crossing the track at the station, there was a shout of warning, and we were told to "look sharp," for the Irish mail was coming; just then we heard a whistle, and a moment later the Irish mail train tore through the Reading station and rushed on to London at a tremendous speed, the engineer crouching on his cabless engine.

One feature of the day's ride showed how sensibly drivers of horses accept the innovation of bicycles in England. A short distance out from Newbury a vehicle was seen rapidly approaching us, and as we drew near, the driver raised his whip. A glance showed a young horse in the shafts: he very naturally shied as we passed, when down came the whip on the horse and the driver remarked that he would "break him in to bicycles." So on the day before, as we were riding out to Stonehenge, we met a lady driving in a phaeton, who, upon seeing us, got out to hold her horse. We immediately dismounted at a safe distance, and on coming nearer, the lady deemed it necessary to excuse herself for driving such a horse, rather than accept any apology from us.

It was during our run through either Wiltshire or Berkshire that we noticed public water troughs and drinking cups, with notices warning the public not to injure them, under heavy penalties! This warning, it seems, was necessary to prevent the powerful liquor sellers from destroying whatever might interfere with their interests; so deep a root has the use and abuse of liquor taken in England. Farther north, in Derbyshire, we again saw a few such wayside water supplies for drinking, but no warning was attached. In London such fountains and troughs are now very common, their introduction being such a novelty, that I have read the precise number of human beings and animals that quench their thirst at these places; the count being kept and published to prove to the British public, as I suppose, the utility of such benefactions.

We had now been out eleven days, and found it necessary to go to London for letters, money, maps, and other things, intending to return to Reading the next day and resume our trip. We had already seen the most interesting portion of the country between Reading and London, on a four-in-hand. So, leaving my bicycle in charge of a porter at the Reading station, we telegraphed to our landlady in Duke street, and went by the next train to London, forty miles distant, J. taking his bicycle with him to be exchanged for a more serviceable one. We arrived in time for dinner.

If one does not care to ride his bicycle through the streets of London, it can easily be carried in a hansom by standing it between the dasher and your seat; it just fits in. The driver does not object; it does not interfere with him, for he is overhead. Sometimes bicycles are carried on the tops of cabs.

The first portion of our intended tour was now over. We had traversed the counties of Kent, Sussex, Hampshire, Wiltshire, and Berkshire, and explored the more interesting parts of the Isle of Wight. Our route had been to many of the best known watering-places, in full view of miles of England's southern coast, was over hills and plains and valleys in the interior, had revealed to us a varied succession of country and city life, of hotels and of inns, both good and indifferent, had enabled us to examine two of England's greatest cathedrals, Canterbury and Salisbury, at least three castles, Dover, Arundel, and Carisbrooke, a Roman villa, and the most celebrated Druidical ruins in the kingdom.

But what, to me at least, proved of more significance, was the health and superior physical strength I acquired. A stay of forty-eight hours longer in America would probably have found me down with a fever. After the voyage, and after my return to London from the Continent, whither I had been on business, I was far from strong; but the effect of this tour in the open air, accompanied as it was by rational exercise, was to bring health and strength, with a disposition to renew the trip through very different but equally interesting counties in the centre and north of England. For this our preparations were quickly made, but the account of our further experience must be deferred to another number.

(To be continued.)

20,000 COPIES.

THE following figures may be of interest to our readers and advertisers, showing how the edition of our Midwinter number was absorbed:—

To subscribers, exchange list, general press, bicycle agents, and archery dealers	9,312
News companies	4,200
Complimentary copies to members of the League of American Wheelmen	985
Secretaries of English bicycle clubs, English manufacturers and agents	1,160
On orders from agents in the United States	1,240
Miscellaneous, including specimen copies, and sales from office to date	1,950
Total	18,847

This leaves us but a trifle over one thousand copies on hand, with every prospect of the entire edition being exhausted in a short time.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, salvan shoots, hunting, personal items, inventions, manufacture, opinions, humors ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 21 JANUARY, 1881.

PROBABILITIES FOR 1881.—Not in our luxurious sanctum, on the Archery side of our home corridor, with files of the ARCHERY FIELD and its esteemed contemporaries, and divers books of reference at hand, a time lock on the door and a polite guard to ward off interruptions; not under the inspiration of the editorial cap and upholstery and staring pigeonholes, but in the writing-room of a prominent Washington hotel, where the inside air is heated with politics, and the outside is resonant with sleigh-bells, we take up the editorial pen and imagine the presence of our winter-blockaded readers. In the matter of archery, it is preeminently a time for contemplation. Action is for the most part suspended. The snow-feathered shafts of Boreas sweep the targets, from Michigan to Florida. There is little prospect of immediate change, and not much solace to be derived from reading the spring pages of Vennor's Almanac, on the cool cover of which that astute tamperer with weather prophecies appears in ulster and moccasins, with his low toboggan as sole emblem of sport.

We have no sympathy with Vennor. We shall not even review his alleged almanac. We could undoubtedly write a more pleasing one ourselves: but we shall only indulge in a desultory forecast of a few leading "indications" to which the circumstances permit us to refer.

During February and a part of March, Boreas and Æolus will compete at the longer ranges, the latter finally winning by a brilliant score. From the middle of March to the middle of April, and perhaps longer, look out for frequent advertisements of "Fine Archery Goods," and illustrated price-lists. Most of these will be wides, but a few (especially those in the ARCHERY FIELD) will draw the gold. The prevailing winds, during this period, will be from New York and Chicago. Light importations may be expected from London and Edinburgh. St. Leonard rounds may be looked for on the Pacific Coast, and the "American System" fogs will set in from that quarter.

Following the last-named period will be a lively succession of American and Columbia rounds in the East. Scores will be low; and as May advances it will be a good time to plant Single Yorks, especially in the West. This month will be characterized by the formation of Archery Clubs, the blossoming of costumes and outfits, and frequent subscriptions to the ARCHERY FIELD. In June, the hits and scores will become abundant, with a constant rise in the figures: the stocks of weapons among the dealers are likely to be low in quantity, and good articles high in price. The tributaries to the Chieftan's Badge fund will begin to swell. Look out for challenges, team shoots, and club matches.

In July, the period of Tournaments will set in, the heaviest of which will be that of the National Archery Association, followed later by the Eastern and the Pacific, and accompanied by excellent exhibitions of the various State organizations. There will be, during this month and August and September, the most unmistakable symptoms of chronic archery; and the contagion, as well as the more mature effects of its prevalence, will exceed anything ever before witnessed in this country. This will be apparent at Brooklyn especially: while individual instances of large accomplishment will not be rare, and the reports of the Private Practice Club for September and October will show increased activity over those of last year.

As Vennor would say, we reserve the right to modify these predictions, and be more particular as to details, as later advices are received and calculations made; provided, always, that our announcements are made before the events take place. "If any amongst you have the spirit of prophecy, let him prophesy."

TARGET VALUATIONS.

1 TO 9, OR 1 TO 5?

SOMETHING over a year ago, we asked the question, Do the numerals 1, 3, 5, 7, and 9 represent the proper proportional value of the several portions of a target? I thought they did not, and offered the suggestion that the values 1, 2, 3, 4, and 5 would be more equitable, and give to the scores with a large number of hits and small values, a higher rank than they received by the 1 to 9 values, and a rank to which they were justly entitled.

The discussion of the question and the experience of another year have, I think, confirmed that opinion and proved the injustice of the 1 to 9 valuation.

This statement is substantiated by the action of the N. A. A. in voting to adopt the English method of revaluing scores by points, which is a concession to the scores of many hits and small values. Any archer may test the accuracy of this assertion by the comparison of any two York round scores, the relative position of which would be changed by a revaluation by points, and they will also find that as a rule changes in position are only made between scores where the difference in hits is more in number in favor of the lower score, than the difference in values is in favor of the higher score. For instance, we find that the position of the two York round scores 52-206, and 59-201 are changed by points, and these scores have the relative conditions stated.

Further evidence of the error of the 1 to 9 values has been given by the proofs which have been submitted previously, showing that the several portions of the target should be valued in proportion to their distance from the centre, and not by area.

Now, I first propose to consider if the revaluation by points rectifies the error which has been found in the present valuations. In the majority of instances where but two archers are shooting in a match, we think it will; but the advent of another archer or archers in the same match may completely overthrow the result arrived at by points between the first two scores. That this was the consequence of such a system in the first instance of which we have record of its use (the first competition for the Champion Gold Medal in England, and won by Mr. Ford under those conditions) I think can be shown.

Of this mixed condition of results by points, I propose to give several illustrations, the first of which I copy from a contemporary journal, with the comments thereon by one of the archers.

												Tl.	P's.
Swartwout,	23-111	20-110	20-110	21-103	84-434	1
Hammond,	16-68	21-85	24-110	23-137	84-400	2½
Hall,	17-87	21-105	22-102	20-98	80-392	0
Kyle,	22-124	21-107	19-77	19-81	81-389	1
Street,	17-83	18-96	22-118	16-82	73-379	1
Dr. Weston,	24-92	24-104	21-79	23-97	92-377	1½

"The above score, made by the Highland Park Archers, has one rather remarkable feature in it. It not unfrequently happens that the archer making the highest score makes a less number of hits than the second or third man; but it probably very rarely happens, as in the above case, that the sixth and lowest score is accompanied by the largest number of hits. This case well illustrates the different results sometimes obtained in scoring by gross scores alone, and in scoring by points, the method now adopted by the National Association in shooting for the champion medals.

"If we give two points for best gross score and two for greatest number of hits, and consider each 24 arrows by itself, giving one point for score and one for hits, we shall have 12 points, and divided among the archers as follows (see points).

"In scoring by points, can we more accurately determine the relative skill of the shooters as shown in a given match? It will be noticed that two changes have been made in the different arrangements: Dr. Weston goes from last to first place, and Mr. Hall from third to last. Is this fair? Points say so. In scoring by points, as a rule, the archer making the greatest score would be the winner. But we see this would not always be the case."

The writer of the above might have gone on to say that had this been a championship match, under the rules of the National Association, Dr. Weston would have won the championship; while a comparison of his score with that of Mr. Swartwout gives each six points, and the tie on points would be in favor of Mr. Swartwout, as it should, for it is found that while Mr. Swartwout has eight hits less, he has fifty-seven greater value, the result being in accordance to the rule before alluded to; and we think there would be little gratification to Dr. Weston to win under such conditions, or consolation to Mr. Swartwout to lose by such a complication of results in estimating the relative value of scores. For these reasons we are constrained to answer no to the questions.

In the Double York scores made at the Buffalo meeting of the N. A. A., the following are found: —

50–180	34–152	34–144=118–476	Points	3
47–185	43–157	38–130=128–472	"	3
30– 94	49–205	36–169=115–459	"	2
31–123	42–144	39–185=112–452	"	2

By points No. 1 is found to be the winning score, while a comparison of Nos. 1 and 2 gives No. 1 only four points to six for No. 2, showing that No. 2 is the better score; but No. 1, with the assistance of Nos. 3 and 4, beats No. 2.

The same result is shown by the following scores from the Wellesley meeting of the E. A. A.: —

23– 86	30–102	37–169= 90–357	Points	4 1-2
36–116	30–110	34–130=100–356	"	4 1-2
25– 79	25–111	26–105= 76–296	"	1

The following York Round scores, from my score book, show a curious mixture of relative positions, when compared by points: —

12 42	17–83	17–75=46–200	New value 128
22–92	15–49	14–56=51–197	" " 124
15–49	29–89	15–53=50–185	" " 119

Had Nos. 1 and 2 shot alone, No. 1 would have beaten by 2 points. Had Nos. 2 and 3 shot, No. 2 would have beaten by 4 points; but had only Nos. 1 and 3 shot, No. 3 would have beaten by 2 points. That is to say, No. 1 beats No. 2, and No. 2 beats No. 3, yet No. 3 beats No. 1. Who will tell by such a schedule which of the three is really the best score? The score by new values we will refer to later.

Still another example we have from the following scores made in the recent Thanksgiving match, of 96 arrows at 60 yards, giving a total of 12 points, the same as in the first instance cited.

Walworth	86–486	Points	3
Sidway	87–485	"	1
Louie Archer . . .	87–483	"	1
Allen	92–478	"	3
Williams	91–473	"	1 1-2
M. Thompson . .	88–442	"	1-2
Loftus	91–411	"	2

A tie thus occurs between Walworth and Allen, by reason of the accompanying scores giving first place to Mr. Walworth; but a comparison of their scores irrespective of others gives Allen 8 1-2 points, and Walworth 3 1-2 points.

To refer now to the first instance to which we alluded, when Mr. Ford first won the champion medal,— the scores are give as follows: —

Mr. P. Moore . . .	173–747	Points	4
" H. A. Ford . .	177–793	"	5
" Atwood	– –	"	1

Now, we think it fair to presume that the one point gained by Mr. Atwood was at the expense of Mr. Moore, thus changing the medal from Mr. Moore to Mr. Ford by the good shooting of Mr. Atwood at some one distance; for it may be seen that Mr. Ford has but four more hits than Mr. Moore, and the score for four golds even could not make up the forty-four in value which were needed to make his score equal that of Mr. Moore.

By these examples we think it is shown that the decision of superiority between two scores may depend wholly upon another and smaller score made by a third party. That is to say, of two given scores, either one may be the winner, decided not by their individual merit, but by some other score or scores, as the case may be; and we do not see how any system, with such results, can be accepted as right or just.

What is needed is, we think, a simple schedule of values for the several colors that shall at once be just and equitable; then we shall have a simple computation that will give a comparative result between any given scores, and such a result as will not be altered by any number of other scores.

We think it has been previously demonstrated that the values of the several portions of a target should be based upon string measurement; that is, in proportion to their distance from the centre. This proportion is exactly represented by the values, 1, 2, 3, 4, and 5, or by 2, 4, 6, 8, and 10, or any other such proportion. We take the 1 to 5 as the most simple and convenient. The accuracy of these values has been proved by their comparison with very many scores computed by measurement.

To further substantiate these (1 to 5) values, we now propose to show that as between given scores, the same end is accomplished by their simple computation, — that is, designated by the 1 to 9 values revalued by points, without the latter's complicated figuring or complications when compared with accompanying scores.

We have taken the fifty-eight single York rounds made at the Wellesley meeting of the E. A. A. compared each one with all of the others by points, also figured them all by the 1 to 5 values. We find twenty-four instances in which, by points, the rank of two scores are changed. There are also five cases of ties in points. Of these twenty-nine instances, twenty-five have the same result by the 1 to 5 valuation. The four which are not changed by the 1 to 5 values are the following: —

47–200	Points	4	48–164	Points	3 1-2
54–188	"	6	52–153	"	6 1-2
34–116	"	4	22– 84	"	4 1-2
36–112	"	6	27– 79	"	5 1-2

In all of these cases it will be seen that the excess of hits in the lower score does not exceed the excess of values in the higher score, while in the twenty-five instances where the change in rank is made by the 1 to 5 values, the opposite is almost invariably the case, as illustrated by the rule for these changes which we gave at the first part of this article.

There is also one change made by the 1 to 5 values not sanctioned by points, viz., 30–104 = 5 1-2 points, 33–103 = 4 1-2 points, but this change is sustained by the above rule. To apply this rule to the scores from the Buffalo meeting, we find the rule sustained when applied to the first two scores, and the same result relative to the first two scores from the Wellesley meeting. Apply it to Mr. Ford's score, and it sustains our position that Mr. Ford's was not the best score of the two.

Referring now to our own York Round scores, it will be seen that as between Nos. 1 and 2, the new values give the same rank as the points; also the same between Nos. 2 and 3; but points put No. 3 ahead of No. 1, which is not allowed by the new values or by the stated rule. It is thus shown that the 1 to 5 gives each their proper value, which is not changed by comparison with the other scores.

There is a further objection to the system of points: We should have a system of comparing scores that can be used both in private practice and championship matches, but the impossibility of applying the point system to such scores as those of the Private Practice Club is plainly evident.

From these conditions we derive the following conclusions: —

That there is an error in the 1 to 9 values.

That a worse result even may be obtained from the attempt to correct it by the system of points.

That the 1 to 5 values are in proper proportion.

That the 1 to 5 values give the result by one simple computation, designed by the system of points in conjunction with the 1 to 9 values.

That the rank so derived is not changed by the comparison of one or many other scores therewith.

That chance in deciding between scores would thereby be obviated.

Such being the case, is the change not worth making? We think it is. If not, why not?

The greatest objection that has been advanced seems to be the prospective difficulty of comparing scores that may be made with those that have been recorded by the 1 to 9 values.

This supposed difficulty is nearly all imaginary.

It has been stated that a person would be obliged to go all through their score and add 1, 2, 3, or 4, as the case might be, to the value of each hit. But why do that, when all that is necessary is simply to take the summary of hits for the whole score in each color and compute them by the old values? Even this will not be necessary, except in instances where an exact comparison is desired, for archers will soon know the relative proportion of the old to the new values.

Were this difficulty all it has been depicted, or amounting to an impossibility almost, I cannot believe it would be better to always continue in the error of such a method as the English rather than be at the trouble that there may be in changing.

ANDREW S. BROWNELL.

25 DECEMBER, 1880.

NEW-YEAR ARCHERY.

Editor Archery Field: — Our "New Year" opened with a warm, pleasant day, the first for nearly a month; and a number of the archers, to improve the opportunity, put in a Double York round with the new American schedule of values and the following scores (a few extra rounds have been shot since and follow the Double York): —

	100 yds.	80 yds.	60 yds.	T'l.	G. T'l.
F. C. Havens. . . .	19–41	23–69	21–62	63–169	
	25–55	28–66	21–60	74–181	138–350
	21–46	27–71	20–56	68–173	
	22–66	30–73	20–58	72–197	
A. S. Brownell. . .	21–49	30–78	18–47	69–174	
	15–35	30–75	19–54	64–164	133–338
I. P. Allen.	17–41	17–38	17–35	51–114	
	28–63	21–55	19–49	68–170	119–284
J. O. Cadman. . .	21–56	18–45	21–56	60–157	
	7–14	19–47	18–51	44–112	104–269
	13–26	14–32	14–41	41–99	
	6– 9	15–40	12–31	33– 80	
A. W. Havens . .	9–21	13–30	16–36	38– 87	
	8–11	16–39	17–42	41– 92	79–179
	13–30	20–55	12–28	45–113	
	11–19	15–40	13–32	39– 91	
	8–14	14–37	15–43	37– 94	
G. W. Kinney . .	10–28	8–11	9–25	17 64	
J. F. Stirling. . . .	6–13	7–16	1– 5	14– 34	

Christmas score, 96 arrows, at 60 yards.

I. P. Allen. . . .	22–128	22–126	24–124	24–150	92–528
T. J. Loftus. . .	24–118	23–115	22–110	24–152	93–495
O. M. Button. .	24–130	22–116	23–123	23–123	92–492
F. C. Havens. .	21–103	22–124	23–133	23–123	89–483
A. S. Brownell	19– 87	21– 87	20–110	20– 98	80–382

Several of the archers here were quite amused at a portion of Mr. Thompson's report of the Thanksgiving match in the last issue of the ARCHERY FIELD (24 December), received here. After his comparison by points, by which he shows himself beaten by some five archers having smaller scores, he says, "Of course such a system of points would not be a good one."

If Mr. Thompson thinks so, why will he not drop the point system, and following the example of the Pacific Coast Archers, adopt the 1 to 5 values?

We think that California has some of the oldest archers of the country, for both Mr. Stirling and Mr. Kinney were taught to use the bow and arrow at the old English College in Kenyon, Ohio, during the years 1833 to 1835.

A. N. DREW.

OAKLAND, 4 January, 1881.

CHRISTMAS MATCH.

ON 25 December, 1880, the second match between Mr. Frank C. Havens and Mr. Will H. Thompson was shot, the round being 96 arrows, at 60 yards. As in the first match, several other archers in California joined in the shooting, and some excellent scoring was made. The four Californians, Allen, Loftus, Button, and Havens, secured a total of 1998 points, being an average of 499½ points each, or a general average of 125 points to each 24 arrows. It is doubtful if any other state can furnish a team of four archers capable of equalling this performance. Mr. Allen's score of 150 points, and that of 152 by Mr. Loftus, are extremely fine records. It is surprising how many archers are scoring from 120 to 160 points, with 24 arrows, at this range. It would be easy to select a team of ten gentlemen in the United States who could average near 500 points, at this round of 96 arrows, at 60 yards, on any fair day. No such team could be found in all the world beside. If our archers can succeed in subduing the longer ranges, proportionately, we need not fear an international contest. The following are the scores recorded in this match: —

Will H. Thompson,	23–137	23–149	24–154	24–136	=94–576
I. P. Allen,	22–128	22–126	24–124	24–150	=92–528
T. J. Loftus,	24–118	23–115	22–110	24–152	=93–495
O. M. Button,	24–130	22–116	23–123	23–123	=92–492
F. C. Havens,	21–103	22–124	23–133	23–123	=89–483
A. S. Brownell,	19–87	21–87	20–110	20–98	=80–382

WILL H. THOMPSON.

BROKEN ARROWS.

Editor Archery Field: — I must thank you for your kind invitation to me to contribute my suggestions on the subject of mending broken arrows. I have no desire to constitute myself an authority on this subject, nor should I have made bold to mention the matter to you, but for the fact that of my many friends and acquaintances interested in archery, no one of them has ventured to repair a broken arrow. Whether Mr. Ford, or Mr. Thompson, or some other high authority has, in some way, tended to establish the idea that a broken arrow is virtually lost, or not, I am unprepared to say. I only know of the universal misgiving which seems ready to pronounce the *requiescat in pace* over each unfortunate shaft. Many, without doubt, will gladly resurrect all such as have been so untimely doomed, if we can establish a simple way of mending, within the reach of ordinary genius. It is obvious that a single arrow cannot be spliced without very much shortening it. But suppose we take two arrows.

One has been broken near the feather end, the other nearer the pile. We will splice the feather end of first arrow to its opposite in the other. In order to do this, we first place the parts, allowing them to overlap, by the side of a sound arrow, to secure the proper length; cut off the ends, allowing about four inches on each for length of splice. Place them again beside the sound arrow, as before, and mark on each part the distance to which the other overlaps. With a small, well-set smoothing plane, bevel from this mark to the end. Treat the other part in like manner. Place the parts together, and, while holding them with thumb and finger, look along the shaft to see if they come perfectly into line; if they do not, take off another shaving from either part, favoring whichever end of the bevel will remedy the defect. In gluing the parts together, see that they are perfectly fitted, and bind the splice with *soft* cotton string, wound continuously and firmly around the whole length of the joint. This arrow must be straight, for the binding of string, bearing equally upon each of the parts, must bring them into line. It will be of its original weight, and in all respects, for practical use, as good as new.

WM. MCC. RANSOM.

NAVY YARD, BOSTON, 3 January, 1881.

DRIFT AND WAG

CHRISTMAS was an austere day for archery; but Mr. D. V. R. Manley and Mr. B. A. Hayes attempted the American round at Toledo, and only numb fingers compelled them to abandon it after a few arrows.

THAT poem of "The Archery Tournament," in our midwinter number, was copied from the scrap-book of Mr. F. C. Havens, the Pacific archer.

THE AMERICAN SYSTEM of scoring is what the *Olympian* calls the new style on the Pacific coast. Our esteemed contemporary thinks that the system will be eventually adopted throughout the country. "We have crossed the river and burned the bridge behind us. We don't know how to swim, either; so there's no getting back again."

A CUT of the L. A. W. badge which has been promised for some time will appear in our next issue.

L. A. W

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals: 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

PHILADELPHIA BI. C.— W. R. Tucker, 414 S. Delaware avenue; A. R. McIlvaine, S. W. cor. 15th and Hamilton streets: H. W. Lippincott, 306 Stock Exchange place; Edw. B. Fox, 924 Front street: Erving L. Miller, 134 S. Front street; D. Kelley, 720 Filbert street.

ACTIVE MEMBERS BUCKEYE BI. C. (all of Columbus, O.): W. Henry Miller, Washington avenue; Godfrey W. Rhodes, 197 East State street; Harry B. Hutchinson, 727 North High street; John P. Williams, South High street; Will B. Waggoner, 47 Parsons avenue.

ADDITIONAL. — *Massachusetts Bi. C.*: H. A. Baker, 97 Boylston street, Boston, Mass.: Adams D. Claflin, Newtonville, Mass.: Geo. Pope, Wellington street, Boston, Mass.: King Upton, Peabody, Mass.: H. W. Williams, 258 Washington street, Boston, Mass.: Chas. Wills, Boston, Mass.: L. M. Dorr, 334 Harvard street, Cambridge, Mass.; Wm. V. Burt, Boston, Mass.; Henry A. Wheeler, 61 Sacramento street, Cambridge, Mass.; James Notman, 99 Boylston street, Boston, Mass.; Henry S. Harris, 707 Tremont street, Boston, Mass.: Wm. Weightman Walker, 301 W. A. street, Williamsport, Pa.

MEMBERSHIP ROXBURY BI. C. (all of Roxbury except the last named): R. W. Davenport, 190 Dudley street, captain: Andrew Phemister, 147 Mt. Pleasant avenue, sub-captain; J. B. Heard, 29 Bainbridge street, secretary and treasurer; Chas. E. Lord, 13 Greenville street; Chas. H. Currier, 190 Warren street: J. A. R. Underwood, Dorchester, Mass.

MR. PARSONS EXPLAINS.

Editor Bicycling World: — It is a commendable pride, I think, which leads us to boast of an early conversion to bicycling, so I beg to say one word as to the error in my article as published in the WORLD of 31 December, 1881, especially as your note of last week does not better it much in saying that "Mr. Parsons misrepresents himself"! I should be sorry to have it thought that I had so cultivated my legs at the expense of my brains that I could n't remember how long I had been a bicycler.

The article was written more than a year ago, as a sort of "tract" on practical bicycling, but was finally given to you and published as written a year before, thus shortening "my record" by one year. I am happy to say that my practical use of the bicycle, and my belief in it, increase every year, and "I could n't do without it."

One word more, "now I am up" as to yourselves.

Do you know how you are *improving?* It seems to me that the BICYCLING WORLD is making itself *indispensable* to every wheelman. If there is one to whom these articles on "A Comparative Study of the Bicycle," by "H.," are not alone worth the price of a year's subscription, he must be already thoroughly "posted." I want to publicly thank you and "H." for the instruction and suggestion his articles contain.

President Bates's practical suggestions, too, seem as good as his humorous letters, and both are delightful.

I hope that the wheelmen of America will encourage you to keep the WORLD up to its present standard.

A. S. PARSONS.

WHEEL CLUB DOINGS

THE HAVERHILL BI. CLUB has elected the following officers: President, S. Frank Woodman; secretary and treasurer, J. Fred. Adams, box 81, Haverhill: captain, Charles H. Goodwin: sub-captain, A. Tenny White.

AT LAFAYETTE COLLEGE, Easton, Pa., eight riders of the wheel have organized a club, named from the college, and have elected the following officers: captain, E. D. Wetmore; secretary, W. S. Harlan; guide, Charles P. More; bugler, H. D. Maxwell. They have adopted a uniform of gray shirts, dark gray corduroy knee pants, and blue stockings.

THE NUTMEG BI. CLUB, of Hartford, will, for the year 1881, wear gray knickerbockers, blue shirts and stocking and polo cap. A race for the club championship will be held in May, on the Charter Oak Park trotting course.

THE BROOKLYN BI. CLUB held their January business meeting on Tuesday, the 4th inst., at their headquarters, 77 Clinton street. Mr. Harry Wreaks, of 135 Amity street, Brooklyn, was elected to active membership, and letters of resignation were received from Messrs. H. H. Koop, Jr., and James Burke, and accepted. Mr. Maxwell Wrigley's resignation as a member of the executive committee was tendered and accepted, and Mr. M. H. G. Cortis elected to fill his place.

THE WALTHAM BI. CLUB has elected the following officers: President, William Shakespeare; secretary, H. B. Colby, whose address is box 1316, Waltham, Mass.; treasurer, C. E. Richards; captain, C. W. Sewall: lieutenants, LeRoy S. Staples and C. C. Hardy. The directors are W. W. Stall, M. L. Childs, and F. E. Draper.

PEORIA, ILL., is ripe for a club. The number of wheelmen is small, but if we may judge from a letter received from Mr. H. G. Rouse, the nnmber of prospective riders is quite large. There were some "New-Year's calls on wheels" made, in which the wheelmen seem to have met with less adventure, but more success than did the famous six of the Detroit club.

ECHOES FROM A BICYCLE BELL.

ECHO 1. — FATHER.

THERE 's a bicycle bell! Hurrah! hollo!
Is that you, friend Jones? Oh, indeed. I 'll go.
Just wait half a minute. Wife, you 'll not mind
If this *one* Xmas I leave you behind?
I know it 's right selfish; but you don't know
What sacrifice 't is such fun to forego.
Why, mounted aloft on my nickel steed,
I 'm a boy again. I feel not the need
Of wings, to be borne into upper air:
I fly like a bird o'er the earth so fair
Dinner? Oh, yes, I 'll be back sure at one,
And after that, darling, we 'll have our fun;
We 'll carry our skates, and the boys shall go,
And how to use them we 'll merrily show.

ECHO 2. — MOTHER.

That bicycle bell! I 'm selfish, I ween,
But I hate the sound of the word "machine."
Before that wheel, with its noiseless whirl,
Came into the house, I was gay as a girl.
Charlie had no thought of pleasure unshared,
We all were so happy; and we were spared
At breakfast and dinner, — aye, ev'ry meal,—
Most copious extracts from *World* or *Wheel*.
Last night, when I drew the curtains tight,
And stirred up the coals all glowing and bright,
And thought, as of old, how gay it would be
To plan with dear Charlie our Xmas tree,
He glanced from his writing: "Excuse me, my dear,
This goes to the *World* for the opening year."

ECHO 3. — BOYS.

Mamma, dear mamma, it is Xmas day,
Why can't we go to the pond to play?
The ice is fine, and our skates are new,
And papa has promised to take us, too.
We can't be cold, for the wind does n't blow,
And *this* day is just made for boys, you know.
Oh, dear! don't say so: papa gone away
With his friend, Mr. Jones, for a run, to-day?
And Xmas day! Why, mamma, that 's too bad;
I thought to-day was to make children glad.
Why is it, mamma, that we never go
As we used, with papa, to ride or to row,
Or gather wild flowers, we love so well?
Would he rather go with his bicycle bell?

ECHO 4. — BRIDGET.

Jist look, how late! It bates all, I declare:
Past three by the clock, and that brown goose there
Has been so long baking itself away,
There 'll be no juice in it this blissid day.
And missus, she ordered the dinner soon,
That meself could get out the afthernoon.
The praties are spiled — the squash — dear me,
Whativer 's the matter, I fail to see.
Indade, in tin years I have lived within,
In the masther was niver fault or sin.
Oh, he was the man to make the house glad;
But faith, I believe that he is gone mad,
Since iver came in here that horrid bell.
Whenever he 'll come no mortal can tell.

Ting-a-ling! There 's papa! Hurrah! hollo!
Such a *glorious* run! How we did go!
There 's nothing like it! I wish, wifey dear,
You 'd hurry up dinner. Friend Jones out here,
And Smith and Brown I 've invited to dine.
I suppose it is ready. I hope it is *fine*.
For Smith 's quite an epicure. Late, you say?
Who? No, — it can't be, — forgive me, do, pray.
Why, really, dear wife, the time flew so fast
I fully believed scarce an hour had passed.

The dinner is served. Bridget rattles and bangs;
Mamma looks disturbed, but smiles o'er her pangs:
And two little boys, with skates laid away.
Wonder much how papa is happy to-day.

IS-A-BELL.

CONE BEARINGS.

Editor Bicycling World: — I wish to say a few words in defence of the much-maligned cone-bearing machine.

The article in your last number, on the "Comparative Study of the Bicycle," would give a reader who did not know much about cone-bearing machines the impression that they run exceedingly hard. Perhaps they are not so desirable as ball bearings, or finely fitted parallel, but they are not so bad as he represents: for instance, I know one rider who has used an American cone-bearing machine for two years and over, and I have never seen any rider mount a hill that he was not able to ride. I have accompanied him on nearly all the long excursions which have started from Boston during the last three years, and neither he nor I have been left behind. I myself have used two cone-bearing machines, one English and one American, and always have considered it an excellent bearing; to be sure, great care has been taken of it, being frequently well oiled and the wear taken up when necessary. I also know of another instance where the cone-bearing machines have proved themselves equal to any other bearing.

Last September a large party of bicyclers started out for a two-days' run; they rode about one hundred miles, and on the last twenty-five miles of the ride the pace was made very fast.

Four riders who took the lead outstripped all of the others several times, and waited for them to come up. These four riders were mounted, one on a parallel and three on cone-bearing machines: all the others rode ball-bearing bicycles, with one or two exceptions, and as all experts say, more depends on the rider than on the bearing, and if the rider is strong and plucky, he will get in ahead, whether he rides a parallel or a cone bearing.

In relation to the cone pedals I will say that on both the Excelsior and my cone-bearing machine, the outside of the pedals were made dust-proof by brass dust caps, and any cone-bearing machine could be rendered dust-proof by winding about the shaft a piece of wicking or chamois skin: this would render the pedals absolutely dust-proof: and it is certainly very easy to adjust and take up the wear of the bearing. I have been a careful reader of many of the articles in your paper in relation to the construction of bicycles, and I must say that I think some of the writers are too particular about many of the small details.

From the wear my cone-bearing machine has had, and the good condition it is in to-day, I consider it as good as any made. I have ridden a great deal upon the road, and taken many long-distance rides, but the longest I ever took was on a cone-bearing machine, and I was not greatly fatigued.

B. R.

RATES AND TERMS

THE BICYCLING WORLD AND ARCHERY FIELD *is sent, postage prepaid, to any address throughout the world, for one year, on receipt of $3.00, or 12 shillings, or 16 francs, or any equivalent of $3.00 in current foreign money or exchange, always in advance.*

Our charges for advertising are at the rate of $2.00 an inch, in column this width, inside pages, for one insertion. Continued and larger insertions taken at special rates, a schedule of which will be forwarded on request. Spaces on first page, double rates.

All remittances should be by bank draft, registered letter, post-office money-order, or bill of exchange, directed to E. C. HODGES & CO., 40 WATER ST., BOSTON, MASS.

ADVERTISEMENTS

FOR SALE — BARGAINS.

52-in. CLUB, ⅜ nickel.
52-in. HARVARD, all bright.
54-in. SPECIAL COLUMBIA, full nickel.
52-in. in 1879 COLUMBIA, ⅓ nickel.
All in perfect order — owners sell to get larger sizes.
ELLIOTT MASON, Box 654,
YONKERS, N. Y.

FOR SALE.

50-in. Standard Columbia,

Pattern of 1879. Good condition. For particulars, address,
BOX 81,
HAVERHILL, MASS.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,
TALBOT WORKS . . . WOLVERHAMPTON, ENG.

OVER THE HANDLES
AND OTHER
Cycling Sketches.

Selected and Original Stories, Sketches, and Poems, Practical Suggestions, etc. 190 pp. Illustrated.

Half the Edition disposed of within a week after publication. Edited by JAMES P. BURBANK, H. Bi. C.

Price, bound in cloth.....$1.00
" paper covers..... .50

Mailed free on receipt of price by

E. C. HODGES & CO.
40 Water Street - - Boston, Mass.

ORDERS FOR SUBSCRIPTION TO

'Cycling - - -	taken at	$1.00
The 'Cyclist - -	"	1.75
Le Sport Velocipedique	"	1.75
The Bicycling News	"	3.50
The Bicycling Times	"	3.50

and promptly forwarded by

E. C. HODGES & CO.,
40 Water Street - - BOSTON, MASS.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown 4to, printed on best paper and ably and tastefully edited,*
BY WALTER D. WELFORD,
Hon. Secretary of the Bicycle Touring Club.
Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS: — Post Free, 12 months, $1.00. Post-Office Orders to be made payable to
WALTER D. WELFORD,
66 Grey St., Newcastle-on-Tyne, England.
g.g.d.p

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

GOY, UNIVERSAL BICYCLE & TRICYCLE AGENT & ATHLETIC OUTFITTER,

Begs to notify that he has taken and fitted up the new LARGE PREMISES adjoining his own, viz.:—

22 LEADENHALL STREET

—AS—

BICY LE,
TRICYCLE,
AND ATHLETIC
SHOW ROOMS,
WHICH ARE
NOW OPEN.
HIS PREMISES
21 & 22 Leadenhall St., 54 Lime St.,
With the New Addition, will now form the
LARGEST BICYCLE AND TRICYCLE
SHOW ROOMS IN LONDON,
And are the only ones where EVERY MAKE of BICYCLE and TRICYCLE can be tried and compared and purchased
ON GOY'S NEW PLAN.

EUROPEAN AGENT FOR

The Bicycling World and Archery Field.

LYRA BICYCLICA:
Forty Poets on the Wheel.
By J. G. DALTON.
Sent by mail, postpaid, for **60** cents.
Address, E. C. HODGES & CO.,
40 Water St., Boston, Mass.
N. B. Trade supplied at usual discount.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION. 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

The "Indispensable"
BICYCLIST'S HANDBOOK for 1880.
By HENRY STURMEY.
186 pages, fully illustrated. Paper covers. By mail, postpaid, **50** cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

"MISTER TOBIAS ISAIAS ELIAS,"
A ROLLICKING
BICYCLING SONG.
Words by S. CONANT FOSTER.
Music by HARRY N. SAWYER.
Price, 40 cents.
Address, **S. CONANT FOSTER,**
P. O. Box 1227, New York City.

Brentano's Monthly,
"THE GENTLEMAN'S MAGAZINE OF AMERICA."
Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.
Send 10 cents for Sample Copy.
Brentano's Monthly and the Bicycling World, together,— $6.00 a year.

WILLIAM M. WRIGHT,

P. O. BOX 1227.

No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.



BICYCLES

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T. and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM.

96 WORCESTER STREET, BOSTON.

AGENCY for all makes of ENGLISH AND AMERICAN BICYCLES.

BICYCLES AND TRICYCLES TO LET BY HOUR, DAY OR WEEK.

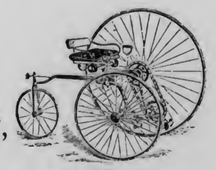
Good Stabling and Club Room, Repairing, etc.



CHAS. R. PERCIVAL,

IMPORTER OF

Bicycle and Tricycle Sundries,



BAGS, ALARMS, CYCLOMETERS, BUGLETS, SADDLES.

SOLE AGENT FOR

TYLER'S RUBBER HANDLES.

Open from 7 A. M. till 10 P. M., SUNDAYS INCLUDED.

Boys' and Children's Bicycles and Tricycles for Sale and to Let.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

THE BICYCLING WORLD & ARCHERY FIELD.

SUBSCRIPTION FORM.

PLEASE FILL OUT AND FORWARD.

[Advertising Rates and Order Form on Application.]

A WEEKLY NEWSPAPER,
Devoted to the Interests of
Bicycling and Archery.
EDITED BY
CHARLES E. PRATT AND LOUIS HARRISON,
With an able corps of Contributors.
Terms: $3.00 a Year; 10c. a Copy.
ALWAYS IN ADVANCE.

E. C. HODGES & CO., Publishers, 40 Water Street, Boston, Mass.:

Gentlemen, — I herewith enclose P. O. Order (or check) for $3.00, and request you to enter my name as a subscriber to THE BICYCLING WORLD AND ARCHERY FIELD for one year from.....188 , to be mailed, postage prepaid, as below.

Name,.....

Address,.....

.....

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling & Archery World & Field

$3.00 a Year. 10 cents a copy.

A WEEKLY JOURNAL OF POLITE ATHLETICS

[Volume II. Number 12.

CHARLES E. PRATT, LOUIS HARRISON, } Editors.

BOSTON, 28 JANUARY, 1881.

Entered at the Post Office as second-class mail matter.

VOL. II] CONTENTS [No. 12

Currente Calamo	177
Editorial	179
Club Sociality	179
Fred Campbell's Christmas	179
A Comparative Study of the Bicycle	181
Eutoepeer	182
Our Paris Letter	183
Glances Abroad	184
Books and Pages	184
Archery	185
Private Practice Club	185
A Shaft from the Pacific Coast	186
Archery Clubs — Allegheny Gossip	186
New York News and Nonsense	187
Providence Notes	188
The League Badge	188
Correspondence	188
L. A. W. Committee Report	189
Short Cranks	189

E. C. HODGES & CO., *Publishers,*

OFFICE, 40 WATER STREET . . . BOSTON, MASS.

ADVERTISEMENTS

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address
A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

NOW READY!
THE COMPLETE GUIDE TO BICYCLING.
By HENRY STURMEY.
Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.
E. C. HODGES & CO., 40 WATER ST., BOSTON.

JUST RECEIVED!
ILLUSTRATED CHRISTMAS NUMBER
OF
CYCLIST.
A few copies for sale at this Office.
E. C. HODGES & CO.,
40 WATER STREET, BOSTON.

CURRENTE CALAMO

BRACE UP!

THIS is n't going to last.

"SPRING, gentle spring" will soon be here, and with it will come a boom in the bicycle business.

MONTREAL wheelmen make a virtue of necessity, and enjoy riding on the beautiful snow.

THE Boston Club men will soon get away with a large quantity of annual dinner. Their average appetites are second to none in the country.

THE voracious Massachusetts Club men will also bankrupt some caterer upon the first day of February, 1881. The soup will be served in helmets by the president.

IN many parts of England the mounted postmen do their collecting on tricycles, and save time by it.

ON rough roads, and at night, the tricycler has the bulge on the bicycler. And then he has the advantage of being able to stop and exchange chin-music with the profane and would-be funny teamster, or with the pretty girl on the pavement, while the bicycler is hurried by without a chance at either.

GOY'S circulars contain some fascinating sketches of social tricycles, with room for two only. They are intended only for unmarried or newly married couples; but there are also some very *wide* tricycles, and some with seats that are back to back, for those married people that have found each other out.

THE editor of the New York *Sunday Courier* is not well. He attempted to get off a joke at the expense of the new editor of the BICYCLING WORLD, but the exertion was too much of a strain upon his intellect. He says of the aforesaid new editor, "The only pun we can make on his name is the wish that his editorial labors will not make him *lose 'is hair soon*." From later advices we learn that the man is better, and the intellect is doing as well as could be expected.

"GOOD woman," said a man on a country road, "did you see a bicycle pass here just now?" — "No, I did n't see any kind of a sickle, mister; but just now I seen a wagon-wheel running away with a man. You kin believe it or no. I would n't, if I had n't seen it myself." — *Christian Register.*

WE expect to have good time in this office hereafter. Mr. E. M. White, secretary of the Hartford Wheel Club, has presented us with a handsome little clock. The framework is a fire-gilt bicycle with an alarm gong on the top and a nickel-plated timepiece in the centre of the big wheel. It is a little inclined to take a header, but it runs well and is certainly an attractive piece of workmanship.

PROGRESS OF TRICYCLING. — Tricycling is much in vogue, and even ladies find it an agreeable substitute for lawn tennis in the winter months. Where the roads are suitable, indeed, many fair riders may be seen in their "Devon" or "Salvo," making afternoon calls or shopping in the neighboring village. Sometimes I observe it is a double tricycle, and the work of propelling the machine is shared with a husband or friend. I met a double "Salvo" with two ladies working it the other day near Weybridge, going at the rate of eight miles an hour, and as I passed the church I saw another tricycle standing near the porch, and this was the vicar's, who was then taking the service. Doctors and clergymen have, in fact, greatly taken to these machines for their country rounds; the former, especially, use them for night work, instead of taking out the horses. I have even heard hunting men say that their tricycle saves them a couple of horses, and that a ride to the meet on a "tri" warms them up more than striding across a hack. What has mainly led to this revolution is the marvellous mechanical development in the construction of these machines in steel wire, combined with hollow iron tubes, which gives them a maximum of strength with a minimum of weight. — *Whitehall Review.*

WAS IT FAIRFIELD? — The *Little Rock Gazette* says that an innocent Arkansas citizen went to Chicago to take in the city, but was himself taken in, and by a Republican dealer in bicycles. As it is the first instance where the dignified name "bicycle" is associated with the disreputable one "politics," we quote it. The innocent citizen gave his experience as follows: "You see I have been a-livin' in Arkansas all my life, an' have been a-votin' the Republican ticket, but I'm done. While I was in Chicago I seed a feller come a-ridin' down the street on one of these here bicycles. I thought it was the puttyest thing I ever seed, an' turnin' to a man that stood in a store door, I axed him what tuck the thing along. He said that it tuck itself along, and that it was not only able to travel fast, but could pull heavy loads. I axed him how a couple of 'em would work to a wagon, an' he said that they was the very thing. Then he told me of a man that worked them to his ploughs. He talked so square and diluted upon the cheapness of things, that I concluded to buy a couple of 'em and fetch 'em home. Well, I bought 'em. Next day after arrivin' home, I invited all my neighbors over to see the new horses. I hitched one to a plough, after a lot of trouble. I commenced cluckin'. It was n't long till I was mad enough to kill that Chicago man. Now I 'm a Democrat."

NOTICE TO CORRESPONDENTS.

ALL COMMUNICATIONS INTENDED TO REACH THE EDITOR'S ATTENTION SHOULD HEREAFTER BE ADDRESSED TO LOUIS HARRISON, EDITOR BICYCLING WORLD. BUSINESS LETTERS TO E. C. HODGES & Co.

THE BICYCLING WORLD AND ARCHERY FIELD MAY BE HAD OF: —

THE AMERICAN NEWS COMPANY,
39 Chambers street, New York,
THE NEW ENGLAND NEWS COMPANY,
Franklin street, Boston,
Will supply agents, newsdealers, and all others who desire the paper in quantities, at the regular trade rates.
It may also be found on sale at
BRENTANO'S EMPORIUM,
39 Union square, New York;
WILLIAM M. WRIGHT,
160 Fulton street, New York;
WILLIAM M. WRIGHT,
791 Fifth avenue, New York;
E. J. WARING,
Fifth avenue and Smithfield street, Pittsburg;
H. B. HART,
813 Arch street, Philadelphia;
THE POPE MANUFACTURING COMPANY,
597 Washington street, Boston;
C. R. PERCIVAL,
96 Worcester street, Boston;
CUNNINGHAM & Co.,
6 & 8 Berkeley street, Boston;
AND AT THE WORLD OFFICE,
40 Water street, Boston.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

14 to 20 PEARL STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

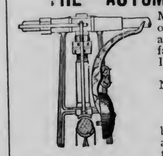
deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

ENGLISH BICYCLES & TRICYCLES.
LANE BROTHERS, Liverpool, Eng.
BICYCLE DEALERS,
Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to
A. T. LANE, P. O. Box 1196,
MONTREAL.

I have a few of my very nice BICYCLES BICYCLES for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.
A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

THEORY AND PRACTICE OF ARCHERY.
BY HORACE FORD.
Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.
PRICE - - - - - $1.50.
E. C. HODGES & CO.,
40 Water Street, Boston.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."
A few copies at BICYCLING WORLD office.
Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,
By CHARLES E. PRATT.
New and Enlarged Edition for 1880.
276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.
THE TRADE SUPPLIED AT WHOLESALE RATES.
FOR SALE BY E. C. HODGES & CO.

TO BE HAD,
Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., @	$0.30
STURMEY'S "INDISPENSABLE," @	$0.50
THE AMERICAN BICYCLER (2d edition), @	$0.60
LYRA BICYCLICA, @	$0.60
THE AMERICAN BICYCLING JOURNAL (bound), @	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @	$1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth	$1.00

The Trade Supplied at Wholesale Rates.
Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE.
ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.
E. C. HODGES & CO.,
40 Water Street, Boston, Mass

THE AMERICAN BICYCLING JOURNAL.
Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of Price, $4.00 a Copy, postpaid.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

The Bicycling World & Archery Field

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 28 JANUARY, 1881.

CLUB SOCIALITY, although it is one of the prime elements of strength in a fraternity of bicyclers, does not receive the attention it deserves. The pleasant associations formed on club runs, the social standing conferred upon a club member, and the protection and advice afforded by fellow-wheelmen, constitute those advantages which should have the first place; but too often they are counted upon to the exclusion of much else that is valuable in club fellowship. If an organization composed of a dozen or twenty bicyclers can secure a place where they can hold their monthly meetings, and perhaps store a few wheels, they are in most cases convinced that there is little else necessary; and thus, without the means of promoting among the members that important essential, companionability, they usually suffer from an inadequate interest in the club and its purposes.

It is astonishing that while in every other form of organization, from a political clique to a church society, this important element of unity and strength is recognized, it seems to be overlooked by bicyclers. Generally when a body of men get together to form a society or club, they are solicitous about making their club-rooms attractive: and as they contemplate spending some leisure time in them, they do not hesitate to contribute liberally towards furnishing those comforts and little luxuries which make club life inviting. The only way for bicyclers to do is to consider that their bicycle club is their social club, and that the club headquarters must accordingly be made attractive.

In every bicycle club there are a few members whose interest in the sport is pronounced, and who take a large share of the club work and management upon themselves. Such gentlemen are obviously unselfish, but they often forget that this very work, which keeps their interest alive, should be applied to those new or indifferent members whom they cannot by any other means "brace up."

New members, especially, should be given a prominent place on all working committees, as they are there not only brought into close relation to club matters, but also into close association with club members, and thus soon learn to feel interested in their work and their fellow-workers. A club's first material is not always its best, as often those new members, whose capabilities are brought out by committee or other club work, prove to be invaluable men.

The acquisition of new members can never be very active unless there is something in the club life to appeal to men's social tastes. Unattached bicyclers are apt to weigh the relative attractions of several bicycle clubs, or the attractions of club life, against its supposed disadvantages, and the club that has its sociable meets and pleasant runs with the greatest regularity or frequency will invariably acquire the best material in the shape of new-comers.

The question of expense is the greatest obstacle in the way of procuring club-rooms and requisite furnishings for social club gatherings; but the outlay necessary is so small when compared to the return for it, and when compared to the outlay men make for other social pleasures, that with reasonable men it ought not to seem an obstacle.

FRED CAMPBELL'S CHRISTMAS.

BY IXION.

"THIS is the sort of Christmas I like," said Fred to his sister, as she held the hall door open, while he, attired in brown velveteen with corduroy leggins to match, wheeled his machine down the steps. She smiled, thinking of his boyish days, when Christmas without snow cast a gloom over his merry little heart. She said nothing but a cheery "good by," however, as he went through the gate, and watched him with proud eyes leap into the saddle and roll gracefully down the avenue. The pure crisp air blew the brown ringlets in waves across her forehead, as she stooped and broke from a holly-bush a bunch of the shining scarlet berries.

Fred felt inexpressibly happy as he started on that brisk morning ride: he had the feeling of independence that belonged to him as a University Sophomore; he bestrode a glittering new machine of which he was not a little proud; and more than all, he was going to call on a young lady whose laughing eyes and rosy lips had haunted him through three long months of term work. Perhaps Miss Ethel would be out: the thought made him quicken his pace. "In that case," thought Master Fred, "I will chase her pony all over the country." He turned off the avenue, down a cross street, smooth and hard, and lined on either side by great elms. On one of these Fred heard a tremendous racket, and soon discovered a colony of rooks, cawing and chattering in the bare branches. As he rode under them, the flock rose with a whirr; Fred turned his head to watch them; at that instant his wheel struck something very solid, and its careless rider, describing the quarter of a circle over the obstacle, landed flat upon his back in front of it. For a few seconds the multitude of stars, moons, and planets that danced before his eyes prevented his seeing anything else; but a burst of agitated laughter brought him simultaneously to his feet and his senses. In front of him was a dainty little tricycle which a glance showed him to be a Sociable. On one half of the cushioned seat sat a young lady, her tiny boots on the pedals, one gloved hand on the steering handle, the other hidden in a little muff upon her lap. Her brown eyes were turned upon our hero with a mixture of amusement, anxiety, and vexation. Fred doffed his cap.

"I really beg pardon. Did I do any damage? It was awfully careless, but I did n't see you at all."

"So I imagined when your bicycle ran me down," she answered with demure mischief.

"Are you quite sure that you are not at all hurt?" he asked again, anxiously.

"Not in the least; but my carriage may have suffered," and she glanced over it with a solicitous air. Fred made a careful inspection and finally reported all right, then commenced again his apologies. The truth is, this susceptible young man had entirely forgotten his intended call, and had literally taken a header in love on the spot. Perhaps the young lady knew it, for she thanked him with winning frankness and a glance that he remembered long afterward. However, nothing remained to be done but to tip his cap and rescue his machine from

the gutter, which he did, regardless of a bent handle-bar. The tricycle was still motionless as he turned again into the road, and its charming rider looked at him with perplexity.

"I am very sorry, but I think the axle must be bent," she said as he hastened to her; "I can hardly move it." A hasty examination showed him that she was right. Here was indeed a dilemma, and now a happy thought struck Master Fred.

"Won't you let me help you home with it? I can leave my bicycle inside this hedge just as well as not, and I really ought to, you know, after being so careless," he said, trying not to appear too eager. She thanked him with a slightly vexed smile, hesitated a moment, and then made room for him beside her. You may be assured that Fred was not long in wheeling his machine in back of the osage hedge and seating himself beside this very pretty young lady.

"Shall I steer?" she asked, quietly.

"Yes, and I will manage the brake," answered he, casting an admiring glance at the gloved fingers so firmly clasped around the ebony, and thinking, perhaps, that if any braking was done, it would probably be his susceptible heart. In a moment they were rolling along the street, her little feet following his as he worked manfully at the pedals. They rode for some time in silence; finally Fred ventured to steal a glance at his fair companion when he thought she was particularly occupied in guiding the tricycle, and blushed tremendously as he found that she was regarding him with an amused smile. Then, desperately, in the endeavor to find out who she was: —

"Do you live very far from here?"

"I am sorry you are getting tired" This mischievously.

"Oh, but I 'm not, you know," he answered hastily; "hoped it was at least ten miles off."

"Thank you," she said, laughingly, "but here we are now." And she turned their carriage up the gravelled drive of Ashcroft, the beautiful manor of Mr. Ashley, M. P.

"Then you are Miss May Ashley!" cried Fred, in a breath. "I have often heard my sister speak of you. I am Fred Campbell, and you must let me take your poor tricycle and have its axle fixed."

Miss Ashley smiled as she dismounted. "It is not worth while — thanks," she murmured; and then, suddenly holding out her hand, gave him another dazzling shaft from those great eyes. "I should be glad see you here, Mr. Campbell."

Fred stammered his thanks, pressed the little hand, and strode down the drive, treading on figurative rubber pedals. If any one had mentioned Miss Ethel's name to him then, he would have gazed in blank amazement. Yes, it cannot be denied, Fred Campbell was very much in love. He found his steed where he had left it, and rode home slowly, saying, "Yes, very," rather absently, in response to his sister's inquiry as to whether he had a pleasant ride or not. He was not so badly smitten as to prevent his enjoying his roast beef and pudding, however, and his father beamed approvingly at him. "Bicycling is a fine sport, my boy, innocent and harmless." But the good old gentleman did not notice the blush that Fred chose to explain with a choke and gurgle. After dinner he stood with his sister's hand drawn through his arm, looking off upon the gray Christmas evening. Star after star glimmered out, and finally the huge orange disk of the moon rose over the larches. "Beth, do you know May Ashley?" he asked, abruptly. "Why, no, Fred; that is, I have met her twice this season, but have only a bowing acquaintance with her. Why?" she asked, looking at him curiously. "Oh, nothing, only I thought I remembered hearing you speak of her, and merely asked for the sake of saying something," hastily rejoined this very naughty fellow.

"She is said to be a little odd; but she is certainly very charming," said Beth.

"By Jove! yes!" muttered Fred, under his breath; and then, gently releasing himself, he donned his cap and strolled out to the lawn, where his bicycle, resting against a post, glimmered in the moonlight. He regarded it a minute, then wheeled it suddenly into the drive, sprang into the saddle and flew down the road. As he bowled out upon the Avon pike, the moonlight cast a grotesque shadow in front of him, as if an ape, perched upon a stick, were making frantic efforts to get off.

Fred rode vigorously, as if the exercise was a great relief to his feelings, and then suddenly pulled up as the great gates of Ashcroft came in sight. He hesitated a moment, almost motionless, then turned up the drive. There was a great deal of shrubbery around the house; he would not go in, but would quietly ride around, and perhaps, catch a glimpse of the fair tricyclist, unobserved. A drawing-room curtain was drawn; Fred dismounted and drew back in the shadow, waiting. At the same moment a step was heard on the gravel, and a young 'cycler came briskly along the path. He was rather short and slight, was tastefully dressed in dark-blue knicks, and a polo cap upon which a badge sparkled, and he wheeled a "forty-eight" semi-racer, full nickel, of beautiful design and finish. "By Jove! here 's a young Ashley," thought our love-sick 'cycler; "I must get out of this." He came out upon the drive and walked slowly up to meet the boy. A glimpse of his face in the moonlight showed Fred that he was not over fifteen.

"Beg pardon; but I must have struck a private drive, have I not?" said Fred, shamelessly.

"Yes, sir: this is Ashcroft," answered the youth, pleasantly.

"And you, my boy, are a young Ashley, just out for a moonlight spin?" said Fred, with true sophomoric condescension. "My name is Campbell: suppose we take our ride together."

"Thank you, that would be jolly; shall we start?" Fred gazed admiringly at the little fellow as he vaulted lightly by the pedal into the pigskin, and said, *sotto voce*, "He 's got the family accent. Wonder if I could pump him about his sister?" Fred mounted and rode up alongside of his companion, who was pedalling along with that careless ease so natural to young riders.

"You ride a great deal, don't you?" asked Fred.

"Oh, yes, sir!" answered the boy, heartily.

"And enjoy it too, I see," quoth our hero; "what do you think of tricycling?"

"I don't think it is quite safe, always," answered young Ashley, casting a mischievous glance at Fred, which he, however, did not see.

"Your sister, Miss May, rides out occasionally, does n't she?"

"Yes, sir."

"And does she like it, too?" asked Fred, indifferently.

"Yes, she used to; but I believe she thinks it is n't safe on the highway, now." Fred cast a quick glance at the speaker, but he was regarding the moon with such innocence of expression, that Fred concluded that if he had heard of the morning's accident, he did not know that the guilty person was riding beside him. They rode on in silence for a while, then turned down Brentham pike. Two miles ahead lay the famous Brentham hill, the terror of timid 'cyclers, and the scene of many accidents until the Union "boarded" it conspicuously. Fred felt very much drawn to this quiet, gentle boy, riding with him, and decided that he would prove a true friend in promoting his acquaintance with his sister.

"I — I met your sister not long ago, and she asked me to call. Do you think she really would care to see me?"

"I am sure she would, very, very much," said young Ashley, so fervently that Fred, overjoyed, would have hugged him on the spot had that been a practicable feat. As it was, he expressed his gratification as modestly as possible. The 'cyclers had now reached the top of the long and steep hill. Fred prepared to dismount, and was surprised to notice his companion straighten up and take a firm grip of the brake handle.

"Why, are you going to ride it?" he ejaculated.

"Oh, yes, I always do, my brake is perfect safety."

"I 'm with you, then," said Fred, determined not to be outridden by a mere boy. They started down the steep grade, Ashley leading slightly. Fred was admiring his perfect control over the delicate semi-racer, when he heard a sharp snap, instantly followed by a short, girlish cry from the boy's lips. As the machine shot forward, Fred saw the shining brake-spoon on the road, and realized what had happened. At the bottom, a mile down, lay the ford, now swollen and filled with broken ice. In a second his brake was released, and with a strong spurt, he dashed after the unwary machine. In a few moments the speed was too great for pedalling, so with legs over handles he flew after the now helpless boy, — yes, and gained upon him rapidly, first lapping his little wheel and then getting fast. In low tones that Fred never forgot, "Save me!" he begged, and Fred was away. When about two hundred yards ahead, he suddenly dropped both legs off the handle bar and put his toe on the step. In an instant he was standing upon it, and the brake, almost red-hot, was scorching the rubber, as it brought the machine to a standstill by the terrific strain. As he jumped to the ground, the runaway bicycle whizzed towards him, the boy watching him with eager eyes. "Throw up your hands," shouted Fred, and bracing himself, caught the little fellow on his arm. He stood the shock bravely, but as the boy was dragged from his saddle, the jaunty cap fell off, and long, brown tresses fell over Fred's shoulder. Startled, he turned to the moonlight and gazed upon the beautiful face of May Ashley, lovely in repose — she had fainted.

What Fred did in the next few moments he was never quite sure, but he thinks he kissed her back to life, for soon the flush returned to her cheeks, and the brown eyes opened languidly and were fixed on his so tenderly, that when her little lips opened and murmured "Fred," he blessed the broken brake, the hill, and his own good fortune. . . .

His fellow-sophomores, idling away the time in his cosy rooms at college, often asked him why a little blue cap, surmounted by a brake-spoon, adorned his wall; but Fred kept the secret, and he and his wife keep it yet.

A COMPARATIVE STUDY OF THE BICYCLE. No. III.

BY H.

(Continued from page 134.)

CRANKS.

CRANKS have not changed materially since they were first used. They are now somewhat more graceful in shape and lighter, and the last year's fashion has been to shorten them materially. One veteran rider informs me that he rode, during the winter of 1878–9, over 500 miles, through snow and slush sometimes six inches deep, with 4 1-2 inch cranks, at a time when other riders did not go out. He was a man with exceptional muscles, and probably would have ridden with much more ease if he had had 5 1-2 inch cranks.

Long cranks will prevail in this country for road work, but they cannot go much beyond six inches, because beyond that point the leg action becomes excessive and awkward.

For racing and smooth roads, of course the shorter crank will be used.

A fluted crank is used on some machines, and gives lightness with strength, but the saving is slight.

Detachable cranks must remain the choice of most riders. Strange to say, some few very fine machines are made with fixed cranks, and the makers are inflexible on this point. With such it is very difficult to straighten a bent crank without springing the axle, and ever so slight a deflection in this is ruin to the good running qualities of the machine.

PEDALS.

The rubber pedal was used on 70 per cent of the machines in 1877, and now is almost exclusively adopted. After the block pedal came the rat-trap, and in 1877 it was used on 27 per cent of the different styles of bicycles made. It is destructive of the boot-sole, conveys a good deal of jar to the rider, and has now disappeared from the road, remaining only in use on the race track.

Butler's pedal-slipper is an admirable little invention for wet weather. It consists of a very light rat-trap plate, which can be applied instantly to an ordinary rubber pedal. Simple springs keep it in place. It gives much greater security than rubber during wet weather, and yet retains all the elasticity of the latter.

Ball bearings, if adjustable and reasonably dust-proof, are much to be preferred for pedals, and are now sold extensively in England. I have referred already to the objectionable character of cones, and feel certain they cannot survive long. Let them be understood, and riders will not have them. In practice, plain parallel bearings wear much better, last longer, and are much easier for the rider.

A curious want of reflection has protected the outer end of modern pedals with dust-caps, whilst the inner end of the bearing, which is much more exposed, and gets all the dust falling from the large wheel, is left unprotected. The remedy is most simple: a small cylinder of metal should be brazed on the inside of the pedal, so as to slip over the pedal-pin and cover it. It might be recessed a sixteenth, or even eighth of an inch, into the side of the crank. I have tried it on my own machine, and think it must come into general use in the future, if it escapes the Patent Office and a consequent monopoly.

The pedal does not promise much in the way of future development, but it is to be regretted that some such contrivance as Starley's reciprocating pedal has not been tried and fully discussed in public. I can hardly believe that it is without merit. I presume that most riders do not know of its existence. The Hand-Book says of this pedal, that "a little side play is given, thus allowing for the natural twist of the foot in describing the requisite circle, and so somewhat lessening the friction." Let any one who has never watched a boy riding a velocipede do so, and he will be surprised to see the feet, on the block pedals which come under the instep, working vigorously and uniformly in curved lines to one side and the other. The bicycle pedal does not permit this, and I have the feeling that it would make propulsion a little easier, and perhaps reduce the tendency to cramp of the leg muscles.

RIMS.

In 1877, the V rim still held sway, being used upon almost 50 per cent of the English bicycles. Nearly as many had crescent rims, with only 8 per cent of U rims. I can find only 3 hollow-rim machines in 1877 and 1878, but they increased to 8 or 9 in 1879.

In 1879, the potential rim first came upon the market, and early this year was in use on 16 different machines. This is a fluted or corrugated felloe. Mr. Sturmey says of it, that "it may be described as a crescent felloe with a fluting or U-shaped depression in the centre. It is decidedly stronger than any other solid felloe in use." The named fluting or corrugation forms a small channel all around the inside of the rim, into which channel the heads of the spokes fit. The system of corrugation adds very little to the weight and much to the strength. It combines an excellent seat for the rubber tire, with strength both transversely and in the direction of the plane of the wheel. It is growing in favor, and I believe will become, on its merits, one of the most popular rims in use.

Among 332 machines recorded in 1879 and beginning of 1880, I find the U rim was used on 18 per cent; the crescent, on 58 per cent; the V, on 13 per cent; and the VU (an external V with internal U form, such as is used on the Harvard), on 13 machines; hollow rims, on 8 machines; and UV, on 2 machines.

The crescent and U forms have become the governing types, and the V is rapidly disappearing. The VU is neat and good and among the very strongest, but can be classed fairly as a crescent, not having any radical points of difference.

Few men reflect upon what is really required to make a good rim. If a wheel will wear for years and carry 200 pounds perfectly well, is it of any importance to increase its carrying capacity to 400 pounds or 1,000 pounds? I think not. If this view of mine is correct, a hollow rim is not needed, unless it has more than its vertical strength to commend it. Every wheel wants all the transverse strength it can get, to resist buckling, and to preserve its plane when a spoke becomes loose or broken. I think that any modern rim is strong enough vertically when properly supported by a reasonable number of spokes. To test a rim, I would lay it upon the floor and fasten down one side of it; then I would lift up on the unconfined side, and would call that rim best which would best resist this pull sidewise. I think that with this test, hollow rims would not prove much superior to the fluted, or even some forms of the crescent. Hollow rims do not have so deep a groove, and consequently cannot hold a tire quite so well as the crescent form. This is a very important consideration.

If a machine of unusual lightness is desired, the Invincible rim gives us a min-

imum of metal with great rigidity. For racing, and very fine, smooth roads, it makes an excellent wheel; but the smallness of the tire unfits it for hard road work. With full size of tires the Invincible is not much lighter than other roadsters. The appearance of this rim is heavy, and I have no doubt the want of beauty in the machine bearing this name is a serious drawback to its spread among riders.

The hollow rim, however, at once addresses itself to the popular fancy, and some will buy it from caprice more than from any feeling of a want of strength in the prevalent forms of felloes. I think there is a well-marked field for hollow rims, and that is in rigid, light-built machines with small tires. Elsewhere, solid rims will prevail.

The better section of the crescent caused it to outrun the U, which had strength enough vertically, but was weak against side strain.

The old V rim was heavy and strong transversely, and this was of immense importance when, in the early days, it was the custom to put a perilously small number of spokes in wheels. Had it held the tire well, — which it did not, on account of its angular bed, — it would not have disappeared so completely from existence on fine machines.

SPOKES.

In studying the machines of 1877, I find 54 per cent had locknutted spokes, 36 per cent had direct-action spokes, and 10 per cent nipple spokes. Now direct spokes are used upon 218 machines, locknuts have fallen to 78 machines, mostly of second class, and the nipple is apparently dying out, with only 28 machines out of 324 reported.

The thick-ended direct spoke is patented in England, and probably for this reason costs rather more than the others, yet it prevails in the high-class machines with scarcely any exceptions.

The old theory that a wheel with locknut or nipple spokes permitted a desirable yielding of rim is pretty well exploded in practice. If the rim does yield it will be very little indeed, and this little is amply provided for by the head of the spoke playing loosely in the rim. If there is any giving, the head is pushed up from its seat against the rubber. The most rigid of wheels with direct spokes do not wear the spoke loose or break it off from its seat in the flange of the hub; I think this breakage occurs oftener with locknuts. Lock-nuts and nipples are easy to tighten in case the spokes come lose, but nowadays they do not come loose in a well-made and adjusted wheel. The free play of locknut and nipple spokes has another drawback. It makes a wheel more liable to buckle, having sliding parts both at the rim and centre.

The direct, thick-ended spoke is so efficient, neat, and simple that it is certain to remain the leading type.

Tangent wheels were more valuable when but few spokes were used, but now we get just as good results without them. It took a long time for makers to learn that an absolute necessity to a thorough good wheel was an abundance of spokes. The size of the spoke is by no means so important as the number used. An exceedingly slender spoke, with good head and screw end, will answer for very heavy work. We have gradually, of late years, come to use lighter spokes, and have come up from 30 to 60 and 70 in an ordinary 50-inch wheel. The inch scale was the standard for some time, but it is so no longer. Considering all things, Coventry has probably the highest general standard of excellence in the manufacture of bicycles in the world; and I find that of all machines made there which cost over $65, the average number of spokes is 64 to a 50-inch wheel, or say one spoke to every 78–100 of an inch diameter. This is near enough to 3–4 of an inch to say that the 3–4 inch scale adopted by some makers is about the best. This is arbitrary, but it avoids the excess which makes it difficult to get a hub lamp or cyclometer in place, and which makes cleaning of spokes so difficult and tedious. At the same time it gives a strength to the wheel which is ample, and will do away with all danger of buckling. It permits of a light rim without endangering the stability of the machine. Even if so many spokes are not required to support the rider, they are most desirable to transmit the motion from the crank to the rim. Spokes on the 3-4 inch scale will not work loose, and the wheel will preserve its integrity almost indefinitely; but with less than the inch scale there is a tendency to loose spokes, and occasionally we see them twisted loose in the hub and the threads stripped by the strain of the crank. This is not often thought of by the tyro in buying a machine.

TIRES.

It is strange that a people with such development of the inventive faculty should have done so little for the bicycle as the Americans have. It is not to our credit that we are doing nothing now: I mean, of course, in the way of development, or improvement over forms established in foreign countries.

Let us be thankful at least that an American suggested the rubber tire. It is about our only earmark on the machine, yet a very notable and important one.

I learn from the Hand-Book, that previous to 1877 there had been a fashion of very heavy tires, many of them reaching 1 1-2 inches in thickness. They afterwards ran down to 1 inch front and 3-4 inch behind, which appears to be an excellent standard for the rather trying roads of this country. In England the standard has come to be 7-8 inch for front tires, and 3-4 inch for rear wheels, the former being used on nearly 70 per cent, and the latter 52 per cent of the different machines made in 1889. Next come the 3-4 inch front tires with 14 per cent, and 5-8 inch rear tires with 34 per cent.

No tire can be too large for comfort on the road. Let no man accept any other opinion till he has ridden with a full inch front and 7-8-inch rear tire over rough ground. A good rear tire is more important for comfort than the front one. In my experience 5-8 inch is decidedly too small for the rear wheel on the road; too small to wear well, and too small for comfort. And yet few men ever think of the importance of the rear tire. The objection to large tires is that they add to the size and weight of the rims.

The certainty of rear wheel springs, and possibility of front wheel springs, may hereafter modify tires to some extent.

Sparrow's and Hancock's non-slipping tires have a very attractive sound for me, but I regret to say, my knowledge of them is too slight to warrant the expression of an opinion as to their merits.

EUTOEPEER.

It is probably not as well known to bicyclers as it ought to be, that between Turkey and Greece, the blue Mediterranean contains an island which is a perfect bicyclers' paradise, and on which bicycling has been more fully developed and popularized than in any other place in the world.

Eutoepeer is an island in latitude 30° 25′ north, longitude 17° east, having about the same area as the State of Massachusetts. It is hilly, rising high out of the sea, and possesses a climate unequalled in salubrity.

Rain falls in gentle showers, only during the night, and the thermometer varies only about forty degrees in the year, running from 50° to 90°. These conditions, and the nature of its soil, make its roads wonderfully smooth and hard, and its inhabitants being wealthy, cultivated, and enterprising, it is not strange that the bicycle was early introduced; and it has grown into almost universal use, so that with a population of about 200,000 (to be exact, 210,947, by the census of 1880, just completed), there are 55,000 bicycles and tricycles in use by all classes for all purposes.

The island is an independent kingdom, governed at present by King Cettarp, a mild-mannered man, of great intellectual attainments, beloved by his subjects, a patron of literature, art, and science, and himself an enthusiastic bicycler.

This delightful little kingdom is not widely known, for its inhabitants — direct descendants of the ancient Greeks, — have for hundreds of years lived quiet, peaceful lives, undisturbed by the conflicts of nations about them, but growing in wealth and culture, if not in power.

With this introduction, permit me to quote from the letters of two American bicyclers (members of the L. A. W.) who are now there: —

"It was a beautiful September morning when our little steamboat ran into the harbor of Tumwahs, the principal city of Eutoepeer, and we gazed upon a scene to make a wheelman shout. The wharves swarmed with bicyclers, dashing to and fro, or what mystified us greatly, sitting still on their wheels as easily as one would sit on horseback, watching our movements or chatting with each other. We had formed a high idea of the Owen-like skill of these people, when we discovered that from the handle-bars hung a small steel rod, on which the wheel leaned firm as a tripod. When the rider starts off, the rod telescopes up until only a foot or so in length, and it is then pushed into the hollow handle-bar. These attachments are universally used. As we neared the wharf, several fellows in scarlet uniforms wheeled up to the edge, and in a moment bags were thrown from our boat, which were caught by men on the wharf, who threw two over the shoulders of each scarlet-coated rider, who then shot away through the crowd at a rattling pace, — only there was nothing to rattle. These, we were told, were mail carriers, who would have the mails at the central post-office before the boat was fairly secured to the pier.

"Almost the entire business of the post-office department is done on bicycles. Letters are gathered from the street boxes by men on the wheel, and bicycle postmen distribute the mails into boxes placed in front of each private or business house at the edge of the sidewalk. The dexterity of these carriers is remarkable. The letters are arranged in their proper order in frames carried upon the handle bar, and the postmen ride along near the curbstone, thrusting them into the boxes without stopping at all. All postal bicyclers wear scarlet, — a color forbidden by law to any others, — and they have always the 'right of way.'

"As we landed, we were besieged by men with bicycles, who shouted: 'Bicycle to the hotel, sir?' 'Have a wheel?' 'Fifty-two inch nice wheel y'er, sir,' etc., and most of the passengers rode off on their machines, which would be called for by their owners later.

"The Doctor took his Harvard, and I my Columbia, and mounting on the wharf, which was as smooth as a floor, we took our first ride in Eutoepeer.

"*Such roads!* Chestnut Hill Reservoir road is cobble-stone to them! And *such riders!* Men, women, and children dash about on bicycles, as much at home, apparently, as if sitting in a chair.

"The ladies — and *ladies* they are, too! — ride in modest costumes of the bloomer style, the full pantaloons gathered below the knee; and an Eutoeperean lady would not dream of any impropriety in displaying the limbs below the knee, either on the bicycle or on the promenade.

"But you should see the *children* ride! Little tots, from five years upward, dash around, *not* on the three-wheeled things common to city sidewalks, but on regular bicycles, with 25-inch wheels, and from that all sizes up to 72 inches are seen.

"There is as much variety in styles as in sizes; and as *everybody* rides, from the laboring man to and from his work, to the king himself, for pleasure, you can imagine that all grades of machines are represented.

"There is not a stone-paved street in Eutoepeer. The roads are in charge of roadmasters, each one of whom is responsible for ten miles, and the finding of a loose stone in any one's section is punished by loss of place, *and imprisonment for not less than thirty days.*

"Dogs are not allowed to run loose in this kingdom, but must be led by a rope or chain not over three feet long.

"Horses are not allowed upon the best roads, and are seldom used, except for cartage or for agricultural pursuits. Upon telling a native, an officer of the Eutoepeer Bicycle Union, — who, at sight of our L. A. W. badges,* had given us a hearty welcome, — that bicycles were not allowed in many of the parks of America, because they might frighten horses, he said, 'But how should horses be in a park?' 'Why, they drive in parks,' we answered. He looked at us incredulously, and exclaimed, '*What! permit horses in parks* where people go for safe pleasure! What recklessness! Why, the least thing, the sudden flight of a bird, a wind-blown leaf, may scare a horse and endanger the lives of scores of women and children. Mercy! what an idea, to let horses into parks!'

They have magnificent parks here, but no horse is ever allowed inside the gates.

"Ah! my friend, this is indeed a bicycler's paradise, and a bicycler's paradise is a good enough heaven for *anybody!*"

I wish the limits of "a midwinter article" would permit further extracts from these letters. Accounts of visits to the great bicycle manufactory of the Epop Bicycle Company, and of their journey around the island with the junior partner of the bicycle importing house of Malign, Innuc & Notsew, would, I am sure, interest American bicyclers, but must be deferred.

A. S. Parsons.

OUR PARIS LETTER.

Editor Bicycling World: — You and your readers must think that out of all the Frenchmen who can write English, you picked out the laziest for a correspondent, judging by the scarcity of his informations. Not that I am in want of news to tell you; indeed I have many, besides resuming my review of French racing in 1880, which I left in June last. The great *question du jour* with us is the projected formation of a league for all our velocemen (amateurs), to be called, very likely, the

UNION VELOCIPEDIQUE FRANÇAISE.

This important matter has been very very much discussed upon lately by all our sporting papers, among which the foremost is *Le Sport Velocipédique*. In fact the thing is now a certainty, and a date of meeting has even been decided upon. Our *congrès* of all the French *velocipédistes* is to take place on the 6th of February next. All our leading clubs will send delegates to it. The thing arose from the want of a definition of the word "amateur." You are well aware, I suppose, that as yet we have no distinction to separate our amateurs from our professionals on the racing path, everybody here taking in money prizes without feeling the least shame about such a wicked deed. But during the last season our northern clubs, who are composed partly of Englishmen, and who, therefore, feel the influence of English rules more than our more southern societies, having given for prizes only *objets d'art* to induce English racers to take part in our competitions, a dreadful *gachis* ensued, together with a general quarrel. Some would have the Bicycle Union's definition imported here; others would have another definition in which money to a certain amount every year would be tolerated, to allow racing expenses to be defrayed to a certain extent; some would have no definition at all; while a fourth class of men would even be more strict about amateurism than the English themselves, if it be possible. As a matter of course, the want of a meeting and of a general understanding was felt by everybody; and the Calais club having up the matter, we are at last to imitate the English and the Americans, and have *our union!* I have no doubt it will be a success *toutes proportions gardées*,—that is, if there is one Frenchman left alive after the warm discussion that is sure to take place on the 6th of February. After the amateur question, the thing that we want most eagerly to settle is the championship affair. A Parisian club at the end of the season, seeing that *no one* had organized a race for the championship of France, thought (let me whisper to you that it was your own correspondent's idea, and a bad one too, as you will see) it would be a good thing if one were to be got up. So, having secured a good track, and having duly advertised the event, the *championnat* took place. Alas! Fortune (?) would have it that another race meeting was carried on, far away in the country, on the very same day. As more money was to be had there than in Paris, of course our champion, Ch. Terront, who is a professional, went there, and let the honor to be had by being called the *champion de France* to DeCivry, who won easily. You see the consequences. Terront would not give up his title of champion; DeCivry boasted of being *the* only one entitled to that name, etc. Thus again, to settle that question, the forming of a Union was thought necessary. Be ready, therefore, to hear from your "lazy" correspondent soon again, with a full report of the battle of the 6th of February. Did I say "battle"? I meant discussion only, — French discussion. All joke apart, I believe the congress will pass off very satisfactorily, every one feeling that something must be done to get out of that *impasse* out of which there is no

*There is evidently some mistake here. My friend must have written this "in a moment of temporary aberration of mind!" — A. S. P.

issue but through the above-mentioned scheme, *Le Congrès!* I believe the amateur definition which will be adopted by us will approach the English one, so as to allow the English B. U. to permit its members to compete in France in the future. For, though we expect a "licking" — a good many, perhaps — in the racing department, *we want to fight;* that is, to "measure" ourselves (a French saying) with our friends from across the Channel.

And now about the account of our past races since June last: I hear you say, Are you going to leave us another three months without a word about them? Well, dear Editor, you must excuse me, but really I feel my everlasting laziness creep over me once more. So please let me put it off till my next epistle, and tell your readers not to wonder at my rudeness, as I am the

DEVIL.

PARIS, 10 January, 1881.

GLANCES ABROAD

The Wheel World thus defines and discriminates between the Bicycle Union and the Bicycle Touring Club: —

"To sum up the matter, we may say that whilst the Union watches over and cares for the cyclists as a body, defending their rights and enabling them to pursue their sport without let or hindrance, so long as they obey such reasonable regulations as may be laid down, the B. T. C. looks after the comfort of the individual, and sees that his movements are not exposed to unnecessary and unwarrantable expense. The subscriptions to the two institutions are in proportion; 1*s.* to the B. U. though it brings back no tangible return to the giver, yet in the event protects him from harassing and absurd regulations; 3*s.* 6*d.* to the B. T. C. provides for his personal ease and comfort in every possible way. Thus, as far as our brief summary runs, we can find no emulation or competition between the two associations. Both are eminently useful in their special sphere, and both should work harmoniously together. It is quite true that certain well-known men in the B. U. have been agitating for a more representative body in the government of the B. T. C.; but that personal antagonism should embroil the two bodies is absurd and unnecessary. The Union and the B. T. C. should mutually assist each other, and it but remains for the younger institution to put itself in some way in official communication with the other. Were this done, the work of benefiting the 'cycling world would go on rapidly.' The co-operation of the B. T. C. in the matter of the danger boards, for instance, would be most advantageous; whilst from the facilities for intercommunication which exist in the latter club, any glaring case of injustice or oppression could be at once brought to the notice of the Union. Such a prospect opens up a vision of a sort of bicycular millennium; but seeing the earnest workers who labor on either side for the good of the sport, *pur et simple*, we fancy such a *rapprochement* would not be such a difficulty as it seems at the first blush. In short, the B. U. and B. T. C., *not amalgamated*, but side by side, each working in its special sphere, and lending mutual assistance to one another, could at once move the wheel world many degrees up the path of progress, and place it in a position never before attained by any athletic sport.

"CYCLOPHOBE." — In a three-line paragraph last month, attention was called to the introduction of this word into our literature; and in that paragraph, short as it was, are two errors of the press. The new noun was printed "cyclophope," and "hater" was transmogrified into "lover." The true meaning of this word is, one who dreads or fears the wheel; for its roots are *kyklos*, a circle, and *phobos*, fear. "Cyclophobe" is a useful addition to our nomenclature, and "cyclophobia" naturally follows as a description of the malady from which the cyclophobe suffers. "Cyclophile" will serve to indicate the opposite tendency. — *Cycling.*

SUCH of our readers as have access to the American bicycling papers will have noticed from time to time, remarks concerning wonderful performances in fancy trick riding on the bicycle, which are evidently very popular across the Atlantic; for not only are there numerous large halls permanently occupied by professional trick riders, but every bicyclist worthy the name seems to make it a point of faith to learn as many different ways of mounting and dismounting as possible, whilst drills are conducted upon a most elaborate scale. Trick riding is not thought much of in this effete old country, and we guess our American friends will before long come to appreciate the fact that speed, endurance, and a fair amount of skill on the bicycle are worth more than all their fancy riding tricks put together. The same remark holds good as to the French, who are ardent lovers of trick-riding. — *Bicycling Times.*

TRICYCLE RIDING. — Frederick Cooper, of Richmond road, West Brompton, was summoned by Inspector Skeats for driving a tricycle to the common danger of passengers. Police constable 322 T said that on Monday, the 20th ult., he saw the defendant in Kempford gardens, driving the tricycle furiously along the road. There were a number of children there. He spoke to the defendant, who told him he was one of the fast policemen and that he (defendant) should do as he liked. The defendant, addressing the magistrate, asked what pace he was allowed to ride? Mr. Sheil replied that the defendant must not ride at such a pace as to make it dangerous to the public, who were of more importance than his pleasure. Replying to the magistrate, the constable said the defendant was riding between fifteen and sixteen miles an hour. The defendant said a tricycle could not be driven at that pace. He denied that there were a number of children there, as there was scarcely any one walking about. He admitted telling the constable that he was officious, and added that he thought so still. Mr. Sheil said people like the defendant brought the machines into disrepute. If persons were civil and used their machines in proper places, no one would interfere with them; but unfortunately they rode them at a dangerous speed, and were often ill-mannered. He ordered the defendant to pay a fine of 40*s.*, with 2*s.* costs. The money was paid. — *London Standard.*

BOOKS AND PAGES

THE MIDWINTER SCRIBNER.

IF THE TENDENCY OF LITERARY WORK in this leading American magazine is indicative of the taste of its readers, the reading public can congratulate itself upon a steady growth towards an appreciation of a high class of literature. The growth is led by the marked improvement which takes place from month to month in both the literary and artistic work of the magazine. The February (midwinter) number has one feature attractive to Bostonians, especially to those who have admired the magnificent interior decoration of Trinity Church, in a critical essay upon John LaFarge, accompanied by pictorial reproduction of some of his work. The sketch is not only an exponent of art, but is itself an artistic creation, and is quite as eloquent as the work which it describes. In the midwinter issue there are also a serial story by Mrs. Burnett, which is likely to be one of her most popular ones, an analysis of "the Music of Niagara," by the Boston organist, Eugene M. Thayer, and an abundance of other matter of unusual interest and value.

IN THE SAME RATIO that *Scribner's Monthly* is prospering, *St. Nicholas*, the famous magazine for girls and boys, issued by the same publishers, grows apace. About 100,000 copies of the Christmas (December) number were sold, while the January number has been for some time out of print. In February, there is a full account of the Obelisk, richly illustrated from sketches and photographs, showing the great monolith in all stages of moving.

HENRY STURMEY'S Complete Guide to Bicycling is just received. The chapters on dieting and practical training for racing will be found especially interesting. Costumes, touring appliances, clubs, and club houses are in turn discussed, and there are many valuable suggestions to beginners concerning the selecting a machine, the various methods of mounting and dismounting, and the care of the wheel. The book concludes with some valuable information concerning the fastest amateur and professional times, and an account of noted feats performed upon the "indispensable" wheel.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 28 JANUARY, 1881.

PRIVATE PRACTICE CLUB.

DECEMBER SCORES.

ONLY a few of the members of this society were able to do any shooting during the severe weather of the first winter month, but the few who did shoot succeeded in recording some very high scores.

At the York round, Mr. Will H. Thompson made the highest average yet attained in the records of the society, 542⅔. He also succeeded in obtaining the greatest number of hits, 120, and the greatest single score, 583, which he has yet attained at the targets. At the 100 yards range he scored on 4 December, 57–247, which is the highest in both hits and score yet reported in this country. At the 80 yards' range he did not succeed so well as at some former instances, though the average, 186, is very good. At the 60 yards' range there are some very remarkable records: the best two consecutive scores being those of 24–160, 23–165 = 47–325, by Mr. Hyatt, a performance which has no parallel in all the annals of archery, with the one exception of that of Mr. Ford, at the St. Leonard's round of 75 shots, 75–555. In this score he averaged for 75 consecutive shots, 355.2 to each lot of 48 arrows. In considering the two records, however, it must be remembered that Mr. Ford had probably one hundred scores to choose from to every five scores for Mr. Hyatt.

The rise of this archer has been something wonderful, unequalled in this country, with the possible exception of Mr. Walworth. Another feat at 60 yards, of great excellence, is the 48 consecutive shots of Mr. Will H. Thompson. made on 15 December, in which he scored 48–318. With the above-mentioned score of Mr. Hyatt excepted, this has not yet been equalled in America, and like Mr. Hyatt's score, it exceeds any recorded performance at the target in Great Britain, barring the 75–555 by Mr. Ford.

Mr. Walworth presses close upon these two gentlemen, with 47–305, and exceeds each of them with the single score. of 24–170, which stands second only to the 24–176 scored by Mr. Maurice Thompson during last summer. Our English cousins look upon these performances at 60 yards with amazement, and well they may; for such *averages* as 145, 140½, and 135⅝, by the three gentlemen named, giving a gross average of 140 19/80, should provoke comment among archers everywhere. Of the twenty scores by Mr. Walworth, *fourteen* show 24 hits each, leaving only six scores out of twenty in which an arrow passed the target! A part of his record shows seven successive scores without a miss. The average of Mr. Thompson at 100 yards, 49–210½, is also a marked improvement upon the long-range records of America, and gives promise of the day when we shall score at 100 yards and 80 yards in proportion to our 60 yards achievements.

The writer would like an answer from Mr. Walworth, Mr. Hyatt, and others, to the following question: "What is the principal cause of the marked improvement of each of those gentlemen during the last two months?"

The writer will volunteer the answer in his one case. It is this: The adoption of the principle or style of shooting best adapted to the mental, muscular, and nervous temperament of the individual, yet based upon that *general system* proved by Ford to be best; or to put it more compactly, Ford's system, slightly varied to accommodate the idiosyncrasies of the archer. To explain: The writer is of slight muscular frame, but has a very powerful nervous system. He can *string* a very powerful bow, because the effort to do so is a *quick* one, but to draw an arrow to the head *slowly*, or to *hold* it there steadily, is to him utterly impossible, because of the lack of *muscular* power. So he has found, after much experiment, that he cannot draw an arrow to the head and *hold* it there till an aim can be found, and then *loose steadily*, because of the weakening of the drawing fingers. Secondly, he cannot *draw slowly* during the latter part of the pull, so as to get a careful aim *while drawing*. But he finds that by drawing to within a short distance of the pile, say one and one half inches, *while lifting the bow to the level of the point of aim*, he can then pause, say one second, and hold with steadiness while obtaining a perfect aim. Now at this point, if he could only do *one thing more* correctly, he could easily average 250 to 300 points with each 72 arrows, at 100 yards! But he cannot. That *one thing more* is this: Draw one inch *slowly*, and loose on the draw. He does draw the one inch, and does loose on the draw, but that one inch is drawn and the loose made in perhaps the one hundredth part of a second! It is *impossible* for him to make this draw slowly. The reason is that the muscles, having reached the maximum amount of effort comporting with steadiness in drawing the arrow to the pause, and holding it there with *perfect tension*, are unequal to the great additional effort of drawing slowly another inch, and the nervous force of the archer completes the work with a sudden, electrical energy which gives a smooth flight and flat trajectory, but causes the left arm to be often unsteadied and pulled aside or down by the quickness of the motion. Now, if the writer had the muscular power of Mr. Walworth or Col. Robert Williams (will those friends please pardon the personal mention?) he could make this draw with perfect smoothness, and yet so slowly as to keep the left arm always steady. Yet this might not be the best system for those gentlemen. Why? Because, while it is very easy for one gentlemen to obtain a perfect aim with an arrow not fully drawn, it is with great difficulty that another can get his aim until the pile reaches the bow. If the writer was *perfect* in his physical and nervous force, — *i. e.*, with extremely powerful muscles and fine nervous energy, — he would draw to within three inches of the pile while lifting the bow, and then, *without any pause*, draw *slowly* to the pile, *gathering the aim while thus drawing, perfecting it* as the full draw was reached, and loosing on the draw. Ford was able to do this because of his almost faultless powers, and it is the perfect system. The nearer one can approach it and not do violence to the idiosyncrasies of his nature, the better archer he will be. The writer can never be a rival of Ford, because of natural disadvantages: but there are perhaps several American archers who could be, with the earnest study which that great archer gave to his favorite pastime. The writer would here like to ask Mr. Walworth what he means by the words, "As soon as the archer has learned to *shoot at the gold*, instead of the target, 80 or 100 yards away," etc. Now I do not "*shoot* at the gold" at any of the ranges of the York round. I formerly did at 60 yards, but by the system I am now using, my point of aim is as follows: At 60 yards, twenty feet short of the target, on the ground (the target being lifted two feet off the ground); 70 yards, on the gold; 80 yards, about twelve feet above the top of the target; 100 yards, about thirty feet above the top of the target. Now, I "shoot at" these spots! In other words, I cover these spots with the point of the arrow when I pause on my aim, and only use the target to find, by association of objects, that my point of aim is straight over

the gold, and just high enough over it. Of course if there is a wind, I make allowance for its force. I suppose we should read all this between Mr. Walworth's lines, but I may be wrong in this.

WILL H. THOMPSON.

FRANK H. WALWORTH, SARATOGA SPRINGS, N. Y.

24 *arrows, at* 60 *yards.*

20–100	24–140	24–130	24–146
23–135	24–130	24–152	24–132
24–136	24–152	24–138	24–124
23–135	24–170	23–135	21–123
24–136	24–130	22–130	24–134

Average at 60 yards = 135 2-5.

WILL H. THOMPSON, CRAWFORDSVILLE, IND.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Dec. 4,	57–247	40–178	23–121	120–546
" 15 and 16,	43–171	40–178	24–150	107–499
" 15, 16, 31,	47–213	44–202	24–168	115–583

24 *arrows, at* 60 *yards.*

23–137	24–154	23–149	24–136.

Average York Round = 542 2-3.
" 100 yards = 210 1-3.
" 80 " = 186.
" 60 " = 145.

F. O. HYATT, CORTLAND, N. Y.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Dec. 2.	27– 77	39–171	22–130	88–378
" 3.	27–109	37–159	22–118	86–386
" 4.	18– 60	31–157	24–150	73–367
" 23.	29–107	36–136	22–126	87–369
" 24.	31–111	33–153	24–160	88–424
" 25.	35–113	38–174	23–165	96–452
" 31,	28– 96	34–162	22–132	84–390

Average York Round = 395 1-7.
" 100 yards = 96 1-7.
" 80 yards = 158 5-7.
" 60 yards = 140 1-7.

T. R. WILLARD, GALESBURG, ILL.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Dec. 1.	28– 96	28–128	18– 90	74–314
" 2.	35–115	23–121	20– 90	78–326
" 3.	25–103	33–123	23–111	81–337
" 4.	26–108	29–119	19– 93	74–320
" 11.	29–127	31–109	21–105	81–341
" 13.	34–112	32–142	22–122	88–376
" 14.	35–143	27–139	21–125	83–407
" 15.	27– 91	33–113	21–101	81–305
" 16.	35–131	28–120	21– 93	84–344
" 17.	31–111	28–112	22–136	81–359
" 24.	32–148	33–125	19–115	84–388
" 25.	38–164	28–128	21–109	87–401

24 *arrows, at* 60 *yards.*

24–136	20– 96	24–134	20–106	21–83
20– 82	19– 81	28– 78	18– 78	21–99
22–102	22–104	20–112	19– 87	21–95
20– 84	22– 84	21– 63		

Average York Round = 351 1-2.
" 100 yards = 120 3-4.
" 80 yards = 123 1-4.
" 60 yards = 99 4-5.

TAC. HUSSEY, DES MOINES, IOWA.

24 *arrows, at* 60 *yards.*

15–63	21– 95	22– 91	20–94
17–97	22–118	20–104	19–97

Average at 60 yards = 94 7-8.

HOWARD FRY, WILLIAMSPORT, PA.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Dec. 1 and	3, 6–10	9–33	11–47	26–90
" 4 and	20, 3– 7	8–22	9–47	20–76

24 *arrows, at* 60 *yards.*

7–23	12–44	15–77	8–30	11–55
12–56	13–39	14–26	14–38	7–25
13–39	15–61	7–31	15–73	14–48
12–48	16–44	11–49	14–52	14–54
15–65				

Average York Round = 83.
" 100 yards = 8 1-2.
" 80 yards = 27 1-2.
" 60 yards = 46 12-23.

A. W. HAVENS, SAN FRANCISCO, CAL.

York Rounds.

100 yards.	80 yards.	60 yards.	Total.
9–35	6–22	10–24	25– 81
8–18	11–59	10–48	29–125
13–57	8–20	9–33	30–110
14–55	20–58	15–55	49–168
11–45	15–55	17–51	45–151
11–31	19–67	15–59	45–157
21–71	8–34	10–42	39–147
11–45	8–44	13–49	32–138
20–50	12–44	12–58	36–152
7–23	11–49	19–79	37–151
15–59	6–28	16–82	37–169
15–69	14–40	12–50	41–159

72 *arrows, at* 100 *yards* = 6-16.

24 *arrows, at* 60 *yards.*

11–35	10–32	15–59	8–32 16–72
12–28	17–75		

Average York Round = 142 1-3.
" 100 yards = 46 1-2.
" 80 yards = 43 7-12.
" 60 yards = 50 13-19.

A SHAFT FROM THE PACIFIC COAST.

Editor Archery Field:— Your paper with editorial comments on the action of the Pacific Coast Archery Association regarding the adoption of the "Creedmoor" system of archery scoring is before me, and a few words of explanation may not be out of place. You are correct in *not* attributing Mr. Brownell's visit to this coast as the cause of the change, entirely, although his able arguments in favor of the change, advanced through the past year, had undoubtedly much to do with it, and before we knew of him other than through his articles. I judge from the tone of your article that you are hardly in favor of the change. Good, so far, as it is more pleasant to fight one of contrary opinions than one who is on your side. After a compararively brief period in which to test the new system, I have yet to see one of our archers who is not greatly pleased with it. As far, however, as inaugurating any revolution goes, that was not the intention in changing, originally. The question was discussed *more* than a year ago in this section, and the change could have been made last spring had not the originators insisted on waiting further developments; and with all due regard to your views, it is only a question of time when it will be generally adopted in this country. However, what particularly attracts my attention in the article in question, is the remark that the Pacific-ers will suggest changing York Rounds, etc. The Pacific-ers will do nothing of the kind, and don't you forget it, either! Although we are what may be termed the suburbs of the archery world in this country, we have a few who can shoot an arrow as well as the average and a few who shot the long-bow as far back as 1830; and, as a rule, the archers of the Pacific coast are pretty well informed as to what is going on in archery circles, as well as being somewhat posted in the literature of archery. As I have already noticed in the columns of the *Olympian*, our connection with the Eastern fraternity is very limited, and we have no desire to interrupt any friendly relations that may exist; but so far as this question goes — scoring — believing it to be nearly right (more so than the English system), we have adopted it, and furthermore, propose to stand by it. Any delicate sarcasms about "discarding the old and adopting the new" are liable also to be wasted in convincing the Western barbarians as to the error of their ways. Give us something that will *prove* we are wrong, before looking this way for a reversal of our determination to stand by the change. We have not seen it yet, although looking for a year for it. Perhaps "Capt. Jack," or Mr. Holberton, or Mr. Thompson may have something in reserve that we have not yet heard. Shake 'em up; let 's hear from them. We think it is a question of area *vs.* string measurements. We believe string measurement the best. That 's all there is to it. In closing, permit me to say, though, that by adding one half to the new-system scores (that is, calling the new two thirds of the old), you will come very near scores for comparison.

ONE OF THE PACIFIC-ERS.

ARCHERY CLUBS

ALLEGHENY GOSSIP.

FROM W. H. CARPENTER.

OUR county, with its population of 357,000, and containing the important cities of Pittsburg and Allegheny, ought to have furnished some renowned archers ere this; but alas! after two years of effort there has not been a score made that approaches the standard of excellence of many an obscure Western village, without mentioning the Eastern or the National Associations. Pittsburg, which is synonymous with the whole county, has always been noted for its conservatism, or in other words, old-fogyism. It never catches a fever till it has been pretty well exhausted in other places.

We have not more than two dozen wheelmen in the whole county, and they are looked upon with suspicion and distrust by our staid and solid business men, who regard such amusements as inventions of the devil to lead young men away from industry and the pursuit of wealth, and recount how they themselves became rich by delving in the mills from early morning till late at night, and saving money on nothing a week. Archery is considered a mild sort of lunacy, excusable in children only. This class of citizens have just begun to get interested in croquet, after it has passed through the various stages of their censure. In a dozen years we may hope to see them twanging the bow and straddling the wheel, after young America has discarded these for some fresh invention of the enemy.

The interest in archery last season made quite a satisfactory progress. At the beginning of the season there were in various stages of existence some dozen clubs.

In the pretty suburb of Edgewood, just outside of the city limits, we had three clubs, comprising all the available muscle of the place: The Birnamwood, composed of the married class; the Lancewood, of the young and rising generation; and the Edgewood, whom the other two say is made up of the old maids and old bachelors. This is pure envy, however, as the Edgewood's champion banner has never been taken from them. It was not till September, however, that a movement was made looking to the uniting of the Allegheny County clubs into an association. This was effected, and the other Western Pennsylvania clubs invited to join. The association thus formed was called the Western Pennsylvania Archery Association, and comprised the Wapsononoc Club, of Altoona, Pa.; Chief Jacob, of Kittanning, Pa.; and the Sherwood, Killbuck, Oak Grove, Birnamwood, Nottingham, and Edgewood Clubs, of Allegheny County. Several field meetings were held, at which the Sherwood Club proved to be the most expert, though in the outside contests it was a drawn battle between them and the Edgewood Club.

Subsequently, a club was formed of the best material in each of the various clubs, for the purpose of joining the National Association. This was called the Allegheny County Club, and it proceeded at once to practise the York Round and to take steps to join the National Association. The club met four times, the highest score made being 153 at the single round.

By the way, is the National Association yet alive? We have asked twice for the necessary information as to the steps requisite to join, but have received no reply.

Why not form a truly national association that would comprise all the prominent clubs im the nation, without interfering with the Eastern, Western, or State associations?

For next season many of our clubs will adopt the plan of the Toledo Club in having a set of lawn tennis for the inert few who are too listless to get up any enthusiasm for the bow, but I think it will require too much vigor for their supine sinews.

The Pittsburg Cricket Club have leased extensive grounds at Brushton, on which they are building a club-house, and making other extensive improvements. They have made overtures to the archery clubs to join in with them and occupy part of the grounds. The proposal is now under consideration, and is favorably regarded.

Our association meets early in April, at which time several clubs have signified their intention of joining.

Our club contests once a month for a prize, and the association has a field-meeting every two months, at which the several clubs strive for the champion's banner. Individual prizes are also given. This with an annual tournament will no doubt give us shooting enough for one season.

The following is a list of the various organizations, with the secretary's address: —

Western Pennsylvania Archery Association, George W. English, Fourth avenue, Pittsburg.

The Allegheny County Archery Club, R. F. Boyle, 14 Smithfield street.

Edgewood Archery Club, W. H. Carpenter, 882 Pennsylvania avenue.

Sherwood Archers, Miss Sara Burgwin, care Hill Burgwin.

Nottingham Archers, George W. English, Fourth avenue.

Killbuck Archery Club, H. D. McKnight, Wood street.

Lancewood Archery Club, Elmer Blattenberger, Pennsylvania Railroad Outer Depot.

Oak Grove Archers, —— Phillips, 344 Ridge avenue, Allegheny.

Birnamwood Archers, John Caldwell, Westinghouse Air Brake Company.

Cupid Archers, Will Renshaw, corner Ninth and Liberty streets.

PITTSBURG, 13 January, 1881.

NEW YORK NEWS AND NONSENSE.

THE large wheel of a new Special Columbia, in Mr. Wright's office, spun for 7 minutes 27 seconds.

MR. RAWSON UNDERHILL amuses himself at the Metropolitan Roller Skating Rink; he is probably keeping his muscles in trim for next summer.

BY an arrangement made with Mr. Dana, the photographer, Mr. Wright issues orders for one dozen "Imperials," at $4.00 each order.

DR. MARSDEN is the proper man for consul at Red Bank, New Jersey. He was the first one in his town to own a machine, is genial and hospitable, keeps well posted on wheel matters, and bicyclers already congregate at his house to learn the latest news.

A SAMPLE of the League badge hangs on Capt. Munroe's manly breast. The centre, which looks like the tin top to a ginger-ale bottle, is supposed to represent North America — snowed up. The artist has evidently studied under Corot, and is not a member of the Geographical Society, or else it was a foggy day when North America sat for the likeness. Hope this criticism is fair; will apologize rather than fight, if it is n't.

MR. PIERRE NOEL gave the Mercuryites a "blow-out" in honor of his re-election to the office of president. If there is one thing Pierre can do, it is play the jovial host. The entertainment was given at his house, —

Where the boys were supplied
With a dinner which vied
With our friend Louie D.'s;
From the soup down to cheese,
Every course was as fine
And as grand as you please:
There was *squab frieasee*,
There was *fromage de brie*,
There were bottles of fizz,
There were urns full of tea,
There was this, there was that,
From a *ragout de chat*,
Or a *saucisse de chien*,
To an owl done in fat:
Just, in fact, every dish
Which a gourmand could wish,
From the first run of game
To the last run of fish.

At the cigar period, a mock meeting was held and a resolution passed that the club surgeon, Dr. Neergaard, should hereafter carry, at all parades of the club, a castor-oil label on his left sleeve, to designate his office.

IN the bicycling department of a city paper, an article on the advantages of a rink is rounded off in this way: "There is a good field here for an energetic, liberal man, who will open a suitable rink and make it agreeable to our wheelmen." That man would have to be as energetic as a thrashing machine, as liberal as a Cresus, and as agreeable as a Chesterfield, to make a rink pay here. Such a medley of qualifications do not exist in one individual; if they do, we have not been introduced. Rollins came as near to it as any one could on another's money, and he swamped nearly $5,000 in a short season at the American Institute. "All is not gold that glitters."

WE have conversed with all the leading lights of the Mercury, Manhattan, Columbia College, and Lenox Bicycle Clubs, and all declare they will not attend a League meeting held in Washington. They will go to Boston or Philadelphia, if necessary, but prefer it should be held in this city; not because it is their own, but from a belief that the attendance would be larger, that more notice would be taken of it by the press, and that it is but proper the League should assist in removing the prejudice existing here against the wheel. Last summer, a bicycler connected with the New York *Herald*, indiscreetly (but with the best of intentions, his idea being to create a boom) inserted an article in that journal, saying, that six hundred of the L. A. W. would parade down Fifth avenue at a certain time. He mapped out the course the

triumphant wheelmen were to take, and threw in a full band of music and a bouquet for every lady on the line of march. At the hour named, a great many of our citizens walked along the designated route only to be disappointed, and to have their suspicions roused as to the existence of such an organization, or if they believed in its life, to imagine it in very feeble health. They have not forgotten the hoax, and will not till there is really a a meeting here. That we can obtain the Park for the event, there is not the slightest doubt. Our commissioners may be stubborn, but they are also hospitable gentlemen, and would not refuse the freedom of the city to such a respectable body of strangers as the meeting would collect.

KNICK O'BOCKER.

23 JANUARY, 1881.

PROVIDENCE NOTES.

Editor Bicycling World: — A very pleasant event was celebrated in Providence, quite recently, Mr. Richmond, the genial captain of the Bicycle Club, giving a supper to the members, in honor of his accession to partnership in the firm of Richmond & Carpenter, of which he has so long been the efficient salesman. The firm name remains the same as before.

Mr. Richmond renounces his financial connection with bicycling, having sold the agency for Rhode Island to Mr. Charles Handy.

Bicycling in Providence owes a great deal to Mr. Richmond's liberal and progressive manner of conducting his business, his object seeming to have been to promote the prosperity of the club and bicycling generally, rather than to fill his own pocket.

The supper was served in the private dining-rooms of Ardoene, the caterer, and was fully appreciated by the nineteen members present. At the close of the attack on the table, the boys centred around Mr. Slater and indulged in twice-told tales and the usual discordant songs. An adjournment was then made to the club-room, where Messrs. Chandler, Howard, and Day contributed their share to the harmony of the occasion by solos on the violin, bugle, and piano, almost all the members present remaining in the room during these performances. As a new mayor of the city has recently been elected, who, perhaps, is more lenient than the late incumbent, there were no arrests made. We do not think, by the way, that sufficient credit has been given in your newsy sheet to this club-room. Although not so commodious or so gorgeously decorated as the Bossachusetts headquarters, it has several attractions which the latter lacks; namely, a billiard table, card tables, and a piano. No playing for money or stronger liquid than water is allowed, and no games on the Sabbath.

We understand that the club contemplates giving a minstrel performance during the season, and have already hired the Cove Promenade for their rehearsals. Mr. Edw. Thurber will be bones, Mr. Lippitt will use his new six for a tambourine, Slater will use his catarrh, Chandler gets his violin on the string, Howard (having the most wind) will see how 'ard he can blow the bugle, while Jim Phetteplace (having more natural capacity in that direction than any other one) will perform on the lyre. Dr. B. contributes his baby, if he can be assured that the audience will consist entirely of married people. Dick Cross has been elected unanimously to the position of interlocutor, as the members judge from the command of language he displayed on being tipped out of his sleigh recently, on Westminster street, that he is fully capable of filling that position. He is certainly better read in profane literature than any of the other members.

Any member of the League will be admitted to the performance on presentation of his certificate of baptism and his indorsement of the principles of the Massachusetts Club.

Having no more authentic news to impart, and being afraid that I have already taken too large a portion of the advertising department of your paper, I close with regrets that you were not there to do the Lyre business for us.

SHUT-ALL-DAY.

THE LEAGUE BADGE.



THE LEAGUE BADGE was designed by Messrs. A. S. Parsons and Jo. Pennell. The original idea was to have it much larger, and with the initials L. A. W. engraved upon the map in the centre, but it passed through various modifications until it reached its present proportions.

The badges will be ready in a week or ten days, and may then be obtained, in nickel for $1.00 or in silver-plate for $2.00, from Mr. Hugh Willoughby, Treasurer, Saratoga Springs, N. Y.

CORRESPONDENCE

RECORDS FOR 1880 are coming in slowly. Mr. Geo. M. Doe, of Worcester, sends the following: —

"Noticing that the logs of riders, published so far, have been large ones, and fearing that soon no small man or lazy man will dare publish his, I send you mine, hoping by this example to hear from the 'lesser lights.' My log, you will see, is not complete, for two reasons, — the first being that I 'got left' last year by selling one machine before I 'd really got the new one in my possession; and secondly, because I only got one of Sec. Parsons's admirable score cards the middle of last March. I was without a wheel from the 9th of April till the 6th of May, to my great disgust.

1880.	Miles.	No. of times out.
May	205	13
June	387	14
July	90	6
Aug.	102	7
Sept.	65	6
Oct.	140	24
Nov.	82	14
Dec.	15	3
Total	1,086	87

Of these, the longest day's run was 47 miles; the shortest, 1-2 mile. The longest distance for a week, 222 miles, with 133 miles as the next."

THIS FROM "FIDO 56."

Mr. Editor: — Last spring one of the members of our club succeeded in standing still on his bicycle for the length of one hour.

At that time nothing was made of it, as there were several of our members who could have performed the same thing. About the last of November we noticed in the columns of the WORLD the record of a member of the Marlboro' Bi. Club, who succeeded in standing still for 1 hour and 22 minutes, and further desired, as your correspondent stated, to be informed if the time was ever equalled or excelled. I thought a few facts pertaining to our record would be of interest to your readers.

On Christmas day a few of the members of the Capital Bi. Club gathered at their rooms, when the subject of "standing still" was brought up and discussed. It being a holiday, Dr. H. M. Schooley, vice-president, and H. S. Owen, captain, after appointing a time-keeper and two referees, mounted; the former standing in the ordinary way, while the latter came to a stand-still, "hands off," and remained so for 41 1-2 minutes, when he lost control, and dismounted.

Dr. Schooley remained standing very quietly and gracefully for 1 hour and 22 minutes. When 1.30 was reached, he changed to "hands off," remaining so for 8 minutes, and would have continued much longer, had it not been for the carelessness of a member.

In the mean time, Mr. Owen had again mounted, and was standing in the usual way. Soon 1 hour was reached, and 1.22 passed; next 2 hours was announced by the time-keeper, when some of the members inquired: "How much longer, Captain?" and were growing impatient, as darkness was rapidly setting in. At two hours and twenty-two minutes (2h. 22m.), Mr. Owen dismounted voluntarily, and would have remained much longer had it not been for the lateness of the hour. This, we believe, is the best on record.

L. A. W

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

REPORT OF THE COMMITTEE ON MEETINGS, L. A. W.

To the Board of Officers of the L. A. W.:

THE Committee on Meetings has the honor to report, that in considering the fitness of a place for holding the first annual meeting of the League, it has been impressed with the pre-eminent importance of making that meeting a complete success. The committee has therefore chosen a place which, while it offers to wheelmen attractions unequalled by those of any other city in the Union, if on the globe, presents, as an additional inducement to visit it, that of being the capital of one of the foremost nations, and as such containing more than enough to claim the attention of all.

Washington is easy of access from all points. Wheelmen from the West and the East can reach it without a change of cars. One of the great fast lines from the West passes through Washington on its way eastward, others centre near, and it is but six and one half hours by rail from New York City. Representatives of all the leading papers of the country residing at the capital, where people, press, or authorities put not the mildest restriction upon the bicycle, witnessing so imposing a display as that of which the committee feels confident if its recommendation is approved, cannot but yield results largely conducive to a more rapid and healthy development of bicycling throughout the country. In consideration of the favor with which the wheel is regarded in Washington, it is needless to enlarge upon the hospitable reception with which the League would be met.

Wheelmen are at liberty to pedal wherever their fancy leads them, — in fact, wheelmen are even permitted to enter and spin along over the magnificent roads of Soldiers' Home when the gates are closed to horses and carriages.

As a natural consequence of the great number of tourists constantly visiting Washington, the hotels are large, numerous, moderate in their charges, and well kept. The city's streets are proverbial for being unusually wide and clean, and having surfaces which justly entitle Washington to the name of the "Wheelmen's Paradise."

According to the last annual report of the district engineer, there are about forty five miles of asphaltum-paved streets in perfect order. For the purposes of the grand parade, which forms so prominent a feature on the programme of exercises on the day of an annual meeting of the League, no other city can offer so much to insure success. In addition to the broad, smooth streets, there is at the east front of the Capitol a space of a number of acres in extent paved with faultless asphaltum; this, with the three magnificent flights of steps running up to the wings and centre of the building as seats for spectators, form a grand theatre for a review and manœuvre of wheelmen.

For the purpose of racing, Washington can offer a circular track of four laps to the mile, situated in one of the best portions of the city, at an intersection of four streets and avenues. The track has a width of twenty feet outside of the quarter-mile circle, is paved with asphaltum, and is equal to a good cinder track for speed. It was on this track that the first annual races of the Capitol Bi. C. were run last June.

Washington has a number of large halls suitable for holding the business meeting of the League, and ample provision can be made for the care of wheels.

In conclusion, the committee desires again to assure the Board that Washington, more than any other place, fulfils the requirements of the League, and will be truly found the "wheelmen's Paradise." Respectfully submitted,

THOS. K. LONGSTRETH,
JOS. PENNELL,
MAX HAUSMANN,
Committee on Meetings.

SHORT CRANKS.

Editor Bicycling World: — I have been much interested in the recent papers on the various makes of machines and the different opinions expressed. I suppose every rider has his pet theory and his pet hobby, and ought to have his own opinion, and not take "second-hand" ones, after riding a couple of season. I was first attracted by your correspondent "B." who leans toward long cranks, because I used to laugh at a friend who had the same idea. He built for himself a "mongrel" machine, and put upon it 6½-inch cranks, and when he got it done he was going to ride up Bunker Hill Monument — but did n't. It was in size a 50-inch Columbia; he rode it one season, had cramp and various other pleasant experiences, which he laid to the height to which he had to lift his legs. Last spring he changed to a 52-inch Harvard, which he considered an improvement, and liked the shorter cranks; this fall he bought a Yale with still shorter cranks. For myself, I began with a Columbia, changed to a close-built Harvard of a size larger, and am now riding an open-built Harvard of same size, with my cranks shortened up to five inches. This is the result of two years' riding over the roads of Eastern Massachusetts, more especially Worcester County (celebrated for hills), and also of a trip through the western part of the State and through Connecticut (celebrated for sand). It is, I think, well understood that nothing gives a man cramp like riding too small a wheel; now I hold theoretically, and have proved, to my own satisfaction at least, that riding a machine with long cranks amounts to the same thing. Every stroke made brings the leg high, and there is not so much comfort, while there is not so much power possible as when the leg is more nearly straight. As an example, I took a nine-mile ride the other afternoon over a road which was mud, loose snow, frozen snow, slush, ice, and good gravel road, as the wind and sun had or had not affected it. I was gone an hour and ten minutes and did not dismount, while in summer I 've never done it without one and generally two and three dismounts to walk up hill. It may not have been the shorter cranks, but what else was it? I find also that I do better going down hill, not having to reach so far.

I would advise any one who rides much to get a "cradle" spring. I think agents would be perfectly safe in letting their customers have these springs to try: I don't believe they 'd ever change back. On a 300-mile journey last spring I used a regular "Harvard" spring. If I wished to go off on it again I 'd have a "cradle" or stay at home.

I will not take any more space now, but some time I may wish to say a few words about journeying, providing this does n't reach the waste-paper basket.

MERRILL.

ORDERS FOR SUBSCRIPTION TO

'Cycling	taken at	$1.00
The 'Cyclist	"	1.75
Le Sport Velocipedique	"	1.75
The Bicycling News	"	3.50
The Bicycling Times	"	3.50

and promptly forwarded by

E. C. HODGES & CO.,
40 Water Street - - BOSTON, MASS.

DIRECTORY
OF
BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,
TALBOT WORKS . . . WOLVERHAMPTON, ENG.

GOY, UNIVERSAL BICYCLE & TRICYCLE AGENT & ATHLETIC OUTFITTER,

Begs to notify that he has taken and fitted up the new LARGE PREMISES adjoining his own, viz.:—

22 LEADENHALL STREET

—AS—

BICYCLE,
TRICYCLE,
AND ATHLETIC
SHOW ROOMS,
WHICH ARE
NOW OPEN.
HIS PREMISES
21 & 22 Leadenhall St., 54 Lime St.,
With the New Addition, will now form the
LARGEST BICYCLE AND TRICYCLE
SHOW ROOMS IN LONDON,
And are the only ones where EVERY MAKE of BICYCLE and TRICYCLE can be tried and compared and purchased

ON GOY'S NEW PLAN.

EUROPEAN AGENT FOR
The Bicycling World and Archery Field.

LYRA BICYCLICA:
Forty Poets on the Wheel.
By J. G. DALTON.

Sent by mail, postpaid, for **60** cents.
Address, E. C. HODGES & CO.,
40 Water St., Boston, Mass.

N. B. Trade supplied at usual discount.

All Bicyclers should read
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY
HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

The "Indispensable"
BICYCLIST'S HANDBOOK for 1880.
By HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, **50** cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgiqu .

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

Brentano's Monthly,
"THE GENTLEMAN'S MAGAZINE OF AMERICA."
Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.

Send 10 cents for Sample Copy.

Brentano's Monthly and the Bicycling World, together, — $6.00 a year.

WILLIAM M. WRIGHT,

P. O. BOX 1227.

No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.



BICYCLES.

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T. and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM.

96 WORCESTER STREET, BOSTON.

AGENCY for all makes of ENGLISH AND AMERICAN BICYCLES.

BICYCLES AND TRICYCLES TO LET BY HOUR, DAY OR WEEK.

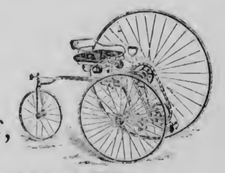
Good Stabling and Club Room, Repairing, etc.



CHAS. R. PERCIVAL,

IMPORTER OF

Bicycle and Tricycle Sundries,



BAGS, ALARMS, CYCLOMETERS, BUGLETS, SADDLES.

SOLE AGENT FOR

TYLER'S RUBBER HANDLES.

Open from 7 A. M. till 10 P. M., SUNDAYS INCLUDED.

Boys' and Children's Bicycles and Tricycles for Sale and to Let.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

NOW READY!

Handsome and Convenient

FILES,

BICYCLING WORLD AND ARCHERY FIELD,

PRICE, ONE DOLLAR.

BOUND VOLUMES FOR 1879-80

NOW ON HAND.

PRICE - THREE DOLLARS.

E. C. HODGES & CO. - - 40 Water Street, Boston.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 13.

CHARLES E. PRATT, LOUIS HARRISON, } Editors. BOSTON, 4 FEBRUARY, 1881. Entered at the Post Office as second-class mail matter.

VOL. II] CONTENTS [No. 13

Currente Calamo	193
Editorial	195
The Fascination of Bicycling	195
A Comparative Study of the Bicycle	195
A Bicycle Tour of England	198
Wheel Club Doings	199
Target Valuations	201
Personal	203
The League Meet	203
Mr. Bates sends his Regrets	203
A New Era	204
Mr. Cottrell and the B. T. C.	204
The League Badges	205
L. A. W. Applications	205
More about Cement for Tires	205
Bicycles for Business	205

E. C. HODGES & CO., *Publishers*,
OFFICE, 40 WATER STREET . . . BOSTON, MASS.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

JUST RECEIVED!

ILLUSTRATED CHRISTMAS NUMBER OF

CYCLIST.

A few copies for sale at this Office.

E. C. HODGES & CO,
40 WATER STREET, BOSTON.

CURRENTE CALAMO

IT is a cold day.

THE bicyclers *are* left.

IT is cold enough to freeze out even an interest in future salvation.

A GREAT deal of the general wickedness now prevailing must be ascribed to a hankering for the salubrious warmth of Hades.

THE sagacious bicycler takes care of his health now, and reads the Best Literature relating to his favorite sport. Where the B. L. is to be found, modesty, of course, forbids us to mention.

THE sagacious bicycle clubs are profiting by last year's experience, and are attending carefully to all their arrangements for the coming season. Some fine parade riding is in prospect.

THE "too-sweet-to-live-a-minute" boys are very quiet. They are not given to cheap talk, but their many friends would be as pleased to hear from them as the ladies are to see their "muffin ring with a little moon on it."

THERE is a pleasant rivalry springing up among the clubs around Boston in the matter of handsome uniforms. Such rivalry is always productive of good results, and in this case will serve to bring about a better general appearance at club turnouts, and an increased interest from non-riders.

LOUISVILLE folks despise bicyclers. A man who will waste his time riding one when he can sit in the shade and play poker, is a fool, in their opinion. — *Boston Post.*

We received four subscriptions from Louisville this morning.

THE sleigh driver comes silently upon the unwary pedestrian, knocks him down and runs over him, and then swears at him for getting in the way. The sled-riders knock down passers-by in public park and street alike, filling the city hospitals with bruised heads and fractured limbs, and are upheld in their "sport" by the city fathers. The bicyclers, who are not allowed in the parks, who never knock down pedestrians, who have in no case ever injured a foot passenger, get some such notice as this: —

"A party of English bicyclists will visit this country next summer. We want them to understand that they can't have any more fun in this country than at home, as Americans object to being run over just as much as Englishmen do. They resent it vigorously, too." — *Boston Post.*

The *Post* evidently has a wooden head, and cannot realize how much more becoming it would be for it to stick to its legitimate field — political abuse.

THE English bicyclers who intend visiting this country in the spring may be assured that they will be cordially welcomed by wheelmen everywhere, but it is questionable if they will find our roads in good condition after such a severe winter as the present one. Around Boston and other large cities they will probably meet with roadways quite equal to the average of their own, but elsewhere they will have their much-talked-of road-riding capabilities put to a thorough test.

THESE two came on the same day, — one in the *Wheel* and the other in a private note to the editor: —

"NEW YORK, 24 January, 1881.

"*My Dear Editor:* — I have been accused of giving more pen favors to the *World* than to the *Wheel*. It is only because I have no pity for the *World* and a great deal for the *Wheel*. You will see; it is but a question of time; the more I write for the *World* the less subscribers it will get, and gradually they will all go over to the *Wheel*. You will lose thirteen subscriptions by this squib, but I can't help it, I am itching so to ask a few questions which I dare not send to Boston. Can a tricycler belong to the League of American Wheelmen? If so, can a lady tricycler belong to the League of American Wheel*men?* If so, does Madeline ride a tricycle? And will she join the League? And when will she join? And how near will her number be to 767? If it is impossible for ladies

to join us, will you suggest a League of American Wheelwomen, with a male president, and nominate me for the office? Do like a good fellow.

"KNICK O'BOCKER."

Dear Mr. Editor:— . . . Will there ever come a time when a lady can ride a modest little tricycle without being stared out of countenance by everybody, and gazed at as if she were a circus procession? I know of a small army of girls who would ride if it were "the thing"; but it is not considered "good form, you know," and in consequence, there is one, at least, who, from the depths of her heart, is discontented.

MADELINE.

SOME of the railway companies around Boston labor under a mistaken impression that the general use of bicycles will reduce their passenger traffic. This does not appear probable when at present it is increasing it. Hundreds of Boston bicycles, during the riding season, make wheel excursions out into the surrounding country, and return by rail, thus saving time or avoiding a return over the same route. Many others take a train to some suburban place, from whence they desire to start; and the railroads receive no small patronage from the interchange of visits between bicycle clubs. The street-car companies will have to suffer the loss of some patronage, especially during the pleasant weather, but the loss is not considerable enough to give rise to an unreasoning prejudice against bicycles.

NOTICE TO CORRESPONDENTS.

ALL COMMUNICATIONS INTENDED TO REACH THE EDITOR'S ATTENTION SHOULD HEREAFTER BE ADDRESSED TO LOUIS HARRISON, EDITOR BICYCLING WORLD. BUSINESS LETTERS TO E. C. HODGES & CO.

THE BICYCLING WORLD AND ARCHERY FIELD MAY BE HAD OF:—
THE AMERICAN NEWS COMPANY,
39 Chambers street, New York,
THE NEW ENGLAND NEWS COMPANY,
Franklin street, Boston,
Will supply agents, newsdealers, and all othe s who desire the paper in quantities, at the regular trade rates.
It may also be found on sale at
BRENTANO'S EMPORIUM,
39 Union square, New York;
WILLIAM M. WRIGHT,
160 Fulton street, New York;
WILLIAM M. WRIGHT,
791 Fifth avenue, New York;
E. J. WARING,
Fifth avenue and Smithfield street, Pittsburg;
H. B. HART,
813 Arch street, Philadelphia;
THE POPE MANUFACTURING COMPANY,
597 Washington street, Boston;
C. R. PERCIVAL,
96 Worcester street, Boston;
CUNNINGHAM & CO.,
6 & 8 Berkeley street, Boston;
AND AT THE WORLD OFFICE,
40 Water street, Boston.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
14 to 20 PEARL STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

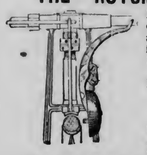
deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

ENGLISH BICYCLES & TRICYCLES.
LANE BROTHERS, Liverpool, Eng.
BICYCLE DEALERS,
Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to
A. T. LANE, P. O. Box 1196,
MONTREAL.

I have a few of my very nice
BICYCLES BICYCLES
for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.
A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

THEORY AND PRACTICE OF ARCHERY.
BY HORACE FORD.
Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.
PRICE - - - - - $1.50.
E. C. HODGES & CO.,
40 Water Street, Boston.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0 Columbias of 1879. No. 1 Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."
A few copies at BICYCLING WORLD office.
Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,
By CHARLES E. PRATT.
New and Enlarged Edition for 1880.
276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.
THE TRADE SUPPLIED AT WHOLESALE RATES.
FOR SALE BY E. C. HODGES & CO.

TO BE HAD,
Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., @	$0.30
STURMEY'S "INDISPENSABLE," @	$0.50
THE AMERICAN BICYCLER (2d edition), @	$0.60
LYRA BICYCLICA, @	$0.60
THE AMERICAN BICYCLING JOURNAL (bound), @	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @	$1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth	$1.00

The Trade Supplied at Wholesale Rates.
Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE.
ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.
E. C. HODGES & CO.,
40 Water Street, Boston, Mass

THE AMERICAN BICYCLING JOURNAL.
Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of Price, $4.00 a Copy, postpaid.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

The Bicycling World & Archery Field

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 4 FEBRUARY, 1881.

THE FASCINATION OF BICYCLING is hard to define even to one who has felt it, and utterly impossible to describe to one who has never sought it. The public—at least that portion of it which prefers to take its exercise without fine enjoyment, and chooses a way of travelling neither healthy nor refreshing—cannot or will not understand why men become enthusiasts on bicycling. There is nothing unreasonable in our finding in this inspiriting athletic exercise a source of pleasure; but the "shuffler" who tramps back and forth between home and business place, and on Sunday trudges a little way out in the country to get a breath of fresh air, will not believe in it. He realizes that it would bring him an equal amount of restorative muscular employment, with a far greater recompense of enjoyment; but spectres of bruised heads and broken bones are conjured up by his ever-ready imagination, and overcome with a terror that is the product of his own fancy, he resolves never to attempt to ride.

The man of energy, who loves every manifestation of power and muscular vigor, and who loves that great stimulus to health, a rapid motion in fresh air, finds a partial gratification for his tastes in driving a speedy horse; but it is *only* a partial gratification, as he himself must remain inert, often to the disadvantage of his own health and strength. He sees infinite possibilities of exciting speed and physical enjoyment in the steed of steel, but he overestimates the labor of propelling it, and believing his strength inadequate, he does not usually attempt to master it.

Occasionally, however, one of these men is induced by his own common-sense, or more often by that of some friend who has become a wheelman, to give the bicycle a trial. He approaches his first experiments with great caution, but conducts them with commendable persistence. For some time after the first lesson he does not understand the fascination; but some bright summer morning, when the sun, waking up in the best of humor, seems to infect all the world with a contagion of fine spirits, when the air is like some cool and refreshing drink, flavored with a delicate fragrance from spring flowers, when the silent wheel seems to glide "through byways green," without even the effort of direction from him,—he becomes conscious of a pleasure that embodies all others, along with its own peculiar, lasting charm.

The days that follow bring a renewal of such pleasure, along with many others that develop as his bicycling experience does; but from the time that he first feels the subtle attraction so well known to all riders of the wheel, he needs very little to spur his interest. The "shuffler" may, from the depths of his own experience, be sneeringly incredulous of the existence of any unusual fascination; but the bicycler, content in the consciousness of his own pleasure, is impervious alike to reasonable incredulity or unreasonable sneers.

For certain temperaments, there is a pleasure not only in overcoming the difficulties of riding, but also in acquiring a skill or speed that shall make them pre-eminent among wheelmen. There are no bounds to this part of the fascination. The possibilities of the bicycle, as hinted at in the marvellous trick riding done by some of the accomplished bicyclers of to-day, seem almost infinite. Any one who has watched some adept spinning along easily while touching no part of the machine except the handles and one pedal, or has, with some apprehension, watched him ride a short and steep inclined plane as easily and gracefully as he bowls along the cinder path, can realize this. And the possibilities of the bicycle, as hinted at in the gradually decreasing time for mile records, lead us to believe that those whose pleasure is in contests of skill will have ample opportunity, in the near future, to lower the present records.

But after all, one of the chiefest fascinations for racer and roadster alike is the "jolly fellowship." It is the sympathy of tastes among those who love the open air, the sensation of fine health, and the recreative exercise of mind and muscle, that give rise to such a freemasonry among bicyclers. With them it is the wheel that "makes all the world akin"

A COMPARATIVE STUDY OF THE BICYCLE. No. IV.

BY H.

(Continued from page 182.)

SADDLE SPRINGS.

EVOLUTION, in the case of the bicycle saddle spring, has not brought any development until quite recently. The old bow-fronted spring lived a rather valuable existence, giving us more comfort than any other, but it is now in a moribund condition. This is probably because it was ugly looking and heavy. The fact is indisputable that, in the long run, taste will govern in all bicycle construction. If any man has a good thing in this line, let him be diligent in putting it in graceful shape, if he wishes it to survive.

The survival of the fittest seems not to have obtained in the saddle springs, as the one almost universally used now is the flat steel plate, bolted to the neck, and sliding upon the backbone, at its rear end. It owes its existence to its good looks, and not to its excellence. It is of limited benefit to the rider, but heretofore we have had no choice. We were compelled to take what the manufacturers gave us. The jar given to the rider, through the front wheel, is a vertical one, and is but poorly met by the dominant spring, which is attached rigidly to the neck, so near to the saddle that there is but very little spring or elasticity to absorb the shock. It is unyielding just where it is most needed as a spring. The front wheel alone gives any perceptible vertical motion to the saddle. The rear-wheel motion is converted into horizontal when it gets to the saddle. The little wheel bobs up and down on rough ground, and the result is simply an intensely disagreeable vibration under the rider, and of the front fork and handle bar, so that sometimes his hands go to and fro like the shaker of a sieve in a thrashing-machine.

I beg, brother wheelmen, that you will not overlook this: *the up-and-down motion of the small wheel is converted into horizontal motion when it reaches the*

rider. Take your bicycle, raise the rear wheel two inches and then lower it; you will see what motion it gives to the saddle and handle bar. We want a spring to give horizontal play to the saddle. The common spring certainly does nothing of the kind.

The rear wheel needs some aid, because it is small and drops into many a depression which the front wheel, being so much larger, will bridge over. Moreover, the small wheel is not steered clear of ruts and stones so thoroughly as its big brother.

A certain amount of side motion is needed to give the rider ease and security on his steed. This is of great importance, but the assertion is, for most people, both novel and heretical. I will return to this matter hereafter.

The Arab cradle spring gives a variety of motions, while our common flat spring simply goes up and down in a poor way. The cradle spring has a free motion downwards to the front, another downwards behind, and a limited motion downwards to each side. It is anywhere the equal of the common spring, and generally superior, except for fancy riding, which demands a rigid seat. Going up hill the rider dips forward to his work in a very nice way, and in descending he tips back to the rear, as is very desirable on stiff grades. On long journeys it has a freedom of motion which relieves the rider very much from the constraint of a common spring.

In riding over a bad road, as, for example, an old, worn-out wooden pavement full of deep, short holes, the bicycle pitches and rises, the bows go down, and then the stern, like a ship battling a heavy head sea. No common spring meets this at all, but here the cradle is at its best. The rider moves ahead quite steadily, whilst the machine under him is rearing and plunging. Reader, did you ever ride a bronco given to bucking? If so, tell me, would n't a cradle-spring be a grand attachment to that exciting steed? Then no longer would the rider's head alternately bump the brute between the ears and then on the root of the tail, but peace would prevail above the saddle, whilst below deck there would be only a harmless war of the elements.

The above refers to a bronco mustang, not an infuriated bicycle.

SADDLE.

With the ordinary spring and saddle, the rider often becomes chafed, from the rubbing of the inside of the thigh against the saddle. The chafing proves that his thigh does go up and down somewhat. The labor of steering is greater because of this side motion. As the cranks go round and the body, hips, and legs rise and fall, the weight shifts from side to side. This tips the saddle, and of course the machine; and therefore the hands and feet must use extra exertion to preserve the balance.

If the saddle is allowed to rock from side to side, through a limited space, the leg and saddle will descend together: hence there will be no chafing, and the side motion of the whole body, or leg alone, will simply tip the saddle and leave the machine upright. This gives the rider great freedom of action while in the saddle. If his body does move, it does not tip the machine. This side motion is just as proper as the front and rear motions of the cradle spring. The latter does not give it sufficiently, as can be seen in watching the progress of a rider who has this spring. He moves forward over smooth ground with no more side motion apparent than on the ordinary flat spring; but a man mounted on a rocking saddle always rocks gently from side to side just as his pedals rise and descend. A curious fact about the rocking saddle is that the rider is generally unconscious of any rocking motion. This alone is answer enough to all questions about stability in the saddle. In turning corners, riding in ruts or across deep ditches, — in fact, anywhere that any unusual exertion is called for to keep going and keep from falling, the rocker adds decidedly to one's security and riding capacity. If the rider tries this saddle, it will not at once do as I say, and I expect criticism and contradiction; but if he will ride one hundred miles on this saddle, or ride it from day to day for a month, he will most thoroughly indorse all I say.

But this is not all: with a rocker one can ride a higher wheel or use a longer crank than he can without it. With a fixed saddle and thirty inches stretch of leg and foot, another inch can be added to the stretch, and of course two inches to the diameter of the wheel, if the saddle is freed and allowed to tip or rock an inch to each side. Not only does the descending leg reach farther, but it can command a longer crank: firstly, because it can reach it, as we have seen, and because the return stroke of the crank, in lifting the foot, does not raise the knees and thighs so as to make an awkward or disagreeable leg action, as at that time the saddle tips over to the other side and stretches out the leg while the body is moved away from it.

The suspension saddle is an excellent one, still many cannot ride it. I am one of those unfortunates whom it does not fit.

To quote my own words from the *Cyclist*, "an excellent substitute can be made by cutting, and bending to proper shape, a simple steel plate; then, at the points where the seat-bones come, cut out a hole on each side, about the size of an egg; cover with pigskin; and with proper attachment to the spring, this will make a saddle that can be ridden without any soreness whatever." Any rider who has a little ingenuity can get up such a saddle very cheaply; even sheet-iron will answer.

But the suspension is too good to abandon. I was determined to study it up, and sought out my friend Sawbones, who took me to a place in this city where I found a number of people ready to assist me. These obliging individuals had departed this life, it is true, and were sitting or rather hanging in their bones; but I got them to pose for me, and put them on a seat where I could see just where the shoe pinched, or rather, where the saddle would rub. I took several sizes, and, among them was one — well, never mind about the sex, reader. I made a tracing on paper of the outlines the bones would make on a saddle Some fitted a suspension perfectly, but one chap just came over far enough to the edge to make it certain that if, when he was in the flesh, he ever rode that style of saddle, and was given to profanity, he undoubtedly made everything smoke at the latter end of a hard day's ride.

I got a good deal of information from my departed acquaintances; and sum it up in saying that, for some people, the suspension saddle could be greatly improved by adding half an inch to its width at a point two inches from the cawtel, or in many cases by cutting it in two crosswise a little behind the middle and putting in a piece from one half to three quarters of an inch wide, so as to lengthen the saddle that much. I do not mean literally to cut a saddle in two, but illustrate in that way how I would have a new one constructed, with so much extra length of the rear half.

REAR-WHEEL SPRINGS.

As we have seen, the rear wheel, in motion, does not, like the large wheel, bridge over small ruts and depressions in the road, but drops into them. The angle of resistance of a given obstacle to the small wheel, as compared with the large one, is so great that the shock is excessive, and we in fact get much the most vibration from behind. Tires three inches thick would cure most of these ills; but, alas! we cannot have them. Springs, to give a maximum benefit, should be as near as possible to the point of concussion. The nearest we can get to the road is the centre of the wheel. I think it possible that springs may be attached hereafter to the front fork, just above the bearings, to give an inch, more or less, of play. This would be somewhat akin to adding an inch to the thickness of the front tire. But I do not wish to speculate, and will confine myself to established facts. The rear-wheel spring has been proved a success in two long-continued trials. Properly designed, it takes away nearly all of the vibration which the rear wheel sends up the backbone to the rider. This no spring has heretofore done. It is of great importance. Vibrating handles have been invented to obviate it, but have not answered the purpose. Moreover, the rear-wheel spring takes up much motion which ordinarily is conveyed to the saddle spring. This is a gain, because balancing must require less muscular exertion of arms and legs, if the rider's position remains more constant in relation to the pedals. This apparently contradicts what I said of the freedom of motion desired, and obtained by such devices as a cradle spring or rocking saddle; but that which must be preserved is the voluntary motion of the rider himself, and that which we should avoid is the shock, or involuntary motion, given to the rider or saddle by inequalities or obstacles on the road. I repeat, the rear-wheel spring will take off a horizontal motion derived from the rear wheel, which the saddle spring does not alleviate. In addition to this, the rear spring must cause the bicycle to run materially easier in removing much of the drag of the rear wheel. Every obstacle holds the ordinary machine back, and if the rider goes over an impediment (be it rut, stone, hole, or anything else), there is a dead lift to be made by the leg muscles. If he runs over a brick, he actually lifts his small wheel with its load two inches high. This kind of resistance, in a day's journey, amounts to a large expenditure of force. The spring on the rear wheel does away with a major portion of this resistance, and removes much of the objection now existing to small rear wheels. The spring will yield upwards much quicker than gravity will work downwards, hence the gain. The velocity of a falling body during the first inch or two is very low.

Since writing the above, I have turned to the *American Bicycler*, and find there, page 89, very strong confirmation of what I say of the effect of springs and their value. The reader will do well to run over all of Chapter V. of this excellent work, if he desires to understand thoroughly the mechanics of the bicycle.

I have made, for this article, some calculations of the effects of springs in counteracting the resistance of various obstacles, under different conditions; but figures are dry, and I will omit them and quote from the *American Bicycler* in regard to springs, meaning the tires and saddle spring, and to some extent the elastic suspension wheel: —

"Taking together the countless small irregularities, pebbles, etc., in the ordinary road, or on the Belgian pavement, or the turnpike, this saving [caused by the springs] is immense."

Not only is the foregoing true, but it would have double force if the author had contemplated the use of springs to the rear wheel, from whence arise so much vibration and resistance, now feebly counteracted by a tire of very small diameter, generally not susceptible of compression, or spring action, beyond one eighth or one fourth of an inch. I predict confidently that within three years all bicycles will be built with rear-wheel springs, almost as much as with saddle springs.

REAR WHEELS.

The first bicycles had large rear wheels. I have seen them twenty-four inches in diameter. They came down as low as fourteen inches, and now are about sixteen inches on a fifty-inch machine. The large rear wheels passed more easily over obstacles, but they carried more of the load than rear wheels do now. Our smaller wheels are now brought up close, so that the load is somewhat more upon them than it would be with a larger rear wheel. This is decidedly correct, though I expect severe criticism for saying so.

DISTRIBUTION OF LOAD.

A recent writer in the *Cyclist* gives some excellent remarks upon the subject of distribution of load. This is in reference to the tricycle, but it applies as well to the bicycle. He says that the great fault in the modern machines is in the distribution of weight, altogether too much being put upon the driving wheel. No more should be put there than is absolutely necessary for adhesion. He asks, which is better, for a horse to carry two tons, or to draw it in a wagon? I will vary his illustration of the railroad, and say that a freight train runs into New York every two minutes in the day, drawing an average load of 700 tons, dead weight being included. What would be thought of the engineer who would, to avoid slipping the drivers, endeavor to carry all of the 700 tons' weight of his train upon the driving wheels? He would not succeed unless he increased enormuosly the power of his engine.

A little weight is sufficient for adhesion. Does a youth of 100 pounds' weight slip his wheel more than the man of 175 pounds? Certainly *not*.

In the "Indispensable Hand-Book" of 1878 is a queer looking bicycle called the "Sultan," and another very similar to it, the "Safety."

Their design was so awkward that they naturally died out before the quick advances of the Standard bicycle. They had long and awkward connecting rods, and awkward and unfavorable position of the rider in relation to his pedals and handle bar; but it is said of one by the inventor, that "it produces far less fatigue than any other machine," and of the other it is said that "it 's decidedly easier to work up a hill."

With such decided disadvantages as mark each of these machines, how can such statements come anywhere near the truth? Where is the point of superiority which overcomes the drawbacks? As near as I can measure the designs with a scale, *I cannot find even twenty-five per cent of the rider's weight on the driving wheel of either machine.* These statements may be exaggerated, but there is a foundation of truth in them. Of this I have been assured, in private letters from England.

Take another machine, the 'Xtraordinary Challenge. There we find a decided success on the road and cinder path. This machine constantly grows in favor. Young men who are bold riders, and fear neither headers nor any of the other vicious tricks of the ordinary bicycle, are often found to be stanch supporters of the 'Xtra. I know such among my acquaintances. Not long since quite a noted rider, whose name is well known on both sides of the Atlantic, had to lower his colors to a "child on a Camel," in hill climbing; and yet the said Camel has its awkward side levers, and in my opinion awkward steering, both of which should make it harder to propel than the ordinary machine.

Why is it not so? There is just one way, I think, to account for it; and yet, strange to say, the makers do not in their circulars or pamphlets ever refer to this point. It is that, with its ten inches rake, *the weight is much more removed from the driving wheel than on the ordinary bicycle.* Here theory clearly points out the truth, and experimental test confirms it.

Many a rider will exclaim against all this, and ask me, "Why do you, when running fast or climbing a stiff hill, or fighting against a head wind, lean forward and hug up to the head of your machine, till you sometimes wonder why you do not overbalance and get a cropper? Why do you then put all your weight upon the driving wheel?"

To which I respond that I certainly do it, but it is because I cannot help it. My pedals are in front of me, unfortunately, and not directly underneath: and in order to put my weight upon them, I get as nearly over them as possible. As was asked for the benefit of poor Antonio, to do a great right I do a little wrong, or, in this case, considerable wrong. When our inventors will give us such a machine as will permit us to load our weight upon the pedals, without increasing it upon the driving wheel, we shall very soon see the evil of the latter practice.

I do not propose to jump at reform in an hour or a day. Our seat on the bicycle of to-day is where it should be for this machine, and this machine is a model of beauty, and of efficiency too, within certain limits. But when we finally arrive at the highest efficiency for all kinds of work, it will involve, among other things, a proper distribution of weight.

The illustration of the locomotive is a forcible one, but still not fully illustrative of the subject. It has a thoroughly smooth track to run upon; and when the engine, which can haul one thousand tons on a track, becomes derailed, it can do but little more, on soft or rough ground, or over the cross-ties, than draw itself along. This is plainly for want of steam power enough to overcome the great adhesion or resistance of the bad ground, occasioned by the immense weight upon the drivers. Our bicycle on rough roads is like the locomotive off the rails.

I think we could get more of the teachings of analogy by studying steam road locomotives, but I have already drawn out the matter quite long enough.

THE demand for Sturmey's "Complete Guide to Bicycling" has been so active as to exhaust the entire stock imported and received two weeks ago. The "Indispensable" has also been in demand, as we have only a dozen copies left. The publishers have sent for a new supply of both books, and within two weeks from date will be ready to respond to all orders.

A BICYCLE TOUR OF ENGLAND.*

BY ALFRED D. CHANDLER.

III.

It will be remembered that at the end of the first part of our tour we were in London again, preparing to start off afresh. We arrived there on Friday evening, 29 August, and on Saturday afternoon following returned to Reading by rail, starting at once on our bicycles up the valley of the world-renowned Thames, then swollen by the heavy rains. Though ascending the valley, the grade was easy; still we rode along at our leisure, for the river views were too attractive to be passed with a mere glance. We dismounted occasionally; and in one place sauntered along the bank by a little inn, appreciating the full extent to which the people utilize the river, where boats of all kinds are kept in great numbers. Our ride was only fourteen miles before nightfall, but the weather was fine, and the short run protracted to enjoy the rural views. At tea-time we came to ancient Wallingford, in Berkshire, and stopped for the night at The Lamb.

The next day was clear and cool, and before night we had passed through a varied and instructive experience. After breakfast, riding on, we crossed the Thames at Shillingford bridge, entering Oxfordshire, when a fine run through Dorchester and Nuneham Courtney brought us to classical Oxford. In "Paterson's Roads" (which reached at least eighteen editions as far back as 1829, and which is still of value to the English tourist) I find at the conclusion of the account of Oxford this sentence: "Volumes written on this head would be unequal to do justice to the subject, and, in a few words, the powers of the pen are as inadequate to describe, as the creations of the pencil incompetent to delineate the resplendent beauties of the city of Oxford."

We stopped at the famous old Mitre Tavern, took lunch, and at once went on a tour of the town with a guide, who expressed his pride in the number of distinguished persons he had conducted through Oxford. I pass over details. We of course saw all that was open to us, including the several colleges, the gardens and grounds, the river, and the boat-houses. We hope, however, to visit Oxford again, and to study the city more thoroughly.

Of course on our route thence to the north we went to Woodstock, including Blenheim Park, the magnificent seat of the Duke of Marlborough, with its princely mansion, the gift of the nation to the Duke. Unfortunately the palace was not open to visitors on that day, and we lost the chance of seeing one of the most valuable collections of pictures in England. There were some fine specimens of the little Blenheim spaniel playing at the palace gate.

* Made in 1879, by the president, Alfred D. Chandler, and captain, John C. Sharp, Jr., of the Suffolk Bicycle Club, of Boston, Mass.

On approaching Woodstock we found the road very rough and fatiguing. I called for an explanation from some of the citizens, and asked why they allowed the road to remain in such a state. They admitted the bad condition of the roads in all directions from Woodstock, and said it was due to a difficulty in some of the local governing boards, and regretted our annoyance. The rough riding continued as we kept on through Oxfordshire, a county where I think we had harder work than in any other in England. We were on the highway to Banbury; and this I am sure of, — that in the summer of 1879 it was a very rough road to Banbury Cross. What with Oxford and Blenheim Park, and the bad road that day, we did not reach Banbury till after dark, and then stopped at The Red Lion.

In the morning we selected photographs, including some of the Banbury Cross — not the ancient one of nursery rhyme, which is destroyed, but the new one recently erected, and which, though fine, is small, and not to be compared, it seemed to me, with the grand old cross at Chichester, in Sussex.

When about a mile out of the town we overtook a pack of fox-hounds driven along the highway by the first and second whips, both mounted. The hounds obeyed the whips admirably, promptly moving from side to side of the road as directed. This was the second pack met, the first being in the South of England. The returns for 1877 showed in the United Kingdom about 340 packs of stag-hounds, fox-hounds, harriers, and beagles, having not far short of 10,000 couples. The expense of the hunting establishments is enormous, the stable being a far more onerous burden than that of a fashionable pack. The *Pall Mall Gazette* of 3 November, 1877, estimated the annual amount spent by the masters of hounds out of their own pockets, or out of the fund subscribed in the district for hunting establishments, including stables and kennels, at £547,000, or over $2,500,000 a year. To this is to be added the money spent by the people who hunt, from the owners of well-appointed studs to the modest proprietor of a steed called upon to do its three days' work in a fortnight.

The pack we overtook was at once ordered on to one side by the whips to let us pass, but I rode slowly behind a little while to watch the movements and discipline of the hounds. In this connection, it may be observed that I cannot recall an instance throughout our tour, where a dog of any kind gave us annoyance. Contrast this with bicycle riding in Massachusetts, where it is an art to know how to manage the various breeds, from a snapping mongrel to the more dangerous Newfoundland.

We now pressed on to enter Warwickshire, one of England's most charming counties; first riding along the ridge of Edge Hill, where Charles I. engaged in battle with the Earl of Essex in 1642, and where five thousand men are said to have been found dead in the field of battle. The descent down the hill on to the plain near Kineton was so steep that we had to dismount and hold our machines back with no small effort. It was one of the steepest hills on the highway that we met in England. Rapidly riding across Warwickshire, by the way of Kineton and Charlcote, we entered Stratford-upon-Avon about noon, and stopped at the Shakespeare Inn, which had by its door, on a well-painted sign, "Headquarters of the Bicycle Touring Club."

For a hundred and fifty miles or more, I had ridden my machine without having it washed, and as a consequence, it was in a shocking state, though in good running order. This had happened because, during the first week or more of our tour, when we scrupulously attended to the cleaning of the machines at an expense of a shilling a day for each, it either rained regularly the next morning, or the roads were so muddy that after a few minutes' use the machines were as dirty as before. At last I concluded not to have mine cleaned at all, whereupon fine weather set in, which, to our delight, continued all the way to Stratford; but as I rode over the bridge into that Shakespearian town, a little urchin actually cried out, "Just look at that bicycle, it is dirty *beyond description!*" That child's remark had its effect; and in spite of J.'s laughing protest, before another hour had passed, my machine was washed by the hostler at the inn, who called out as we entered the stable yard, "This way with yer 'oss, sir, 'ere 's a box stall for yer 'oss, sir."

It is said that more Americans make the pilgrimage to Stratford than any other people, and that they show more interest in the town and its associations. However this may be, we experienced the usual emotions and made the usual tour of the place, which, as a town, was by far the neatest and cleanest I had yet observed. We saw two other towns in England, and but two, noticeable for their neatness, — Leamington, also in Warwickshire, and Doncaster in Yorkshire.

From Stratford to Coventry, by Warwick and Kenilworth Castle, has been said to be the finest walk in England. We passed over the greater part of the way more than once. Leamington, England's fashionable Spa, is only two miles from Warwick. Thus, within a line of twenty miles up and down the valley of the Avon, are to be found what no traveller in England should neglect, — all the Shakespearian associations of Stratford, the extremely interesting studies of old Warwick and Kenilworth Castles, the comforts and repose of modern Leamington, and the churches as well as the important manufacturing interests of Coventry.

At Warwick we stopped at the Warwick Arms, and in the morning rode over to Kenilworth Castle, after which we made the short but pleasant run to Coventry, passing on the way great numbers of men and boys walking and riding to the Warwick races. We stopped at The Castle,

in Coventry, which is conveniently near the noble churches and other buildings of interest. My attention was called to the public library, but I was surprised to find, in this city of forty thousand inhabitants, a library inferior to some in New England towns of half or even a fourth that number of people. It brought to mind the speech of young Lord Hamilton on education, which we heard in the Commons in July, and which helped to impress the English people with the deficiencies and needs of popular education.

Now we were in the very home of bicycles. They were constantly seen in the streets, the bells attached giving notice of their approach. For bells, we used a small, neat affair, obtained in London, which jingled or not, as desired. This was necessary, for in some towns in England the local town councils make the use of bells compulsory; and not knowing how many such towns there were, we always let our bells ring while in town or city limits, and stopped the jingling when in the country. In this way we never had any trouble.

The bicycle manufacturers in Coventry were very obliging, and showed us through their works with pleasure. I mention particularly, Bayliss, Thomas & Co., Hillman & Herbert, Singer & Co., and the Coventry Machinist Company. To Americans, who do not know what an industry bicycle making now is, the extent of these manufactories is a revelation.

Tricycles, which are now called for more and more, were then attracting no little attention; and we were shown by each of two rival manufacturers, the tricycles they were privately making to be run in the fifty-mile road race out of London, and which I believe was won by Mr. Derkinderin, — a well-known rider, then with Hillman & Herbert. It was difficult to select from among these manufacturers; they were all worthy of patronage and had high reputations. I can myself vouch for the machines of at least three of them. Finally, J. concluded to order two 56-inch "Club" machines for home use, of the Coventry Machinist Company. For these he gave minute directions, which were carried out while we continued our tour; and on our way home from London to Liverpool, some time later, we stopped at Coventry, took a run out toward Kenilworth and back on the new machines, and then had them boxed for the voyage. The machines were the finest I have ever seen. Riding bicycles abroad does not make them free of duty at home; for the practice in United States custom-houses has of late been changed in this regard, and duties must be paid on bicycles whether they have been used or not. So when Mr. James Gordon Bennett brought home some vehicles used abroad by him, and which he supposed were thus free from duty, it seems that he was obliged to pay, because the old rule to the contrary had been abolished.

It was on one of our subsequent visits to Coventry that we sat down to a "commercial dinner" at The Castle. This, as explained by our host, was simply a dinner of commercial gentlemen, at about one o'clock, and of daily occurrence in England. There were, I believe, eight at the table where we were invited to sit. The dinner was substantial, though plain, — of fish, a roast, one or two vegetables, and a pudding or tart. The simplicity of the ordinary English fare is noticeable. There was, perhaps, a little insincerity on both sides when, after some experience in various counties of England, we would ask: "What can you give us for dinner?" and would be answered: "What would you like to have?" It was either beef or mutton, or mutton or beef, from one end of England to the other. Eggs, to be sure, were sometimes to be had, and occasionally fish, but the great variety to which Americans are accustomed is not ordinarily met with in England. I noticed this peculiarity in the bread: that in the southern half of the country the loaves were always circular, with a small twist or top-knot on the upper side; while in the northern half they were baked in the circular or rectangular form, without the upper story.

About noon of 3 September, a fine, clear day, we rode out of Coventry over the great highway toward Birmingham, and when eight miles off turned sharp to the north at the Stone Bridge, riding away toward Coleshill and Tamworth, stopping a few moments at the former for a glass of beer and a biscuit, and at the latter about two hours at The Castle Hotel, for a substantial dinner, when J. opened a bottle of champagne in honor of his brother's birthday. Our ride to Tamworth was at a very rapid rate, over a good road; and the run from there was through a level country to Burton-upon-Trent, in Staffordshire, where we arrived at 6 o'clock, and stopped at The Queens.

The entrance to the stable yards of public houses in England is often under an archway, over and on both sides of which the hotel is sometimes built. We rode under the archway at The Queens, as we supposed, and put our machines in charge of the hostler; but we were given such questionable apartments, and had such an unsatisfactory supper, that I was a little mortified, and strolled out to see where we were, when, to my amusement, I found we had entered the Saracen's Head instead of The Queens, — the two being side by side and the mistake easily made in the arch. In a few moments we were comfortably established at The Queens, whose landlord took us that evening to some amateur theatricals in a public hall, which were quite a novelty.

Mention of the "Saracen's Head" reminds me of the many odd names given to English inns. Much curious information is to be had in the large city and county directories found throughout England, and I usually examined the directory of each county we entered, for a better knowledge of the various sections. As to the names of inns, I had the curiosity to look through a long list of them in the Yorkshire directory, and jotted down as illustrations of English fancy in naming public-houses, the following: Cat i' th' Window (Halifax, Yorkshire); Flitch of Bacon; Jug; Hen and Chickens; Hole in the Wall; Hop Pole; Labour in Vain; Malt Shovel; Old Dusty Miller; One Tun; Ring of Bells; Shoulder of Mutton (common); Three Horseshoes. If there is anything in a name, which of these inns is the most suggestive of a good dinner, a carousal, or a sound night's rest?

Before leaving Burton, we of course visited the breweries where the renowned "India Pale" or "Bitter Beer" is manufactured, and which, it seems, owes its favor at home to an accident. It was first made about the year 1823 for the East, and for several years India was its only market. But a vessel carrying a number of hogsheads of India Pale was lost in the Channel; its cargo was sold; and in this way bitter beer first became known as a beverage in England, and so rapid was its popularity that since 1828 the pale-ale trade has taken the lead in Burton. The marvellous growth of the brewing trade has been more especially since 1862. At Burton nearly 3,000,000 barrels of ale, of 36 gallons each, are produced in a year, valued at $35,000,000. Bass & Co., and Allsopp & Sons, have the largest of the thirty breweries there. Bass & Co.'s business premises cover over 150 acres, with six miles of railway and six locomotives — their own exclusive property.

We were introduced by the attentive landlord of The Queens to one of the firm of Bass & Co., who kindly took us over the more interesting portion of their enormous breweries. Afterward we found our way into one of the vast receiving cellars or vaults, where an employé, appreciating our motives and coin, led us on through hidden recesses to a particular row of barrels, one of which he pierced with a gimlet, and drew into a tall beaker glass after glass of ale unsurpassed in quality and appearance. One learns here to appreciate all the more that in buying Bass's ale, care should be taken to find out *who bottled it.*

(To be continued.)

WHEEL CLUB DOINGS

The Waltham Bi. Club has adopted a new uniform, consisting of Canada-gray patrol jacket and knee-breeches, with stockings to match. The head covering has not been decided upon, but a very handsome badge has been designed and accepted.

Philadelphia Club Matters. — One of the late meetings of the Philadelphia Bi. Club was held at the new, cosey little home of the president, who from illness has been prevented from attending any of the club meetings for a long time. The attendance was a goodly one, and a great deal of important business was transacted, and that with the enthusiasm

and interest that become all riders who are in earnest. At this meeting Mr. John Fergusson was unanimously elected to fill the position of captain, made vacant by the resignation of Mr. Henry Longstreth, and Mr. John Gibson was appointed sub-captain in Mr. Fergusson's place. An opportunity was afforded the members of paying their respects to the good lady of the house, and of inspecting the many tasteful ornaments and attractions with which the little home is well supplied. Not the least interesting amongst these was the neat clock presented by the club as a wedding gift, and "Mrs. President" prizes this as an earnest of the kindly feelings and good wishes of Mr. P.'s fellow-wheelmen. The president's cosey, cheerful little study is most inviting, and I think would be just the place for him to get up a chatty letter to the WORLD; and if in need of inspiration, a glance into the yard at the "old stager" who is stabled there ought to be sufficient. Why not send a short history Mr. President, of your experiences as the pioneer here, and a log of the venerable "54"?

Some of the other clubs, I hear, take little interest in their meetings; and one, it is reported, has abandoned them for the winter. This may be only hearsay. It is only justice, however, to say that its members rank amongst the best "roadsters." At the last meeting of the first-mentioned club, the attendance was not as large as it should have been, considering the comfortable, cheerful quarters furnished, and the matters in hand. It was composed principally of the "old stand-bys," who always manage to spend a pleasant and interesting evening together, and who do not rush off as soon as adjournment is in order. Some of them say they will "hold the meetings if only three come"; but as they are generally sure of five times that number, they do not look for a three-cornered meeting very soon. They very wisely decided to have their annual club run early in the summer instead of late in the fall, as they are then likely to enjoy better weather and roads.

A MEETING of New York wheelmen was held at 791 5th avenue, Saturday evening, 15 January, 1881. In the absence of Captain Munroe, who was to take the chair, the place was filled by President Bates, of the Col. College Club, Mr. Thomas Brown,. Jr., of the Mercury Bi. Club, acting as secretary. A letter was read from Mr. Wilcox, of the Brooklyn Bi. Club, the gist of which was that the commissioners be reasoned with quietly, and if they still persisted in keeping bicyclers from using the Park drives, to then make a test case of the matter in the courts. The meeting resulted in a committee of six being formed to wait on the commissioners and request the use of the Park drives from 90th to 110th streets; also of the Riverside drive. Capt. Monroe, who appeared later in the evening, was appointed chairman of the committee.

MR. FRED FARLEY, of the Short Hills Athletic Club, found a purse containing $150 in gold. No one has answered his advertisement for the owner, and he means to purchase a bicycle with the amount in the spring.

SIX of the Lenox Bi. Club played a game of polo on skates, against seven of the Red Caps, winning the game by 7 goals to the Red Caps' 5. Another game will be played next Saturday, at 3 P. M., at the Great Windsor Skating Rink, 56th street and 8th avenue.

KNICK O'BOCKER.

THE ROCKINGHAM BI. CLUB, of Portsmouth, N. H., has taken a decided stand. This is from one of their members:—

Editor Bicycling World:— Our club is doing pretty well with the "stand-still," for four out of our eight can do it. We have secured a hall, and are keeping up practice and starting others on the "uneven tenor of their way,"— to quote from "Madeline,"— that they may finally claim the proud title of bicycler. We are all devoted to wheeling, are working for the success of our club, and will probably double our membership in the spring.

We have many pleasant places to visit in the summer within a short distance. The Hotel Wentworth, at Newcastle, 2 1-2 miles (J. Braham's orchestra concerts every afternoon last summer); Rye Beach, 7 miles; Little Boar's Head, 9 miles; Great Boar's Head, and Hampton Beach, 11 miles; Exeter, 15 miles, where the Phillips Exeter Academy boys have a club of twenty-four members; Dover, 11 miles; and York Beach. 10 miles. There are good gravel roads to all these places, with the exception of the one to York Beach, which is cut up and made very dusty by the many stage-coaches which run in connection with the trains from this city to the beach houses.

We had many pleasant rides with visiting wheelmen last season, and shall be pleased to see more next season, and will give all a cordial welcome. WATCH.

WHEELING NEAR MONTREAL.—*Editor Bicycling World:*— The Montreal Bicycle Club turned out 43 times during the season of 1880, and covered a total distance of 500 miles. Thirty-nine fixtures were cancelled by that objectionable individual, "the clerk of the weather." The total attendance was 170, making an average of 4 to each meet. The largest attendance was 8, and the smallest 2; the largest possible 16. The following is a list of the names of those who attended the rides most frequently, with their number and mileage:—

H. S. Tibbs,	38	rides,	462 miles.
A. T. Lane,	27	"	285 "
C. J. Sidney,	21	"	309 "
C. A. Whitham,	20	"	251 "
I. D. Miller,	18	"	190 "

Of these and others several rode daily to and from business, and in addition covered considerable ground apart from the club. The first two each scored over 1000 miles. The longest club rides were, 1 July, 32 miles, 5 members attended; 31 July, 36 miles, 4 members attended, and I (D'Israeli the "Club Dog") covered the whole distance "like a man." The only races here were held under the auspices of the Montreal Lacrosse Club, and have already been recorded in your columns. The first was on 5 June, a two-mile handicap; first prize, G. M. Smith (1 minute, 45 seconds start). For second prize, H. S. Tibbs (scratch) and A. T. Lane (1 minute start) raced subsequently (there having been a mistake in scoring the laps), and A. T. Lane won easily. The second was for the championship of Canada on 2 October, 3 miles, when Mr. L. H. Johnson showed us all a clean back wheel, and H. S. Tibbs came in a bad second for a good medal.

This year we hope to have a race meeting of our own, on a track on which Mr. Johnson has passed a 3-minute verdict; and we hope to see him and a good many more of our American cousins on that occasion. We have determined, in order to encourage a better attendance at club runs, to give a prize for the largest mileage, and another for best attendance at morning practice; also to establish a club championship medal (1 mile) for monthly competition, on the above-mentioned track (Blue Bonnets).

We are in treaty with the executive of the Montreal Lacrosse and Snow-Shoe Clubs' Gymnasium for the use of their club-rooms and grounds, having been fully convinced by the "Bossachusetts" of the necessity of a club-room.

I am glad to have this opportunity of adding my mite to the burden of well-earned praise your paper has lately received; and am sure that I echo the sentiments of a large number of your subscribers, when I say, that the more practical information about bicycles in general, and the various makes in particular, you give, the more valuable the WORLD will become.

I have been looking anxiously for a report of the proceedings at the last Directors' meeting of L. A. W., but suppose it has been crowded out; and I do want to see the "cut" of that badge. We have not put our wheels away for the winter, but have experimented with a "runner" on the back wheel (which saves considerable jolting), and have done some short distances with the thermometer at 10° below zero. We have not yet had our usual January thaw, so that the roads are still a little soft: but soon I expect we shall turn out every Saturday afternoon and astonish the natives.

Caninely yours,

THE CLUB DAWG.

MONTREAL, 20 January, 1880.

THE Massachusetts Club dinner served at the Bossachusetts headquarters, Tuesday evening, 1 February, was a success; but the lateness of the hour prevented us from publishing a complete report. Our next issue will contain a full account, and in the issue following that we will have a report of the Boston Club dinner.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours. meets and runs, target competitions, sylvan shoots, hunting, personal items. inventions, manufacture, opinions. humors ranges, paths, routes, and incidents, the best things from other journals, foreign notes,— and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 4 FEBRUARY, 1881.

TARGET VALUATIONS.

IT is curious to note how seriously and earnestly an intelligent man will bestir himself in behalf of a favorite hobby. no matter how absurd that hobby may be. It is perhaps almost as weak a thing to combat publicly such a hobby of another, as to seemingly support it by silence. However, when friends are being led astray by the advocates of a false measure, it is pardonable to interfere; and I shall once more give my own ideas upon the question now being agitated, as to the propriety of changing the values of the several colors of our archery targets. It may sound harshly in the ears of the advocates of the "Creedmoor system" to say that *there has never been, and cannot possibly be offered* a single argument, however slight, in favor of the 1, 2, 3, 4, 5 system of counting! Such a statement, however, is strictly true. To put it a trifle less abstractly, I will say that if any gentleman will go out with an honest scorer and have him, on a full-sized cheap paper face, score accurately the position of each hit made, I will prove to him that out of *fifty* scores thus honestly recorded there will not be *one* in which the old system will be as far from the real truth as the new! I have used up forty-three paper faces in experiment, and in *every instance* the advantage of honesty remained with the old system. I knew before I made the experiments, however, that there could possibly be but one result at any range ordinarily shot. In order to furnish a basis of argument, I will lay down five propositions which I know to be true, both in theory and practice. and I will then offer the proof of each:—

1. It is impossible to have a target which is a "fair" one, either in theory or practice, and peculiarly so if it is graduated in rings of the width given in ours.

2. If such a target could be fair for *one particular distance*, it would be unfair for all other distances.

3. If fair for one grade of skill in archery, it would be unfair for all other grades.

4. The 1, 2, 3, 4, 5 system is about the *worst* imaginable.

5. The old system is about the *best* imaginable.

Now, as to the first proposition. To prove this proposition, we might cite enough examples to fill this entire paper; a few will suffice for the intelligent archer. Suppose three gentlemen are shooting three arrows each at 60 yards. One scores three reds, almost touching the under margin of the gold; scoring 21 points. The second gets two golds, one on the extreme right just breaking the line, and one on the upper left margin, and his third arrow cuts the outer line of the blue; scoring 23 points. The third strikes one arrow in the centre of the gold, the second in the centre of the red, and the third upon the extreme inner edge of the blue; scoring 21 points. Now, by actual measurement, the three arrows of No. 1 average about 4.8 inches from the centre of the gold; the arrows of No. 2, by the same measurement, average about 7.8 inches from the centre; and those of No. 3 average about 2.3 inches. So that No. 3, who really shot worst of any, gets an average by *string measure* more than three times as high as No. 2, and twice as high as No. 1. This shows how grossly unfair string measure would be, both in theory and practice. It is true that No. 1 beats No. 2 by string measure, but he is beaten by our valuations two points in 23, and by the new system he would be beaten one point in 13. By our valuations, No. 3, who shot worst of the three, gets equal points with No. 1, and two points less than No. 2. By the new system, No. 3 would get just the same as No. 1.

This proves that the string measure would sometimes be outrageously unfair. By comparing the two systems of valuation throughout all the variations of the three scores given, there is little advantage in either. But I shall only discuss one proposition at a time.

It will appear from the example above given that our present valuation is unfair; for the man who scored the three reds at the margin of the gold was far the best archer of the three, and yet obtained two points less than No. 3. By the same example, the new system is shown to be unfair, because the best shot obtained a score less by one point in 13 than his less accurate adversary. From the nature of our nerves, our muscles, and our minds, conjoined to the variableness of wind and light, and the impossibility of making a *perfect* arrow or bow, it is *impossible* for an archer to ever attain *accuracy* in hitting. He can only *approximate*. The best archer is not the one who oftenest hits the centre of the gold, but the one who most regularly hits near that spot.

He would be a marvellous shot indeed who could always strike the target at 100 yards; and yet in a given score he might get very few golds, and no centre hit, while a mere muff might, with one tenth of the score, obtain a perfect pin-hole gold. Mr. Ford, with his matchless public record of 1251 at the Double York Round, only obtained twenty-eight golds, while the writer once recorded thirty-two golds. Did I beat Ford? The very thought provokes a smile! So it appears that he who strikes the gold most frequently is not the best archer. Suppose we have a target without rings: we have seen that string measure is unfair, and it would not do to use it, for the *misses* could not be measured. Mr. Brownell once advocated the honesty of the string measurement, and advised measuring each miss as a *certain number of inches outside of the target!*

Suppose one archer's misses really average within six inches of the edge of the target, and another's average ten feet wide, what would be the fairness of such a system?

But suppose we have a target without rings, and only use *hits* as the criterion of excellence; in such a case, shooting at 60 yards, two archers might tie on 24 straight hits, while one would almost double the other in real merit, and for this reason it has always been found that it is unfair to give the highest prizes for most hits. A hundred valid reasons might be added to show the truth of proposition No. 1, and I shall pass to No. 2.

Why is a target fair for *one* distance not fair for *all* distances? A moment's thought will show a multitude of reasons.

Take the new system of values, and suppose two archers shoot three arrows each at 100 yards. No. 1 makes three hits, getting a gold, a black, and a white; No. 2 gets three hits,—a black and two whites. Now there is very little advantage in point of *real merit* in the two performances, because neither of the archers could possibly tell, when aiming, whether they were aiming properly for the gold or for the white. Being each very fine archers, they were able to get their aim *near* the right point, and to loose *nearly* right, and thus to keep their arrows within the small circle of the target so far away, and one did about as well as the other. Yet one scored almost three times as well as the other. Was he three times as fine an archer? By string measure one would average about 14 inches, and the other about 22 inches from the centre, or less than 100.

Now let us go up to 60 yards, and suppose at this range the two archers should score just as above given. The one who only obtained three. whites

would be considered an extremely poor shot, while the other, who averaged equal to 104 points with 24 arrows, would be considered a fair archer.

Let us put a stronger case and take the new system of scoring. Suppose two archers shoot 100 arrows each at 30 yards, and one has become so perfect as to be able to keep within the gold; the other about such an archer as the writer, who with practice at that range might be able to keep within the red. By the new system, one would score 500 points, the other 400, the higher score being only one fifth better than the lower. Will any archer doubt but that such a run of 100 golds would be ten times as fine a score as the other? A muff on such a target would score 400 points, because he would get some golds as well as some blues and blacks. Of course, such a target is too coarsely graduated for 30 yards, and experiment shows that for the average archer, say one who scores 250 points at the single York Round, the graduation is nearly right for 60 yards. For the archer who scores 400 at the York Round the graduation is about right at 75 to 85 yards. It is no doubt unprofitable to say anything more upon this proposition, as I think every one will see the truth without argument.

The third proposition is proved by the facts of the last statement; for by enlarging upon it we find that the archer who could always hit the gold at 30 yards would always tie with another of the same grade, and neither could ever win, so the graduation would be a foolish one for archers of such a grade. To the class of archers who could average their hits in the red ring, the graduation would also be unfair at 30 yards, because the gold would not sufficiently exceed the red in value. The perfect *theory* as to the proper valuation of the colors would of course be *according to the area of each color*.

As the areas of the colors on the regulation target are as follows:—

Gold = 72 square inches.
Red = 217 square inches.
Blue = 362 square inches.
Black = 506 square inches.
White = 651 square inches.

Therefore it would follow that the valuation of each color should be about thus: Gold = 9; Red = 3; Blue = 1.8; Black = 1.3; White = 1.

Now, even if this theory were as perfect in practice, it would be cumbersome scoring. But in practice it would be as far from the truth as the present system, for the clumsy fellow who sent two arrows 20 feet wide of the target, and luckily got one in the gold, would gain as much as the fine archer who put all three of his hits in the red. If one were depending upon *chance alone*, by shooting his arrows aimlessly in the general direction of the target, then the target should be graduated so as to give the colors an *area valuation*.

Now as to the fourth proposition, to the effect that the 1, 2, 3, 4, 5 system of scoring is about the worst imaginable, let us see some of the proofs: First, the greatest evil of the old system comes in here in an exaggerated form; that is, *the greater proportionate advantage given to the red ring*. Under the old system, while the red ring in area bore the proportion to the whole area of the target of about 12 to 100, yet the archer generally obtained about half his entire score at 60 yards in this color, and fully one third even at 100 yards. Yet this evil is vastly aggravated in the new; for whereas, in the old system the red bore the proportion of 7 to 25, in the new system the proportion would be as 4 to 15; each red is raised 5-28 of a point in proportion to the whole valuation.

Take the score of the American champion, Mr. L. L. Peddinghaus, at Buffalo, and by the new system it would be as follows:—

Golds, 10 . . . . . 50 points.
Reds, 35 . . . . . 140 "
Blues, blacks and whites . . 243 "
Total . . . . . 433 "

The red furnishes practically one third of the score, and nearly three times as much as the gold. Mr. Brownell himself at the same meeting, on the first day, at the York Round, obtained 56 points from the red, and nothing from the gold. He scored 168 points at the round, getting precisely one third of his score in the red ring! Yet he thinks this ring should be given greater advantages! Is it the old rule of "You scratch my back and I 'll scratch your back"? But this red ring has been the friend of others beside Mr. Brownell.

At the same meeting, on the first day, Mr. Granger Smith scored 216 points, 112 of which he owed to his hits in the red! Think of an area of 217 square inches out of 1,809, yielding more than half the score! By all means such a fruitful field should be enlarged. My friend Smith should push for the new system. The champion on the second day scored 360 points, and received 133 of these points from the red! Do I hear a faint hurrah for the new system from my conqueror at Buffalo? If he had been acting under the proposed *improved* system, he would have beaten me worse; for whereas I scored 162 points from golds, and 203 points from reds, he obtained only 90 points from golds, and 245 from reds. If his reds had the additional 6-28 of a point, he would have gained so much as not to have required his last arrow to win! Surely, it would be hard to find a worse system. The system of values according to *areas* works very nearly right at the ranges of the York Round, when shot as a whole; but is not right for 60 yards when shot alone.

Now as to the assertion that the old system is about the best imaginable.

The first proof is that it has worked satisfactorily for more than one hundred years. The second is that most archers who care to shoot in a match usually shoot at as long a range as 60 yards, and as the valuation (except the red ring) is about right for 75 yards, it is *nearly* so from 60 to 100.

Although the archer gets too much score in the red ring, yet *he should* get more in that ring than any other, for this reason: it being impossible to hold steadily, and the archer being able only to keep his arrows in a close circle about the gold, he *actually hits each square inch* of the red oftener than any other part of the target, at all ranges above 60 yards. So, while the red now really has too great a value, the excess is not so much as the score would indicate.

The greatest reason for maintaining the time-honored system of scoring is that it holds the annals of archery. Archery is an ancient game, and a great part of its attractiveness is because of the honor lent it by its age. Like a castle or a title, it gathers grandeur from years agone. Of course it is easy to formulate a rule by which a score of one system can be instantly converted into its equivalent in the other. From the very nature of the relation that the numbers 1, 2, 3, 4, 5, and 1, 3, 5, 7, and 9, bear to each other, if the *hits* and *score* of the old system be added together, and divided by two, the result will be the equivalent score in the new system, no matter how the score may have been made. Thus in the score given, 23–131, by adding hits and score together we have 154. One half of this is 77, which is the score by the new system. Or say we have the score recorded thus in the old system: 9-5-3, 7-7-7, 5-1-9, 5-7-3, 9-5-7, 5-5-5, 7-1-0, 5-9-7 = 23–133.

By the new system this would be thus: 5-3-2, 4-4-4, 3-1-5, 3-4-2, 5-3-4, 3-3-3, 4-1-0, 3-5-4 = 78. Or 23 + 133 = 156 ÷ 2 = 78.

I wonder that our friends of the new system have not examined this relation of the two series of numbers, with the times the numbers are used. But the opposition that I give to the innovation is not on account of the slight trouble necessary to interchange the values, but from the "confusion of tongues" necessarily following.

If there was an emergency, a pressing need for the new system, I would at once give in my adhesion but as the new system is much worse than the old, and no change is needed, I feel that the clamor for a change is a very foolish thing, however honestly made.

Just by way of conclusion I wish to call attention to the sentence in Mr. Brownell's late letter, in which he says: "Several of the archers here (California) were quite amused at a portion of Mr. Thompson's report of the Thanksgiving match in the last issue of the ARCHERY FIELD (24 December) received here. After his comparison by points, by which he shows himself beaten by some five archers having smaller scores, he says: 'Of course such a system would no. be a good one.' If Mr. Thompson thinks so, why will he not drop the point system, and follow the example of the Pacific Coast archers, and adopt the 1 to 5 values?"

Now Mr. Brownell should remember that I have *never* advocated a system of counting by *points* as a fair one. I acquiesced in the English system, *so far as the medal is concerned*, only because it was so warmly urged upon me by Messrs. Caron, Weston, and other good archers and true, and because I thought that thus the medal would more likely pass from hand to hand, and because archers succeeding at only one range might gain some points toward the medal. The fact is, that where so many as 288 arrows are shot, the element of accident is measurably eliminated, and *score* should win.

So far as taking such a system of points as that of one point for hits and one for score, in each lot of twenty-four arrows at 60 yards, and two points for gross hits and two for gross score, I trust it would find no advocate among intelligent archers. I only used it in connection with the Thanksgiving-day scores to illustrate the *general* and *regular* superiority of Mr. Havens over the field. In order to get so many points he had to surpass the *entire field* at almost every stage. But I am not caring to defend myself. If the genial face of my friend Al. Havens, that looks down upon me from its frame upon the wall as I write, wrinkled into a smile because of anything in my letter, or if my friend Brownell joined in at my expense, I have not written wholly in vain. Now let us ask the old question, *Cui bono?* No *archer* surely cares a jot whether in the valuation of the target his brother archer may by accident gain a temporary advantage over him or not! If I thought a brother archer felt so toward me, I would never shoot at a target with him. I have always found archers generous and honest in the pastime, always insisting upon their adversary scoring the higher color when there was any sort of doubt, and always refusing to so allow their own arrows to count in doubtful cases! It is a *manly* sport. Who cares for the few accidental victories of his weaker brother? Who is going to go over his old scores and blame his *target* for his defeat?

WILL H. THOMPSON

PERSONAL

IT is with regret that we announce the death of Ethel, the elder daughter of Mr. Charles E. Pratt. Mr. Pratt has been in Washington for some time, in attendance upon his sick child, and from the anxiety he has from time to time shown, it may be inferred that the little girl's illness was severe. The kind-hearted League President has always shown so ready a sympathy for others, that this visitation upon him will awaken a responsive feeling in the hearts of his many friends here, and in the hearts of wheelmen all over the country, who have known him personally.

THE ARCHERY FIELD has, of necessity, been deprived of the customary editorials in the last two numbers, but the department will be edited as usual in our next number.

THE LEAGUE MEET.

Ed. Bicycling World:— I wish to make a suggestion, which I hope you will not consign to your waste-basket. Be kind enough to make an exception for this once, and break the rule which I realize you have made in regard to my productions. By the way, how much is manuscript paper worth a pound? If enough to make it an object, I will hand my literary efforts to the rag-man myself, and not deputize you longer.

Your correspondent "Knick O'Bocker," to whom all readers of your paper must feel indebted, says in his last letter, that "in various interviews with prominent lights of New York clubs, they say that they will not visit Washington if the League decides on that city for the next meet." This seems to me to manifest a very porcine in the horse-feed receptacle sort of feeling, and I see with regret such a sentiment finding life and expression so early in the existence of the organization. It is too much to hope that an association of this size could live without rivalries and jealousy, but I did hope that we could have one anniversary without these feelings coming prominently to the front. I realize that my opinions or wishes do not amount to much, for I am a very small, wee, little light, and only glimmer a little occasionally.

My suggestion is that if Washington is decided upon, we have a meet in New York upon the following day. Of course this would not be an official meet of the American League, but I cannot see why there should not be as many bicyclers present as at Washington, and this is, I think, the principal point. Again: we should have the advantage of the notice given of our movements by the Washington correspondents of the metropolitan papers, and there could be no doubt in regard to the authenticity of any notice given of our New York meet. The additional expense may be considered an argument against my idea, but this in reality would be but trifling I am only adding twenty-four hours to the trip for the New England men, who must pass and repass. New York and Western men can, by joining forces, make about the same railway rate to New York *via* Washington that they can to Washington and return direct, they having the advantage of competing lines. Philadelphia and Baltimore would be obliged to dip into each pocket, but they are public-spirited, and would undoubtedly rejoice at the opportunity thus given them to show their manly forms to the denizens of the two great cities in the same week. I will volunteer now to take care of Clarke, of Baltimore, while in Washington I tried to in Newport, but business and the side room were too much for me. She was the prettiest girl in town, too, and that moonlight from the cliff walk was simply entrancing.

Personally I am in favor of New York, and hope the decision will be in its favor, because I can borrow the money to get there much more easily than I could a larger sum; but shall go to Washington, notwithstanding my preference for the city of rings (it is so near the city of churches, you know), even if I have to allow my father's brother to retain my linen duster with the sealskin collar, which I have used for an ulster this winter.

Dedicating this idea to the before-mentioned lights, I remain,

Suggestively yours,

COURT.

MR. BATES SENDS HIS REGRETS.

N. T. KIDDER: *Dear Sir,*— I have to thank the Boston Bicycle Club, through you, for their kindness in inviting me to attend their annual dinner, which is to occur Feb. 7, and to request you to convey to the club my regrets that I shall be unable to attend.

The truth is, I have been convinced, both by memory and mathematical calculation, that there are no such things as bicycles, anyhow. Now, while the deep snow would render bicycle navigation impossible, even if I should allow that there are, or ever were, any such things, I have been remembering and calculating; and I think I can expose the strange delusion.

I remember that I began riding on a Pope 48-inch wheel. I remember the first time I navigated it. Possibly this climate, where we are sometimes deceived by mirage, may account for some things I remember to have observed; and possibly things are different in Boston. But I remember that before I had ridden half a block on that machine, it became unmistakably ten feet high, if it was an inch; and I dropped down in the road, utterly astonished, and took out of the inside pocket of my vest a voucher from Pope, certifying that it was only a 48-inch high wheel and read it over to make sure. Then, after a good deal of effort, and some very natural suspicions, I mounted again; when, lo! the first time I struck a slightly rough place in the street, that wheel became at the very least 15 feet high! Sir, it stands to reason that a sober middle-aged man, of sound judgment and known sanity, could n't possibly be so greatly misled in so simple a matter by a mere mirage. It is much more reasonable to believe that there is n't and never was any such machine.

I remember further, while I was learning to ride, suddenly observing a brick lying in the street. Now, a brick is a common object,—a very plain object. A sane, sober, middle-aged gentleman, of sound judgment, everybody will admit, could not possibly be mistaken about the general appearance and proper dimensions of a brick; yet I solemnly assure you that that brick made a wall about two feet high, which so nearly blocked the entire width of the street — 30 feet from curb to curb—that it was with the utmost difficulty that I found room to pass it with a wheel which Pope certifies is only one inch wide. Mirage will not account for such a phenomenon. As Bob Ingersoll says, "it won't do"; it is

much more sensible to believe that there never was any such machine.

Once more: I remember the first hill I rode down with feet over the handles. That hill is about 20 feet high and 100 feet long. I have walked over it and rode over it in carriages many times. I can obtain the city surveyor's certificate, if required. Well, sir, when I reached the brow of that hill, going fairly, and put my legs over the handles, as sure as I am a worm of the dust and a traveller with a through ticket in this vale of tears, that hill suddenly became a mountain, about a mile and a half long and not less thon 1,200 feet high. (If you require an affidavit, send nine postage stamps for notary's fee and postage.) I am willing to leave it to any intelligent audience if it is reasonable to believe there is, or ever was, in reality a machine capable of suddenly changing the face of the earth in that miraculous style. "It won't do."

Sir, I could relate many more experiences from memory, all confirmatory of the theory that there is no such machine, and that those who believe there is, are afflicted by a strange delusion. But enough of memory. Memory is so fallible that I mistrusted it myself. Therefore I applied to mathematics — the exact science which cannot be mistaken. Figures cannot lie, and figures prove conclusively that there can be no such thing as a bicycle.

Thus, a man who rides a bicycle 20 years, you will readily admit, will get not less than 1,320 falls. If he rides a 48 or 50 inch wheel, he will fall a distance of a mile or more! It is evidently entirely ridiculous to assert that a man can be 20 years falling a mile, or that a fall of a mile would not mash to a jelly the strongest man that ever breathed. It is also absurd to suppose that a man can fall a mile off a wheel that is only 4 feet high. You see "it won't do."

Again: My house and my office are a mile and a half apart, on a north-and-south line. I ride the distance six times each day, — nine miles a day. Suppose I do this only 333 days each year, it makes over 3,000 miles a year, or 30,000 miles north and 30,000 miles south, in 20 years. Now look at a map of the world, and you will see that it is utterly impossible for anybody to go 30,000 miles south or 30,000 miles north, starting in Detroit. I say nothing about what Boston riders can do, because I don't live there; but no man can ride 30,000 miles south or 30,000 miles north from Detroit on any kind of machine, and it is preposterous to pretend that he can. No sane person will set up any such pretence. "It won't do."

If a man rides an average of two hours a day for 20 years, then he rides more than one year and nine months. Now, it is physically possible to ride — as they do in the annual English championship long-distance races — for one week, but it is nonsense to talk of a man's riding a year and nine months! "It won't do."

For these reasons you will have to excuse me, as I have proved that there is n't any such machine. Of course I cannot consistently countenance the delusion that there is, by attending a dinner in its honor, especially when the dinner itself is so many hundreds of miles distant as to suggest serious doubts whether there is any such dinner, — whether that, also, is not a delusion.

But if there really is any such miraculous machine, I have no doubt that the Boston Club will furnish a miraculous dinner in its honor; and in the name of Michigan wheelmen I send you sincere fraternal greeting. All bicycle spokes in this country centre in Boston. We are the tire, you the hub, and when the Boston Club puts its feet to the pedals, the wheel moves all over the country.

Fraternally yours,
L. J. BATES,
President Detroit Bicycle Club.

DETROIT, 22 January, 1881.

A NEW ERA.

I HAVE the pleasure of announcing an action on the part of the city council of Chicago that will have quite an important bearing on the question of bicycling.

The matter of street-car accommodations in Chicago has in the past been scarcely abreast of the times. Reason for this state of things has been the lack of competition. In each division of the city a company has had the exclusive monopoly, and every effort to overcome this has been futile. The South-Side Company are now disposed to try something new in the way of propulsion for their cars, and to this end have obtained from the city council permission to put the innovation into practical effect. The plan proposed is now in successful operation in San Francisco, and consists of an endless cable running over a drum operated by five-hundred-horse-power engines located at both ends of the line. The cable is laid beneath the ground midway between the rails; and directly above it, through the entire length of the line, there is a narrow opening, through which a traction clamp clasps or lets go of the cable at will; and while the cars go up one way, they come down the other by attachment to the same cable.

This is in brief a description of the new system by which we are to be transported about the city in future, and I regard it of some significance to bicyclers in the fact that it is doing away, to a great extent, with horses. Mechanical writers and theorists have repeatedly urged that the horse is one of the connecting links between the present age of progress and that of ancient barbarism. Of course I do not take this extreme view of the case, but I do think that if people could only give up their idea that horse-flesh was absolutely indispensable to business, the field of invention for a mechanical substitute would be wider, and a greater stimulus offered for bringing out something that would be far superior as a motive power. As a means of intramural transportation there is certainly a great need for this substitute: horses block the passages and streets that are needed for other purposes; they are uncleanly, and are positively dangerous in a crowded thoroughfare. In saying this I do not at all disparage the splendid beast, for no one thinks more of the horse than I; but like everything else, it has its place, and while I do not question its utility as a beast of burden, I think it can be improved upon. You will never see a man with a particle of mechanical taste who will find fault with the bicycle for frightening horses. He knows too well the relation which one bears to the other; but people generally have based their standard on the horse as the only means for getting over the ground, and everything that interferes with this idea is immediately condemned. It is fortunate that this class of old fogies are not in the majority, or invention, science, and progress generally would receive a check. The great bulk of population of a city are dependent upon street cars as a means of getting to and from business. All classes of opinion are here represented, and when they are daily brought into contact with a means of locomotion that surpasses the old way in speed, comfort, and everything else that is essential to despatch of business and general utility, I think the spirit of prejudice will be turned aside, and a more liberal feeling inaugurated toward inventions of an anti-equine nature, and the bicycle will be the first to have a share in the benefits of a new era of thought.

STENO.

CHICAGO, 7 January, 1881

MR. COTTRELL AND THE B. T. C.

Editor Bicycling World: — Allow me to express my deep regret that the bright and vivacious pages of the BICYCLING WORLD should have been sullied by the communication signed "Stanley I. A. Cottrell," which appeared (in No. 7), under the heading "Notes from Abroad." The "maker-up" has surely made a mistake; its place was in the column denoted "Personal," for it imputes the most unworthy motives to some of the most earnest workers in our world of wheels.

Whether your correspondent displays *good* taste in reopening a subject with such evident animus in an American paper, after it had already been fully considered and commented upon by English journals, I leave for the consideration of your readers. The value of his statements may be inferred from the fact that the annual he mentions is actually "compiled" and published by Mr. Welford, THE SECRETARY OF THE B. T. C., and is edited by Mr. H. T. Round, whom he so grossly libels by his insinuations. However, this is not the first time that Mr. C. has given vent to his feelings, or in his own polite words, "scrawled to a paper" *re* B. T. C. affairs; and I beg to add the summing up of the whole matter by an able and impartial writer; viz., the editor of the *Bicycling News*: —

"We have in one part of the official organ of the club, a gentleman stating that the last annual meeting was 'a farce,' while in another periodical, the ex-president [*i. e.*, Mr. Cottrell, H. B., Jr.] published the very silliest letter which has appeared upon the subject. . . . If the statements of the malcontents be true, and the dissatisfied men are gentlemen who have had no interests to serve other than those of bicycling, the last general meeting of the Touring Club was so complete a farce as to be an insult to the common-sense of a large and influential body of riders, and such men as Hillier, Round, and others may be relied upon to originate or support no mere cliquish opposition. . . . There is doubtless much reform needed in the club; but as we have already intimated, a lot of earnest members on the one hand arguing for club improvement through the press, while on the other hand there comes from an ex-officer an audacious, flippant, and partially intelligible rejoinder, will neither improve the prospects of the club, the position of the intelligently earnest officers, nor the large influential and dissatisfied body of members."

This leader appeared Nov. 12; since then the council have considered and put forward a scheme which will no doubt meet with the approbation of all. The "bird gentlemen" are, and always have been, both in their writings and actions, ardent supporters of the B. T. C., but they certainly did oppose (and that successfully) the proposition of the council at the last general meeting, — proposed rule, No. 23: "The president and three of the vice-presidents *shall be chosen by the council, and shall hold office for life*, or until resignation." Mr. Cottrell was *then* president. Comment is needless.

H. BLACKWELL, JR.,
Bicycle Touring Club.

6 DECEMBER, 1881.

THE LEAGUE BADGES

ARE OUT. Treasurer Willoughby has a limited supply of the silver ones ready for delivery. Early orders will receive prompt attention, when accompanied by $2.00 and the league number. The nickelled badges will come later.

The silver badges are *solid coin silver*, not silver-plate. It was never intended to have them any larger than as shown in the cut, but by a mistake the first die was made too large, and a new one had to be made, which has met with all sorts of misfortunes and delays.

It will be remembered that the badges remain the property of the League, the $2.00 for the silver and $1.00 for the nickel badges being a deposit for their safe keeping. Each badge will bear the number of the wearer in the centre of the handle bar.

Deposits should be sent to Hugh L. Willoughby, Treas. L. A. W., No. 538 N. Broadway, Saratoga Springs, N. Y.

A. S. PARSONS,
Cor. Sec. L. A. W.

L. A. W

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

ESSEX BI CLUB, of Newark, N. J.: C. J. Wood, Jersey City; G. P. C. Smillie, Plainfield, N. J., and the following from Newark: H. C. Douglas, Pennington street; Howard Judson, 13 Tichenor street; Austin Booth, 517 Washington street; Louis Pennington, 2 W. Park street; Frederick Adams, 755 Broad street; Harry M. Darcy, 1098 Broad street; E. R. Bellman, 584 High street.

MOHAWK BI. CLUB, of Schenectady, N. Y.: E. Nott Schermerhorn; Samuel R. James; Lee W. Case; Emmett O'Neill.

MARLBORO' BI CLUB additional: Geo. E. Whittaker, and Harvey Smith, both of Hudson, Mass.

CRESCENT BI. CLUB, additional: R. C. Goodwin, 19 Union Park, Boston.

UNATTACHED: Geo. W. Bowers, Hillsboro', Ohio; Charles P. Hurd, Medina, N. Y.; John V. Barross, Utica, N. Y.

CORRECTIONS. — Wm. Weightman Walker, 301 W. 4th street, Williamsport, Pa. The names of Henry S. Harris, of Boston, and Wm. Weightman Walker, of Williamsport, Pa., published 21 January, under Mass. Bi. Club, should have been labelled "*Unattached.*"

MORE ABOUT CEMENT FOR TIRES.

Editor Bicycling World: — I have noticed, of late, many complaints in the WORLD against cemented tires and cement in general. Let me give my experience. After I had thoroughly mastered my wheel, I took the tire off, filled up the bare spots in the felloe with the common cement used by the Pope Manufacturing Company, and put the tire on again; then, taking a small alcohol lamp, I heated the felloe underneath until the cement could be seen on the sides, stopping at each spoke to bind the tire down firmly to the felloe, and taking a half-hitch on the spoke. It took me five hours to do the job nicely; but when it was done it *was* done for good. I rode for six months, — three, in summer, over stones, sand, gravel, cobble-stone roads: and in winter over ice-frozen roads and through snow and slush: but that tire never started a hair's breadth, and when at last I had to take it off for repairs on the spokes, I could only get it off by melting the cement. I tried pulling it with pincers, but the rubber would part company with itself before it would with the cement. Afterwards I fixed two other wheels in the same way with equal success. An automatic blow-pipe will work faster than the alcohol lamp.

LITTLE 'UN.

BICYCLES FOR BUSINESS.

Editor Bicycling World: — Have read with interest and hearty approval a letter in your No. 8, by A. S. Parsons, on the use of the bicycle for business purposes. While I would not attempt to teach or advise any one on the subject, I would like to give, as our Methodist brethren say, "my experience." I became a happy wheelman in June, 1879, and in the eighteen succeeding months, saved by the use of the wheel — where without it I would have had to patronize railroad cars — something over seventy dollars. My riding has been done principally between residence and place of business, — three miles apart; and as in fine weather, two round trips per day is the rule, the wheel is bound to pay for itself. Ordinary cold or snow has no effect on its running, but a pouring rain or frozen slush drives it from the streets. As it was intended for work as well as pleasure, I had all painted black, except cranks and head, which has saved me an additional seventy dollars in elbow-grease, or say seventy cents, this being a difficult matter to figure out. Aside from this painting I have not expended a dollar for repairs, and altogether my D. H. F. Challenge has done excellently well, which is why I read the aforementioned letter with interest and hearty approval.

Respectfully, T. L. OWEN.

PITTSBURG, PA., HAZELWOOD, 20 January, 1881.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.

OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.

BILLINGS & SPENCER CO.

WEED SEWING MACHINE CO.

NEW HAVEN.

AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.

JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.

CUNNINGHAM & CO.
6 and 8 Berkeley Street.

C. R. PERCIVAL,
96 Worcester Street.

THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.

W. E. NORRIS.

NEW YORK.

NEW YORK.

WM. M. WRIGHT,
160 Fulton Street.

SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.

GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.

H. B. HART,
813 Arch Street.

PITTSBURG.

COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

GOY, UNIVERSAL BICYCLE & TRICYCLE AGENT & ATHLETIC OUTFITTER,

Begs to notify that he has taken and fitted up the new LARGE PREMISES adjoining his own, viz.:—

22 LEADENHALL STREET

—AS—

BICYCLE,
TRICYCLE,
AND ATHLETIC

SHOW ROOMS,

WHICH ARE

NOW OPEN.

HIS PREMISES

21 & 22 Leadenhall St., 54 Lime St.,

With the New Addition, will now form the

LARGEST BICYCLE AND TRICYCLE

SHOW ROOMS IN LONDON,

And are the only ones where EVERY MAKE of BICYCLE and TRICYCLE can be tried and compared and purchased

ON GOY'S NEW PLAN.

EUROPEAN AGENT FOR

The Bicycling World and Archery Field.

LYRA BICYCLICA:

Forty Poets on the Wheel.

By J. G. DALTON.

Sent by mail, postpaid, for **60** cents.
Address, E. C. HODGES & CO.,
40 Water St., Boston, Mass.

N. B. Trade supplied at usual discount.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best group bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1880.

BY HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, **50** cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

Brentano's Monthly,

"THE GENTLEMAN'S MAGAZINE OF AMERICA."

Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.

Send 10 cents for Sample Copy.

Brentano's Monthly and the Bicycling World, together,— $6.00 a year.

WILLIAM M. WRIGHT,

P. O. BOX 1227.



No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.

BICYCLES

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. · *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T. and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

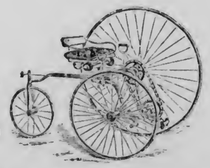
BICYCLE EMPORIUM RIDING SCHOOL



1783 WASHINGTON, COR. NORTHAMPTON STREET - - BOSTON.

THE LARGEST RIDING SCHOOL IN THE STATE.

Open from 8 A. M. till 9 P. M., Sundays included.



CHARLES R. PERCIVAL,

—‖ IMPORTER ‖—

Bicycle and Tricycle Agent for all Makes of English and American Machines.

The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

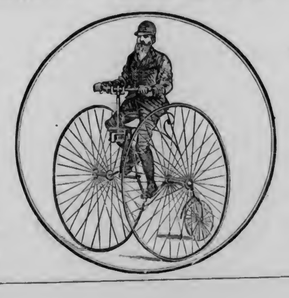
NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

— AND —

TYLER'S PAT. RUBBER HANDLES.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

NOW READY!

Handsome and Convenient

FILES,

BICYCLING WORLD AND ARCHERY FIELD,

PRICE, ONE DOLLAR.

BOUND VOLUMES FOR 1879-80

NOW ON HAND.

PRICE - THREE DOLLARS.

E. C. HODGES & CO. - - 40 Water Street, Boston.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 14.

CHARLES E. PRATT, LOUIS HARRISON, } Editors. BOSTON, 11 FEBRUARY, 1881. Entered at the Post Office as second-class mail matter.

VOL. II] CONTENTS [No. 14

Currente Calamo	209
Editorial—Bicycling World	211
The Expense of Bicycling	211
A Few Hints on Training. H. L. Cortis	211
Grenadine Speaks	213
Wheel Club Doings	213
Glances Abroad	215
The English Tourists	216
Editorial—Archery Field	217
The Lack of Genuine Enthusiasm among Archers	217
Skill or Chance	217
Rawhide Bows	218
The League Meet	218
The Bicycle Touring Club	219
Notes from Foreign Journals	220
Icycling in Wisconsin	220
Tricycling on Ice	220
A Tour in Devonshire	221

E. C. HODGES & CO., *Publishers*, OFFICE, 40 WATER STREET . . . BOSTON, MASS.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

SPECIAL NOTICE.

THE COPARTNERSHIP heretofore existing under the firm name of GEO. R. BIDWELL & CO. is this day dissolved by mutual consent.

GEO. R. BIDWELL.

JAN. 21, 1881. C. A. SCHLADERMUNDT.

CURRENTE CALAMO

No.

IT is not true.

IT is a venomous, maleficent, uncompassionate, bowelless slander.

JUVENIS *has not* eloped with Jennie.

ICYCLERS enjoy this weather. The ice is abundant and the cyclers more than ready to improve every opportunity to ride.

A HEADER on the ice ought to greatly enlarge a man's bump of benevolence; but strange to say, it tends rather to enlarge his vocabulary, and give his language terseness, forcible directness, and a wonderful strength of expression.

MR. THURBUR, of Providence, rode to Rocky Point, fifteen miles, on the ice, and found it exceptionally fine riding all the way. Mr. Jo. Dean, of Boston, took a spin out upon the ice, covering the south part of Boston harbor, and adds his approval of icycling to the "list."

MR. CHANDLER'S interesting account of "A Bicycle Tour of England" will be concluded in our next issue, and will contain some unusually valuable and entertaining matter. The map illustrating the route of the tourists will be republished in conjunction with it.

THE BOSTON CLUB annual election of officers was held at Young's Hotel, after which the club sat down to a bountiful repast. It was the third annual dinner of the oldest and most honored bicycle club in America, but it was the first annual quenching of thirst for the reporter, hence a full account need not be expected until *he* is thoroughly sobered.

WE reprint in this issue an article on training, by Mr. H. L. Cortis, recently published in *The Cyclist*. To those who contemplate making their début upon the racing path this season, the suggestions offered by this veteran will be of considerable value. The article is characterized by moderation, good sense, and strict attention to the essential points in diet and muscular training. Coming as it does from one whose deeds would support almost any assertion he chose to make, it is surprising that there is such an utter lack in it of pretension and authoritative tone. There is nothing in it that is not sanctioned by practical experience.

THE man who for three weeks has tiptoed along the street with downcast eyes, modestly searching for a bare spot on the pavement, or a friendly handful of ashes, now struts with proud forgetfulness of his former self, or stops at a street crossing, breaths a sigh of grateful relief, and then springs lightly upon a little compact island of trodden snow. His gratitude that the cold has gone and that spring will soon be here is sweet to contemplate just at that moment when the insidious island of trodden snow parts in the middle and lets him down into a foot and a half of slush and water.

PROVIDENCE seems to favor the city so named, as it not only has a magnificent roller-skating rink, but a bicycle rink as well. The latter has been established by Mr. Handy, at the corner of Broad and Eddy Streets, and here, gazed at by lovely girls in the gallery (there is a gallery) and undisturbed by posts, the bicyclers spin the happy hours away for the small sum of fifty cents a week.

A CORRESPONDENT in Germany says that the bicycle moves slowly in popular favor there. This may be accounted for by the small encouragement a bicycler receives from the cobble-stone streets in the large cities, or by the proverbial Teutonic indisposition to adopt anything new of foreign origin. It is safe, however, to predict that the German fondness for athletic exercises will develop a liking for bicycle riding, and that the scientific construction of the "wheel" will appeal to the national taste for elegances in mechanical art.

WE are pleased to receive every sort of communication upon a topic of such widespread interest as the location of the League meet; but the mere expression of personal prejudice is not enough to make any article on the subject of general in-

terest. Correspondents should, as far as possible, take into consideration the interests of bicyclers in general, the convenience of the greatest number, and the influence of the meet in promoting the advancement of bicycling. Personal and local considerations should have as little weight with them as they will with the League directors.

THE publishers regret exceedingly that they are unable to supply promptly the demand for bound volumes of the BICYCLING WORLD AND ARCHERY FIELD, the "Complete Guide to Bicycling," by Henry Sturmey, and the "Indispensable." We will soon have a limited number of bound copies of Vol II.; and as the importation orders have been doubled within a few days, we hope to respond more readily in the future.

So far as roads are concerned, France is certainly one of the leading nations in the world. Since 1868 we have spent 586,000,000 francs for repairs and construction. We have actually more than 400,000 kilomètres of finished roads, and nearly 150,000 kilomètres of lanes that it is deemed well to finish in order to have the system complete. One can get an idea of the importance of our road service when it is known that a regular army of 5,000 road surveyors — not counting the engineers — and 50,000 laborers is constantly employed. — *Le Sport Vélocipédique.*

NOTICE TO CORRESPONDENTS.

ALL COMMUNICATIONS INTENDED TO REACH THE EDITOR'S ATTENTION SHOULD HEREAFTER BE ADDRESSED TO LOUIS HARRISON, EDITOR BICYCLING WORLD. BUSINESS LETTERS TO E. C. HODGES & CO.

THE BICYCLING WORLD AND ARCHERY FIELD MAY BE HAD OF:—
THE AMERICAN NEWS COMPANY,
39 Chambers street, New York,
THE NEW ENGLAND NEWS COMPANY,
Franklin street, Boston,
Will supply agents, newsdealers, and all othe s who desire the paper in quantities, at the regular trade rates.
It may also be found on sale at
BRENTANO'S EMPORIUM,
39 Union square, New York;
WILLIAM M. WRIGHT,
160 Fulton street, New York;
WILLIAM M. WRIGHT,
791 Fifth avenue, New York;
E. J. WARING,
Fifth avenue and Smithfield street, Pittsburg;
H. B. HART,
813 Arch street, Philadelphia;
THE POPE MANUFACTURING COMPANY,
597 Washington street, Boston;
C. R. PERCIVAL,
96 Worcester street, Boston;
CUNNINGHAM & CO.,
6 & 8 Berkeley street, Boston;
AND AT THE WORLD OFFICE,
40 Water street, Boston.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

ENGLISH BICYCLES & TRICYCLES.
LANE BROTHERS, Liverpool, Eng.
BICYCLE DEALERS,
Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to
A. T. LANE, P. O. Box 1196,
MONTREAL.

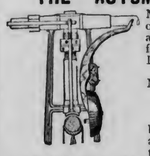
I have a few of BICYCLES my very nice BICYCLES

for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.

A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

THEORY AND PRACTICE OF ARCHERY.
BY HORACE FORD.
Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.
PRICE - - - - - $1.50.
E. C. HODGES & CO.,
40 Water Street, Boston.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."
A few copies at BICYCLING WORLD office.
Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,
By CHARLES E. PRATT.
New and Enlarged Edition for 1880.
276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.
THE TRADE SUPPLIED AT WHOLESALE RATES.
FOR SALE BY E. C. HODGES & CO.

TO BE HAD,
Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., @	$0.30
STURMEY'S "INDISPENSABLE," @	$0.50
THE AMERICAN BICYCLER (2d edition), @	$0.60
LYRA BICYCLICA, @	$0.60
THE AMERICAN BICYCLING JOURNAL (bound), @	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @	$1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth	$1.00

The Trade Supplied at Wholesale Rates.
Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

THE VELOCIPEDE.
ITS HISTORY, VARIETIES, AND PRACTICE. With illustrations. New York. Published by Hurd & Houghton, 1869. A few copies of this vivaciously written book of 107 pages, by Dr. J. T. Goddard, are for sale at 25 cents; sent postpaid at 30 cents.
E. C. HODGES & CO.,
40 Water Street, Boston, Mass

THE AMERICAN BICYCLING JOURNAL.
Only a few complete copies of this first record of Bicycling in this country now to be had, full of valuable instruction and racy reading. In a short time they will be unobtainable. We have had them bound, with index prepared expressly, and will send them to any address on receipt of Price, $1.00 a Copy, postpaid.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 11 FEBRUARY, 1881.

THE EXPENSE OF BICYCLING, the topic most thought of and least talked of, is in reality the chiefest obstacle in the way of its rapid development in public favor. Non-riders are apt to look at the outlay of money for a bicycle as a total loss, as they fail to consider the compensation of pleasure, the economy of time and labor, and the compound interest of health. And they are apt to underestimate its pecuniary value because they cannot understand the difficulties of mechanical construction in the machine. Their estimate of its value depends in most cases upon some preconceived ideal, —anything from a horse to a wheelbarrow, — with which they compare it; and if it falls short in this test, they do not think it worthy of any other. Whenever a man can be led to comprehend that the worth of a bicycle depends not upon its practicability for road travel, its strengthening and invigorating qualities, or its inexhaustible fund of pleasure, — not upon any of these alone, but upon all of them, — that it combines within itself a variety and abundance of such resource nowhere else to be found, its true worth will dawn upon him.

The annual expense of bicycle clubs is hardly of sufficient magnitude to deserve mention, and is amusingly small when contrasted with the anxiety concerning it shown by some of the unattached. Four dollars a year has been the annual assessment in three of the best known and best regulated clubs in the League, and this has been sufficient to meet all expenses and leave a handsome bonus in the treasuries.

There is no difficulty financially in maintaining a club, however small, as good organism and a companionable feeling are the prime essentials, and these draw less upon a man's purse than upon his good nature and good sense. Compared with the large annual outlay made by other forms of social clubs, the expense of bicycling organizations is at the bottom; and yet when the returns for the respective expenditures are compared, the bicyclers have the upper hand. As the needs of a club grow, as there is a growing demand for greater conveniences and better accommodations, the assessments will also grow; hence it will not be surprising if, before another year, some of the strong, well-established clubs raise considerably their initiatory and their annual fees.

A FEW HINTS ON TRAINING.

BY H. L. CORTIS.

As I have frequently been asked to give a few hints on training, and as you, Mr. Editor, now repeat that request, I venture, in view of the approaching season, which, ere very many weeks have passed over our heads, we shall be able to call "the coming racing season," to offer a few remarks on the above subject. But first I must warn your readers that I do not propose to weary them with an elaborate dissertation on athletic training generally, introducing a carefully compiled diet table, with their solid food religiously weighed to a scruple, and their liquids ladled out grudgingly by the teaspoon, and their days mapped out precisely into separate portions which are, as it were, labelled,—Sleep, Business, Training, Grub, etc. All this has been carefully considered so many times in the various hand-books, that I could offer them nothing new, but rather should be boring them with worn-out details; and if they are desirous of learning these minutiæ, I can only refer them to the very excellent articles on "Training," which appeared in the *Sportsman* early this year. What I propose to do is, as the heading of this article puts forth, rather to give them a few "hints," derived from my own personal experience, and from that of various authorities in the racing world.

In the first place, I would advise the would-be racer to make himself positively certain, by consulting his medical man, that he is not physically unfit for severe and prolonged muscular exertion. Many a man, with some constitutional weakness of which he and all his friends are entirely ignorant, and which judicious exercise would tend to alleviate, if not altogether remove, may do himself a permanent injury by frequently undergoing severe physical strain, that a timely warning would have prevented. Again, I would most strongly deprecate the custom, which I am sorry to see is fast gaining ground, of youths of comparatively speaking tender age entering constantly for races. I feel perfectly convinced that no one under eighteen, at least, should think of doing so.

1st. As to a few things to be avoided.

One often meets riders who seem to have the impression that a man may have lived anyhow for most years of his life, only taking part in the usual outdoor exercises, and then if he wants to get into condition for racing, that all he has to do is to turn up every night at the running grounds for about three weeks, and then he imagines that he will be "perfectly fit." I have seen such a man go through the following performance: he will race madly round the course for a few laps until he is completely winded, and then he will, by dint of sheer gameness, struggle on for ten or fifteen or possibly more miles, till he is completely exhausted, and he goes back to the dressing-room looking more like a boiled owl than a rational human being. After having partially recovered, he consoles himself with the reflection, "Never mind, it's all good for training; of course I must feel done at first," and hobbles home, to come down a night or two after and repeat his heroic, though slightly insane performance. This goes on for about three weeks, and then comes the eventful race, generally a club one for the first time. Ten to one our earnest tyro has "finished his preparation" by a few extra miles on Friday, and wonders, when he wakes up Saturday morning, why he feels so jaded and out of sorts. However, he turns up at the meeting, manfully determined to do his best, and is horror-struck at being beaten easily by a man, whom, a week or two back, "he could have waltzed away from." In addition to this, he has possibly got some dear friends to admire his prowess from the pavilion, and the disappointment may perchance disgust him with racing forever, and even with riding at all for a time. This is not a highly colored, overdrawn picture, as many of your readers, racing men in particular, will be able to bear me out. In opposition to this youth, we have the example of one who really possesses a fine turn of speed, and who, finding to his great joy that he can beat a friend of his, a well-known racing man, in a sharp burst of two or three hundred yards, enters for a race. He repudiates any suggestion as to practising, with the utmost scorn; and having heartily enjoyed his dinner an hour or so

before the race, with an extra slice of pudding, appears on the track, somewhere near the limit, looking very jolly and confident. Bang goes the pistol, and away goes our friend, overhauling what few there may be in front of him in the first hundred yards, and looking for a short time as if he were about to overlap the scratch man. But suddenly, "a change comes o'er the spirit of his dream." Without any apparent cause our friend slows down to nothing in the next hundred yards, and is passed by everybody; then, utterly done up, he either tumbles off or just manages to scramble down gently and crawls off to the dressing-room; here he is either fortunate enough to be sick, or is attacked with a violent fit of coughing and retching that is infinitely worse. Having partially recovered in an hour or two, he goes home a sadder and disheartened, if not a wiser man. Here are the two extremes, representing men who, by the exercise of a little judicious forethought and properly regulated work, would have become ardent votaries and perchance first-rate representatives of the racing clique.

Of course the varying physique of each man must be taken into consideration; but speaking generally, I think the following will be found as good a plan as any for getting into thorough condition: I would commence as early in the year as possible — say the middle of March, if at all favorable weather — by taking frequent road rides, gradually increasing pace and distance, on a machine of the same make, and resembling as nearly as possible, in height and build, the one he intends racing on. *A most important point is to have the throw of the crank exactly the same on both roadster and racer*, as the feet are thereby accustomed to work in one circle, and follow round the treadle more accurately, and are much less likely to slip off the pedal when going at full speed. One word about the length of crank: every racing man has his peculiar notions, the general predilection being in favor of a short throw; but for myself, I prefer to have it as long as possible, without giving the feet any tendency to fly off the pedals and causing the wheel to wabble unduly when spurting at topmost speed. I don't think it should ever be less than 4 3-4 for a 56-inch machine, and a shade longer for anything higher. Most men are unable to get away much during the week; for them a fairly long ride on Saturday afternoon is advisable; they should manage it so as to arrive home pretty well tired, but by no means exhausted. Under the first circumstances, they will tumble into bed, and at once into a sound and refreshing sleep; whereas if they have unduly prolonged the spin so as to become worn out, they will seek their pillows only to toss about wearily, courting sleep in vain, or dozing off when nearly time to rise again. A short, sharp run, three or four evenings a week, can generally be managed by most men; and these, in conjunction with a long ride on Saturday, and if not too scrupulous, on Sunday, are amply sufficient. It is not a bad plan to bang up a few hills as hard as possible, as it improves the muscles considerably. Six weeks of this preliminary training will bring our novice to somewhere about the month of May, with muscles hardened, and those specially used in cycling accustomed to the exercise. For the first spin or two on the track, our friend will probably feel rather disgusted at finding that he can hardly go a quarter of a mile at full speed, without being obliged to ease up, feeling very "done." This is owing to the fact of his lungs being, as it were, untrained, and unable to supply the requisite amount of *air;* for you must remember that all his preliminary work has been strengthening to one set of muscles, and he has hardly done anything calculated to "touch up his wind." He will find that this feeling of being "blown" is only temporary, and quickly wears off, and that every time he practises he can go farther than before, after his lungs become used to the strain put upon them. After a couple of weeks or so of work on the track, he will be able to arrive at some conclusion as to what time he can do a mile in (I select this distance as being the most usual one for racing). For convenience' sake, we will imagine that he can do it, with a flying start, in 3m. 8s., which is an average of 47s. for each quarter-mile; we will also suppose that he can do one single quarter in 44s. Now, he should not run his mile, as nine men out of ten do, somewhat after this style: first quarter, 45s.; second quarter, 46s.; third quarter, 48s., and then he is only just able to struggle home, the last in 49s., completely run out, and though he may have obtained a commanding lead, and look all over a winner, yet he will come back at a marvellous rate in the last quarter, and after being flattered with what seemed to be certain success, he will suffer the disappointment of being beaten on the post.

I often think of the words of a friend, whom I have to thank for many a useful hint on training, and than whom a better road rider never existed. I refer to the well-known "Harry," the whilom Surrey B. C. champion. We had been rushing up sundry hills, and though to this fact his words referred, yet the moral is even more applicable to racing. "Look here, Tortoise, you should always keep a little bit up your sleeve till you get near the top, and when you feel quite certain that you can stay all the way up, you should let that little bit out, but" (and here was the pith of his speech) "not before you are certain of being able to get *all* the way up." He certainly had the art of hill riding to perfection, and the tip he gave me on that occasion proved afterwards very useful. Deducing the moral from this, our friend should endeavor to run his mile somewhat after this fashion: first quarter, 49s.; second, 48s.; third, 47s.; and finish the last, with a rush, in 44s. By saving himself in this manner, he will be able, if not to overhaul those in front, yet to make a gallant fight with, and possibly beat off any back-mark men who may have caught him up. Of course this is not a hard and fast rule to be blindly followed in every race, as the advantages of sticking to a man are well known to every racer; but it will be found a good plan to practise in training. As regards distance to be run each night, that must be left for every man to decide according to his own physique; but as a general rule, short bursts of a lap or two, in company with other, and when possible better men, is the best way to improve in speed for mile racing. For longer distances it is best to keep up a steady, regular pace, endeavoring to do each mile in as nearly as possible the same time. The main principles to bear in mind are: —

1. *Constant, well-regulated* practice.
2. *Frequent* races. The more races that a man runs (of course avoiding the opposite extreme of getting stale) the more experience does he gain; his powers are drawn out to the utmost, and his judgment of pace improved. How often do we see a well-known man, out of form at the beginning of the season, improving rapidly, and getting back his old speed in each fresh race that he enters for!
3. *Moderately careful diet.* The chief point being moderation in all things, taking care to eat and drink plenty, at the same time avoiding any excess. Odd liquors up, at various times of the day, should be religiously abstained from, and beer (if drunk at all) only at dinner time. As to quantity and kind of work to be done, take the advice of the ground men where you train, as from their extensive experience they are best able to judge whether you are overdoing it or not. With the hope that I have not worn out the patience of your readers, I must beg them to excuse any errors of judgment I may have made, and the egotistical character of this article, on the ground that I have simply advised them from personal experiences, and told them what proved most serviceable in my own case. I shall be fully content if any new additions to the racing path derive benefit from my somewhat too lengthy remarks.

GRENADINE SPEAKS.

Dear Mr. Editor: — At the risk of making a bad matter worse, I have resolved to submit my plea through your columns, believing that your well-known tender heart will not refuse me this favor. Owing to my tardiness in sending my subscription, I was not apprised of my calamity so early as I might have been. But I was not destined to remain in blissful ignorance many days, for numerous and cutting were the flings I suddenly became the object of.

No doubt it is still a matter of surprise to you that the true inwardness of Madeline's story should have reached a "gossiping public" almost simultaneously with its publication, when the usual means of concealment were resorted to. And I feel sure that the lady herself had not the slightest fear of a *denouement* so unfortunate. But in spite of ingenious alterations in names and places, the exposure was as prompt as it was complete.

Trust the —— Club to ferret out a mystery concerning a fellow member, the more if a spice of scandal attaches to it! A few broad hints sent me to the office of my friend who has generously given me the use of his WORLD, and I soon found enough instructive information to occupy my mind for quite a period. I must declare that I never felt less like subscribing than at that moment.

No wonder I hesitate to say anything in a matter so deeply personal to myself, and implicating a brace of very estimable lady acquaintances. But I cannot resist the impulse to set myself right in the eyes of my numerous friends, whom I can observe sneering at my downfall under good-natured smiles. Such a descent as I experienced some months ago was a luxury in comparison with this. Then it was only a curbstone of moderately unyielding consistency that benumbed my faculties for a few minutes; but heaven preserve me from another header upon the stony heart of any child of Eve! The blinding crash, followed by mental gropings 'mid dark abysses of despair, still haunts my thoughts. But the reaction proved an eye-opener indeed; and now, with the added disgrace of the finger of scorn levelled at me, life is become a burden.

I have been trying to explain to myself what induced Miss M. to break out in this manner, and so nearly succeed in ruining a useful and noble life like mine. It is hardly reasonable to believe that malevolence is at the bottom of it, for although her own part in the history is calculated to present her skill and address to advantage, yet she cannot escape the certain notoriety that accompanies judicious advertising. Is she ambitious to excel in the *finesse* of a love drama, champion-like treading on the prostrate victim of her arts? Or does the

> "Poor heart denied repose
> From smart of conscious wrong
> Unworthy deeds disclose,"

that she would fain hide from common gaze? I have almost convinced myself that the true solution of this unhappy mistake of hers is to be found in the inherent propensity of woman to "give herself away" unreservedly when acting under the strong influence of remorse or bitterness — or vain regret. I have been led to this conviction from a careful study of human nature in general, and notably through a critical review of the various occurrences of the past season, some of which have added materially to my experience.

Will the young lady deny — But I began with a resolution not to particularize, and will repress the impulse to lay before you facts that conclusively prove a deliberate scheme for my overthrow. A brief enumeration of these would acquit me before the world; but before resorting to mean retaliation, I can patiently submit to indignity. I honestly believe that no man was ever so consummately fooled as I have been, and it strikes me as a most unwarranted presumption to call the thing "justifiable." Justified by what? On what grounds does she defend such wanton disregard of a fellow-being's distress? Not, certainly, upon the little episode so feelingly narrated, where her friend denominated "Carrie" is presumably dying of a broken heart! That lady is at this writing engaged to marry the very man who was the immediate cause of those quarrels which separated us. "Carrie" countenanced his hostility to the bicycle, and even applauded his unfeeling jests at my expense. I only make this personal allusion to clear myself from a very unjust charge. It is obvious to you, Mr. Editor, that any serious project of a matrimonial character was out of the question. A future made wretched by the spectacle of a beloved bicycle, forlorn, neglected, and heaped with ignominy, is appalling. Can you wonder that all the lady's amiable and charming qualities were lost sight of beside this glaring defect?

Now, in forcible contrast, Miss Madeline's hearty interest appealed to my afflicted sensibilities. Her cordial manner, sensible deportment, and above all, her evident enthusiasm for bicycling, won my susceptible heart at once. Here was an affinity of natures, heaven-born to all appearance, and I lost no time in dutifully following up the intuition.

Never was mortal man so ignobly chastised! A thunderbolt from clear skies would be less startling to me than was the dispensation that has so darkened my lot. Then to add insult to injury by a detailed recital of the affair in a public journal!

Since the identity of the parties in the sketch is so generally known, I shall take the trouble to correct one of the numerous misstatements. I cannot let it go upon record that I *fell* off my wheel in dismounting. Seeing me stop suddenly (as I always make it a point to do in soft places), and throw myself over the handles while the machine gently fell over, she rashly concluded that the act was involuntary, my word to the contrary notwithstanding. *I* never fall, except in extreme cases. It was a characteristic thrust at a sensitive point of mine to disparage my *riding*, and I can more readily forgive all the rest than this enormity.

Mr. Editor, I have tried to confine my words to the bounds of calm reason, and think that I have disguised my indignation very well. I shall feel repaid for the pain I suffer in making this public if, besides vindicating myself, it affords a valuable lesson to unwary friends. Let me exhort every young bicycler to shun as he would a sand-hole all gushing young ladies who receive in "becoming *negligé*," and profess to admire the "little tin gods on wheels."

Thanking you in advance for your courtesy, believe me, sir,

Yours, faithfully,

A. GRENADINE.

WHEEL CLUB DOINGS

THE annual election of the Germantown Bi. Club was held on 21 January, resulting as follows: President, Dr. A. F. Mueller; vice-president, H. M. Sill; secretary and treasurer, D. Wistar; captain, W. H. Poley. Communications to this club hereafter will therefore be addressed to Dillwyn Wistar, Secretary Germantown Bi. Club, 233 North 10th street, Philadelphia, Pa.

AT the annual meeting of the Rochester Bicycle Club, held 2 February, 1881, the following officers were elected for six months: —

President, W. H. Reid; captain, W. R. Barnum; sub-captain, F. F. Chase; first guide, C. C. Zoller; second guide, W. Whittlesey; club committee, F. H. Wilkins, A. M. Bennett, C. F. Hovey, and F. B. Graves; secretary and treasurer, W. H. Learned, 147 State street, Rochester, N. Y.

THE following is the active membership of the Arlington Bicycle Club, of Washington, D. C.: —

E. B. Hay, president, 1343 F street, N. W.; Frank T. Rawlings, captain, 1525 Columbia street, N. W.; Howell Stewart, secretary and treasurer, 426 6th street, N. W.; Moore S. Fales, guide, 951 Massachusetts avenue, N. W.; Edward L. Dent, guide, Georgetown Heights, D. C.; M. C. Barnard, 503 D street, N. W.; J. B. Hotchkiss, Kendal Green, D. C.; H. C. McKenney, 229 E street, N. W.; Andrew C. Rawlings, 1533 6th street, N. W.; John T. Loomis, 125 East Capitol street; Philip E. Dodge, 111 1st street, N. E.; Edward L. Mellen, Georgetown College, D. C.; Robert F. Fleming, 1720 I street, N. W.; Frank Libbey, 1115 M street, N. W.; Walter D. Davidge, southeast cor. 17th and H streets, N. W.

WALTHAM BI. CLUB. — *Editor of the World:* — I see you have the logs of individual riders, so now let us hear from the clubs. Upon reading up the club "log-book" for last year, I find that we made a successful season for a new club. Early in the season runs were ordered for every Saturday evening, — weather permitting, — and were continued until late in the fall, with the following averages: —

Number of miles per run	9.23
Attendance per run	13.9
Longest run	14 miles.
Shortest run	4.5 miles.
Largest attendance	24
Smallest attendance	5

We were also represented in several races, and met with fair success, six of our men winning twelve prizes, — six first, five

second, and one third. The club has forty-two members, with a fair prospect of more in the spring. It has, I think, made a fair record during its one year of life, and hopes to do still better next year. Let us hear from the other clubs, and find out what club work was done last year. Yours very truly,

HENRY B. COLBY,
Secretary Waltham Bi. C.

WALTHAM, 1 January, 1881.

AT a large meeting of the Crescent Bi. Club, held 1 February, it was unanimously voted that the club favor New York as the next place of meeting of the L. A. W., and that the League officers be asked to appoint that place of meeting. As it would require an extra day from business, school, or other duties at home, were the meeting held in Washington, their delegation would necessarily be small; but should a place nearer home be chosen, they would undoubtedly turn out not less than two thirds their members. This is probably the case with nearly all New England clubs; and as bicycling centres here, there seem to be too few riders in the South to warrant the appointment of a city so remote from that centre. FRED. B. COCHRAN, *Pres't.*

THE activity of the Milwaukee Club foreshadows, we hope, an activity in bicycling matters all over the West. It is astonishing that men so fond of athletic sports as are Western men should be so slow in this most delightful one, and should be so outdone in every form of bicycle riding by Eastern men. We clip the following from the Milwaukee *Sentinel*: —

The Milwaukee Bicycle Club is preparing actively for the coming season. There are now thirty-four members, and new ones are joining at every meeting. The subject of procuring new uniforms is being agitated, as well as the putting of the old Chamber of Commerce in shape for a riding school. The club is at this early day considering the feasibility of conducting a "run" in the spring, as soon as the roads will be in condition for bicycle riding. The majority propose to have this particular meet as interesting and enjoyable an affair as it will be possible to make it, and intend to have it extend through Waukesha County, and especially to follow the roads that border the beautiful lakes clustering around Pewaukee, Delafield, Oconomowoc, and Summit. It occurred to them that a run on Decoration day to the places mentioned would be especially good, and they propose to discuss the important questions that would arise in connection with such a meeting with other bicycle clubs. In all probability the start will be made on the afternoon of May 28, ride to Waukesha and remain there for the night. The next morning an early start will be made, run to Delafield, from there around Nemabin Lake to Summit, where luncheon will be served, after which they proceed to Oconomowoc in time for supper and spend the evening there. Monday morning, Decoration day, the course will be shaped towards Pewaukee, and thence proceed to Milwaukee. A general invitation will be issued to prominent Eastern and Weestrn clubs, at least one hundred riders being expected. The membership of the club now includes the following gentlemen: F. G. Stark, A. S. Hibbard, C. Brown, W. Hathaway, C. I. Brigham, A. A. Hathaway, H. D. Nichols, H. C. Reed, W. A. Hemphill, D. G. Rogers, A. Meinecke, A. B. Lynde, Chas. Ilsley, Sam'l Ilsley, H. Rogers, W. Mariner, W. S. Pirie, Fred. Pierce, A. J. Beaumont, H. C. Haskins, A. Lindsey, H. O. Frank, L. M. Richardson, W. A. Friese, D. G. Rogers, Jr., W. Miller, Fr. Keene, Lem Ellsworth, A. Zinn, W. Storey, Dixon, W. J. Burke, A. Young, Rob. Tweedy.

THE CRESCENT CLUB.

THE following, a brief history of the club, was recently handed us by one of the members: —

Editor Bicycling World: — In the fall of 1879, several of our South End riders, feeling there was room and material for another bicycle club, created that organization then christened and since known as the Crescent Bicycle Club. The objects of the club, as with most similar bodies, were the promotion of the cause of bicycling, and the mutual benefit and pleasure of the members, and it would seem that it has succeeded in both in a very marked degree.

The club numbers now twenty-one riders, and since the start but three have chosen to resign, either from force of other engagements or lack of interest.

The first appearance as a club was made Thanksgiving day, 27 November, 1879, with the Boston and Massachusetts, a ride memorable for the rough roads encountered, a generally jolly time, and keen appetites for dinner.

The season of 1880 commenced while we were yet rather unpractised, on Fast day, 8 April, when the club rode out to dine in Dedham, lunching at Jamaica Plain on the way out, and returning through West Roxbury. On 8 May, a happy delegation of five rode down to Providence, where they were entertained by the local club, and came home, having made excellent time, and with recollections not soon to be forgotten. A full account of this run was given in a former number of the WORLD.

The seashore excursion, on 14 August, by the kindly aid of our friends, the Massachusetts, Stars, of Lynn, and others, proved a great success. The start was made from the Lynn depot with twenty, and the route lay through Swampscott, Phillips Beach, Clifton, to Marblehead Neck, and back to dinner at the Ocean House, Swampscott. In the afternoon about one half of the party enjoyed a run through the most beautiful parts of Nahant.

On 11 October was held the first annual dinner at the Brunswick, when the following officers were chosen for the ensuing year: President, F. B. Cochran; vice-president, Gardner E. Murphy; secretary, Herman H. Duker; treasurer, William C. Woodward; captain, A. B. Turner; lieutenants, F. B. Carpenter and W. W. Mandell; standing committee, F. B. Cochran, *ex officio*, Charles A. Harrington and G. W. Fuller.

Our last public appearance in 1880 was at the exhibition drill in the Technology Drill Hall, 26 November. The day was devoted by most of the members to the cause of bicycling and entertainment of the Providence Club, who sent a generous party to have a short spin with us and see our drill.

The roads were perfect, and the ride was much enjoyed by those who were fortunate enough to be free from business or other obligations.

The programme for the evening was as follows: Entrance of the club; drill by a squad of eight; fancy riding by members; and a slow race, for a medal, which was won by Mr. Harry Baldwin. The Germania Band furnished music, and at the close of the drill played some waltzes, which were much enjoyed by all, especially by those who found out the ease and freedom of dancing in bicycling costume.

A constant thoughtfulness for the best welfare of the club is shown by one and all, and our hope and aim is that it may grow in interest and members and well deserve the name of Crescent.

Officers. — Fred. B. Cochran, president; Gardner E. Murphy, vice-president; Herman H. Duker, secretary; William C. Woodward, treasurer; Albion B. Turner, captain; Fred. B. Carpenter, first lieutenant; William D. Mandell, second lieutenant; Harry W. Keyes, bugler.

Members. — A. H. Baldwin, G. P. Baldwin, George Blake, D. F. Boyden, F. B. Carpenter, F. B. Cochran, H. H. Duker, G. W. Fuller, R. C. Goodwin, C. A. Harrington, G. R. Howe, H. W. Keyes, P. T. Lowell, W. D. Mandell, G. E. Murphy, E. S. Robinson, H. P. Robinson, Frank Tenney, H. B. Torrey, A. B. Turner, W. C. Woodward.

MASSACHUSETTS BICYCLE CLUB.

THE annual dinner of the Massachusetts Bi. C. was held at the "Bossachusetts" headquarters on Tuesday evening, 1 February. A large number of the club members were present, and Messrs. Hodges, Weston, and Dean, the members of the Boston Club House committee, were present as guests.

The committee who had charge of the affair, Messrs. A. F. Webster, C. F. Joy, and William V. Burt, deserve considerable praise for the very creditable manner in which they executed the work assigned them to do; and the interest manifested by all in the proceedings at table indicated that their efforts were fully appreciated.

The hour before dinner was devoted to business. The annual election of officers was held, and the following officers were elected: —

President, A. S. Parsons; secretary, George Pope; treasurer, C. F. Joy; captain, E. W. Pope; first lieutenant, C. P. Shillaber; second lieutenant, W. S. Slocum; bugler, J. T. Dyer; executive committee, A. S. Parsons, George Pope, and E. W. Pope, by virtue of office, and Louis Harrison and G. E. Alden by ballot; clubhouse committee, C. P. Shillaber, Dr. H. A. Baker, and William V. Burt.

After the balloting for officers, the ever-interesting subject of uniform was discussed. This question was mostly settled at a previous meeting, but the matter of head-gear was still open to discussion; and after a few moments' consideration, a vote was called to see if the club would adopt a cap or helmet, — samples of each being exhibited, — and the house was found to be evenly divided. The vote of the president decided the matter in favor of the helmet. During the evening President Parsons read some "Massachusetts" statistics that were very instructive and amusing.

PRESIDENT PARSONS, having sent out blanks to each member, gave the club the result of his investigations as follows: —

"The Massachusetts Bicycle Club started in February, 1879, with thirteen members, of whom ten are with us still, and it has now thirty-eight active, and one honorary and honored member. Of these, eighteen are married and twenty single; but judging from information confidentially imparted, some of the latter are *contemplating matrimony*. For instance, one member, answering "No" to my inquiry, "Are you married?" fills out the blank to query, "Any girls?"—"Yes, *one*, but she is n't *my daughter!*" I hope, young men, that you can all say that you have one girl — and no more.

The Massachusetts Bi. Club is 1,100 years old. That is, the ages of its members amount to that. The average age is 29, — probably older than that of any other bicycle club in the United States. The oldest man is 39, the youngest 18. There are very nearly 6,000 pounds, or three tons, of Massachusetts Bi. Club. This, be it understood, *was* your aggregate weight before this supper; I have been in consultation with the caterer, and estimate the *present* weight of the club as considerably higher. The average M. B. C. man weighed, *before the supper*, 149 pounds; the heaviest, 200 pounds; the lightest, 125 pounds. The club is 227 feet high; the average Massachusetts Bi. Clubber measures five feet eight, the tallest is six feet, the shortest five feet three inches.

The club has fourteen children; five of these will ride bicycles, nine tricycles. Permit me to suggest that to make the club self-supporting, a larger proportion of boys *must be raised*. Ten of our members are fathers; but seven of these show traces of their old weakness, — fondness for girls, — and but three have had the future of the club sufficiently at heart to be the fathers of boys.

It is worthy of note, that the only presidents which the club has elected are each father of two boys, and those ambitious of this high honor must govern themselves accordingly.

The Massachusetts Bi. Club has ridden 19,475 miles in 1880, in the persons of the twenty-five members who report their miles run during the year, an average of 779 miles.

Sixteen of the club ride Columbias, twenty Harvards; but the Columbia (either Special or Standard) is the favorite machine of eleven, and the Harvard is the favorite of seven. The average-sized bicycle ridden would be 50½ inches. The highest is 56 inches (ridden by three members), the lowest 46.

Three members first rode in 1877; six in 1878; thirteen in 1879; and six in 1880.

We have three merchants, three manufacturers, three teachers, and three students. We have n't a physician (bicyclers don't need any — *professionally*), but have a dentist, a pharmacist, an editor, two lawyers, and a photographer, *all* "*of the best*" in their respective professions.

Those who think that bicycles are for *boys* simply, should know that over half of our members are, either professionally or in business, their own masters.

No club in the country surpasses us as to the high character of its members. No black sheep has been found in this flock; no man has left us that we were not sorry to have go; no man has been admitted whom we would not regret to lose. With envy for no other club, with good feeling for all, the Massachusetts has grown and prospered. May it continue to do so. Let us maintain this high standard of *character*, admitting no man whom we shall not always be glad *anywhere* to meet.

GLANCES ABROAD

THE *Wheelman's Year Book* has this to say upon the management of clubs: "Care should especially be taken that a club is not formed, as many are, simply to gratify the ambition of one or two individuals, who desire to hold office. Such an institution at the best can seldom be more than a small clique, and can never be expected to occupy a high position in the bicycling world.

"Important though it is that a club should be formed upon a sound basis, yet the good management thereof, when formed, is perhaps not less necessary, and this must rest upon the officers and committee. In order that they may do their duty to the satisfaction of the members and for the well-being of the club, they should, as far as possible, at general meetings as well as in other ways, consult the feelings and views of the whole body of members. The work and intentions of the committee should not always be kept entirely to themselves, as a discussion, when occasion offers, on any particular subject, may often tend to assist in coming to a satisfactory decision The committee should meet at least once a month, and oftener when important matters have to be arranged, such as a race meeting, a large meet, etc. Too much consideration cannot be paid to details in arranging or carrying out any special matter connected with the club; and although this may oftentimes in a great measure rest with the honorable secretary, yet the committee are, of course, responsible. The subject of club runs is one to which a committee must devote their most careful attention. It is in many instances looked upon as a matter of course, and a list of fixtures for the whole season is hurriedly put together. The runs should, if possible, be arranged one month only, or at most two months in advance; and then, in case of a run for any reason not being carried out, it can be easily included in a future list of fixtures. Again, the runs should be fixed so far as practicable, both as to time of starting, district, distance, etc., to suit all members; not the majority only, but the minority also, so that every one may have an opportunity of being present at some of them. The receipt of a list of fixtures by a member every month or two months tends to keep up his interest in club matters."

PRO INSTRUCTIONE PUBLICO. — A true lover of riding does not mean one who tears over the roads at full pace, regardless of every one's safety and convenience but his own; no, that is a very poor idea. He unites exercise with a love for the country and admiration of nature.

If riding with friends he goes easily and quietly along, talking and looking about him, not merely possessed with the object of getting over so much ground for the simple pleasure of getting over that ground, but with the aim of enjoying a day away from his desk among the quiet roads and lanes of the country, with his companions and kindred spirits.

If alone, and perhaps of an artistic turn of mind, he takes his sketch book; and as here and there on the way he comes upon something more striking than usual, — a solitary ivy-clad ruin, a noble tree, a quiet glade, a leaping mountain torrent, a striking landscape, — he dismounts and proceeds to work at his ease; or he may take his book, and coming to a nice quiet spot where solitude lends the greatest enchantment, stretches himself by the side of a quiet stream, or under the foliage of a spreading tree, or 'neath some moss-covered rock, and having lighted the inevitable pipe, proceeds to read or muse at his leisure. Or if he be a botanist, what could be more convenient for his pursuit than a bicycle? The same for the geologist: his working gear is easily carried, his bicycle left by the side of the road, and he himself, free as air, is at liberty to pursue nature where and how he likes.

Not only, however, is the bicycle a means of pleasure; by how many is it

not used as a substitute for the train? I myself am in the habit of riding to and from my office for some part of the year; and I can scarcely think of these quiet rides in the early morning and the cool of the evening, along a road bounded on one side by the sea and on the other by woods and sweet hedgerows, with the sea breeze and often a bathe to freshen me after seven or eight hours' work, without feeling a desire to be again at the same old game. — *Cycling.*

A YOUNG lady, the other day, expressed the opinion to me that bicyclists should wear colors in their races, by which they might be distinguished. She herself always failed to know which rider was which, through the uniform appearance of many, and she felt sure the same confusion was experienced by other ladies. Then, she maintained, the effect would be charming, and certainly a greater amount of fair patronage might be relied on. I think the suggestion a good one, and hasten to lay it before wheelmen. Besides, what a becoming opportunity it would give to feminine toilettes! and wheelmen, on great occasions, might have pretty blue, pink, green, or yellow relatives, as the case might be.

ANOTHER and more quaint feminine suggestion, which might recommend itself to manufacturers, is that some one should invent a species of omnicycle, composed of two bicycles in front and a "lounging tricycle" behind, wherein a lady might be seated devouring the last new novel, whilst her two brothers or cousins (or rival sweethearts, if you like) propelled her through choice bits of English scenery, whereat she could occasionally glance. And then, you know, she could add her little assistance up the hills, which would serve to keep her toes warm; though in summer, I suppose, they would not be cold. But I think the idea a remorseless one. Its originator would seem to be quite satisfied with the backs of wheelmen, for it would be very hard to hold a conversation with the fair innocent in such positions. I think my fair cousin had something to do with it; the result, perhaps, of a frantic mental effort to provide amusement for that "monstrosity of hers."— *Bicycling News.*

THE GROWTH OF BICYCLING, 1880.

ITS growth needs little to be commented on; it speaks for itself. Some five years back it was but in its infancy: riders were regarded by the public as great nuisances, "risking their lives and necks on those dangerous 'things'" (it is needless to say that they were quite aware of its proper name), stones were continually being thrown at them, and they were often being either driven down or into; and all this was nothing more than the fruits of prejudice. It was hoped by these and many other annoyances our amusement would be put down; but such measures as these, as is often the case, did not succeed, but tended rather to make the enthusiastic few all the more determined to maintain their new and pleasant sport, which in spite of their numerous opponents, counting from the magistrate down to the street urchin, they would not forsake. The sport consequently grew, and as it did so, opposition began to dwindle down, and each year showed a considerable difference in this respect, up to the present time, when we may fairly say we are firmly founded on such ground that few, if any, will be able, in spite of their prejudice, to upset us.

Bicycling has its own laws and rights on the road, its own tariff, its own makers, and, in fact, it is in every way entirely independent of any other sport. There is no other pastime in any way similar to it: cricket, football, and rowing are all very enjoyable and excellent pastimes, but they are of an entirely different character to bicycling; they may be termed stationary pastimes (with the exception of rowing), while bicycling may be called both locomotive and stationary, in so much that you can travel some fifty or more miles a day, and at the same time combine frequent stoppages for the admiration of nature's beauties or any other object of interest.

A few statistics may be interesting to show the growth of bicycling since the commencement of 1878 to the end of 1880.

1878.	1880.	
Provincial Clubs.	Provincial Clubs.	Increase.
124	364	240
Metropolitan Clubs.	Metropolitan Clubs.	Increase.
64	185	120

In 1878 the Bicycle Touring Club was founded with a handful of members, while at the present time the number of members is near upon 3,500, being a wonderful specimen of three years' growth. In 1878 there were two weekly newspapers and one monthly entirely devoted to bicycling, while at the present time there are no less than three weeklies and two monthlies entirely devoted to the sport. —*Bicycling Times.*

THE ENGLISH TOURISTS.

THE report is in circulation that a number of English bicycle riders are coming to the United States to make a tour on their bicycles, and that they are coming soon. English riders will of course receive a welcome here: but they should know that our season for riding does not open till later than theirs, and that the frost, the spring rains, and the spring repairs of roads are all detrimental to comfortable riding; in short, that bicycle touring in this country is altogether another matter from that in England. In some parts of our country touring a little way may be pleasant; but touring here at large on the bicycle is hardly worth the effort. In the vicinity of Boston there are as fine roads as anywhere in England, but beyond a radius of about twenty miles good roads are very hard to find. So in many other parts of the country there are good roads, at the proper season, for a few miles, but they do not extend very far; and when you pass beyond these small areas of good roads, the highways are too rough, or too sandy, or too muddy to permit of such a tour of the country at large as can be made in England. Of course one may, if strong and persistent enough, start with his bicycle from Boston or New York, and ride it, push it, and drag it all the way to New Orleans, or San Francisco, or Mexico. For my part, I should regard such a feat as sensible as Dr. Tanner's fast of forty days. It *can* be done, but what is the advantage to the individual or the public?

How often it is said that bicycle riding over the great plains of the West must be delightful! Two trips by different routes across the plains as far as the Rocky Mountains, made within six months, and an examination of the roads at the most favorable season of the year, have satisfied me that one could hardly select a more stupid and unsatisfactory country for a long run than our Western plains.

The more one uses a bicycle, the more likely, as a rule, he is to confine himself to the best attainable roads, to moderate runs, and to such touring only as will bring pleasure and instruction, rather than discomfiture and mere physical exertion.

If our English friends are coming here to make a bicycle tour of "America," as they call the United States, they had better be warned in time that they are undertaking a task almost certain to prove a failure, because of the great distances here, and of the uncertainty — especially in the spring — of finding good roads, as well as the absence of such public-houses and inns in the rural districts as they are accustomed to at home.

No personal reflection is intended, but it is only too notorious that foreigners of the highest position and education are often lamentably and even ludicrously unacquainted with the geography and physical condition of countries other than their own, but especially of America. One of the leading map dealers in London told me that he had found it necessary to prepare for his countrymen a series of maps, showing the relative proportion of England and other countries of the world, for it was only by such ocular demonstration that he could best acquaint them with a correct notion of England's area as compared with other countries. On coming up New York harbor, an Englishman, pointing to New Jersey, asked me what shore that was; he was told that it was part of New Jersey. His next question, in perfect good faith, actually was: "*Is that in the United States?*" But such instances are told by the score.

English bicycle tourists coming here may keep in mind that a single State — Iowa, for example — is as large as all England; and when they contemplate a tour of the vast empires, as it were, which stretch here from ocean to ocean, their better course will be to adopt the ordinary modes of conveyance, and leave their bicycles for short runs in chosen portions of the land. A. D. C.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,— and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 11 FEBRUARY, 1881.

THE LACK OF GENUINE ENTHUSIASM among archers is not easy to account for, but it certainly exists. The leading clubs, like the leading archers, have an impression that their active interest echoes the general interest; that the contagion of their example is felt all over the country: but those who are with the *vulgus* realize into what a lethargic state archery matters are sinking. The meagreness of contributions to archery literature during the past two years is in itself significant, as the field is rich in romantic and legendary, as well as practical suggestion, and is inviting to any writer who is attracted by the art itself.

The mild insensibility of archers is in striking contrast with the enthusiasm and devotion of bicyclers, who, without the poetic, historical, and legendary lore of ages to draw upon, are daily influencing hundreds, through the medium of pen and personal influence, and who bid fair to soon have a literature of their own.

The fault lies largely with archery clubs, which, whenever they have succeeded in securing a paper devoted to their interests, are content to let the responsibility of its attractiveness rest with the editor, just as they rest content with the exclusive pleasures of their club, making no endeavor to create a general fondness for the sport. A few gentlemen give the matter a very able support and the stimulus of personal enthusiasm, but they cannot carry the world on their shoulders. If archers generally desire to see their favorite sport receive the development it deserves, they must contribute to this development either through the agency of the press or by example. There are thousands of readers of this paper who are fond of every kind of open-air sport, but who know little of the pleasures of this particular one, and still less of its science. There is a golden opportunity to give new life to the fading interest in addressing the class of readers reached by this paper.

SKILL OR CHANCE?

The American system of scoring. — *Olympian.*
A local question. — *Hancock.*
Proximity to the centre — *Brownell.*
I thank thee, Jew, for teaching me that word.
— *Shakespeare.*

IN the course of the discussion of target valuations, which has been going on for a couple of years, I am not aware that publication has been made of the manner in which are reckoned the valuations, gold 9, red 7, blue 5, black 3, white 1.

I venture to submit this manner of valuation; and if, in so doing, I exceed the limits of logic or mathematics, or do some incidental chatting by the way, I can but ask the indulgence of editor and reader.

It is meet that I should let Mr. Brownell himself define his position as champion of the method for muffs, lest my playful figures prejudice him in the mind of some innocent reader of the FIELD.

The following nosegays are culled from the ARCHERY FIELD (21 January, 1881): —

"Something over a year ago, we asked the question, Do the numerals 1, 3, 5, 7, and 9 represent the proper proportional value of the several portions of a target? I thought they did not, and offered the suggestion that the values 1, 2, 3, 4, and 5 would be more equitable, and give to the scores with a larger number of hits and small values, a higher rank than they received by the 1 to 9 values, and a rank to which they were justly entitled.

"The discussion of the question and the experience of another year have, I think, confirmed that opinion and proved the injustice of the 1 to 9 valuation."

Again: —

"Further evidence of the error of the 1 to 9 values has been given by the proofs which have been submitted previously, showing that the several portions of the target should be valued in proportion to the distance from the centre, and not by area."

Again: —

"We think it has been previously demonstrated that the values of the several portions of a target should be based upon string measurement; that is, in proportion to their distance from the centre. This proportion is exactly represented by the values 1, 2, 3, 4, and 5, or by 2, 4, 6, 8, and 10, or any other such proportion. We take the 1 to 5 as the most simple and convenient. The accuracy of these values has been proved by their comparison with very many scores computed by measurement."

And here is a bouquet, gathered from the *Forest and Stream* (4 March, 1880), in the midst of which towers and looms the giant-of-battles, in proximity to which are many rare flowers of logic and mathematics: —

"The opinion which I first expressed in this question of the relative valuation for the several rings of the target was that the gold and red received too large a per cent of the total value, and at the expense of the white and black. This I thought could be remedied by valuing the several rings from one to five, which would transfer 2 2-8 per cent of the total value of the target from the gold to the white, and 1 1-8 per cent from red to black; and it should be remembered that I referred particularly to the York Round in considering the question, where, as I have before shown, the majority of hits are in black and white."

Further on: —

"Two archers shoot an arrow each at a target. What is the criterion of merit? Proximity to the centre. Shooting two or more arrows, the merit must be in their aggregate nearness to the centre. How is this to be determined? By measuring the distance from the centre to the point hit by each arrow, the total of these distances giving the aggregate, and the less this distance, the better the shooting."

Further on: —

"We have a target of a certain size, with the distance from the centre to the outside divided into five rings of equal diameter, and desire to retain its size and divisions.

"To rate these several rings by their distance from the the centre, we find that the ratio is exactly 1, 2, 3, 4, 5; that is to say, the second ring extends twice, the third three, the fourth four, and the fifth five times the distance of the first from the centre. These values would contemplate the smaller scores being the best; and to make the larger scores the best, we must invert the order of values. This is supported by measuring from the outside toward the centre, and we find that the second ring is twice, the third three times, the fourth four, and the fifth five times the distance of the first ring nearer the centre, and should increase in value in that proportion. And I arrive at the following conclusion: —

"There is but one accurate method of comparing scores in shooting, and that is, to measure the distance from the centre to each point hit, and divide the aggregate by the number of arrows shot, giving you

the average distance from the centre for the whole number of shots.

"This would necessitate a target large enough to take in all arrows shot, and is of course impracticable for general use; but in this way we can figure out the difference between scores, and compare it with the difference in the same scores, figured by one or another valuation of the rings of the target. In this computation, I average the hits in each color as being midway between the inner and outer edge of that color, and multiply the distance from the centre of the target to the centre of the color by the number of hits in that color. For golds, I take one half the distance from the centre to the outer edge (2.4 in.) as being the average of the hits for golds.

"The misses I average as hitting the centre of an imaginary ring outside the white, and of the same breadth, or 26.4 from the centre."

Further on: —

"It is only in the comparison of a score of many hits and small values with the score of few hits and larger values, that the relative positions are changed; and I ask, is it anything but justice to the many hits in the outer colors to give them their just proportions of the total value of the target?"

So much in justice to Mr. Brownell.

Here are some

VALUATIONS.

No. 1. *Mr. Brownell's Method* (possibly).

From outside edge of colors to centre of target.	Proportional values.
White, 24 inches	5
Black, 19.2 "	4
Blue, 14.4 "	3
Red, 9.6 "	2
Gold, 4.8 "	1

Does this give proximity to the centre by string measurement? Then here the average gold is 4.8 inches from the centre of the target! Therefore the gold is 19.2 inches in diameter, and the white, with its grass-stained petticoat, flutters to the breeze!

"Yet, freedom! yet thy banner, torn, but flying,
Streams like a thunder-cloud against the wind."

No. 2. *Mr. Brownell's Method* (possibly).

From a point in the surrounding atmosphere 2.4 inches from the white, to a point 2.4 inches from the centre of the target.	Proportional values.
Atmosphere, 24 inches	5
White, 19.2 "	4
Black, 14.4 "	3
Blue, 9.6 "	2
Red, 4.8 "	1

Here Mr. Brownell must be presumed to puncture the surrounding atmosphere often enough to compensate for the lack of an occasional gold! No flying banner of a petticoat is here to fasten its rescuing folds on the random arrow, which is now constrained to trace its glorious one fifth of a gold on the depths of the broad blue sky!

Does this give proximity to the centre by string measurement? His third possible method would carry him still farther into the air.

No. 3. *British and American Method.*

From centre of each color to centre of each target.	Proportional values.
White, 21.6 inches	9
Black, 16.8 "	7
Blue, 12. "	5
Red, 7.2 "	3
Gold, 2.4 "	1

Proximity to the centre of the target is obtained by averaging the hits in the gold as being midway between its outside edge and its imaginary inside edge, which is the centre of the target. The average gold is 2.4 inches from the centre of target; the average red is 7.2 inches from the same centre, or *just three times as far from the centre as the average gold is*, etc., as the above figures show.

Does not this at least approximate proximity to the centre?

The gold is not the centre of anything. The centre of the gold is the centre of the whole target, and every ring thereof.

It is at the centre that we shoot.

I take the answer to this to be, that inasmuch as the area of the target is divided into five rings of equal width and given values, the gold for all the practical purposes of scoring *is* the centre of the target, etc., etc.

My main purpose has been to offer the reader a basis upon which to argue or found a judgment, trusting that he might be more competent than I am to argue or pass judgment.

The comparative results of the two methods of scoring are obvious.

My opinion in the matter is of no moment; but I may say that the archers of America, by adopting the 48-inch target, — with its five rings of equal width, valued respectively 9, 7, 5, 3, and 1, — have followed the greater bowmen of Great Britain in making every iota of concession to mediocrity and muffdom that ill-disguised charity might rationally be presumed to have the audacity to beg for in behalf of unlucky incompetence.

Lest my levity in this paper be misinterpreted, I cannot lay aside my pen in peace of spirit without making acknowledgment of my admiration for the modest spirit of fairness in which Mr. Brownell has given to archers his views of a just system of scoring.

FRANK H WALWORTH.

26 JANUARY, 1881.

RAWHIDE BOWS.

I WANT to have my little say about bows, — "Captain Jack's" rawhide Express-Taffy bows. Now, it is all right if one likes to make fun of the rawhide bows; but no one who has ever watched the shooting qualities of these bows, the low flight of the arrow, the almost lightning speed with which the shaft leaves the string, will question that in these two good qualities at least no other bow equals the rawhide. I do not believe "Captain Jack" ever tried a rawhide; and while I do not shoot with one, preferring a self-lance, yet I have a rawhide in my ascham and occasionally use it. Half the people who cry out against the rawhide never saw one, much less used one. One thing is certain, the manufacturers believe in them and warrant them. No other manufacturer of bows dares to warrant his work against legitimate usage. Let any one who tries a rawhide get one about three pounds lighter than he has been accustomed to use of other makes, and I warrant that the user will not feel so much recoil as he will from a self-snake of the same weight. All sharp-shooting bows have a recoil; but the recoil of the rawhide is not more than others. You will find rawhide bows in use all over the land; and next year, if the present appearances are not deceptive, you will see still more, and you will find them, not way down in the list of those whose shooting takes the lowest prizes, but on the contrary, near the head. While my own preferences are for the "H," partly on account of personal friendship, and partly because one's sympathies run towards the manufacturer of their favorite bow, yet archers should not condemn unheard, neither should they allow prejudices to run away with their judgment.

DARK-BLUE.

THE LEAGUE MEET.

Editor of the Bicycling World: — The selection of a proper place in which to hold the next annual meeting of the League of American Wheelmen is of pre-eminent importance, and demands the most careful consideration by all interested in the success of that organization.

It seems to me that the propositions of "London W." and others, that the meet should take place in New York or in some New England city, have been not only ill-advised, but are calculated to do positive harm. Instead of giving the meeting a national character, the adoption of these propositions would make it a local event, — interesting, of course, to the large number of Eastern wheelmen, but at which it would be impossible to secure anything like a full representation from the West and South.

In asserting that Washington, D. C., combines the necessary qualities of accessibility and fitness, I also call your attention to the fact that the committee on meetings, L. A. W., has presented a unanimous report recommending this city as the place for holding the next annual meeting; a report to which, of course, the board of officers will attach great weight. This statement, however, is not intended especially for the board of officers, but to aid in procuring an expression of individual and club sentiment on this important question.

Washington is six and a half hours from New York by rail; sixteen hours by through train from Boston; and only twenty-six hours from Chicago. Through trains run here from St. Louis, Cincinnati, Wheeling, Pittsburg, and Chicago, and it is easy of access from Cleveland, Detroit, Louisville, Buffalo, and other large cities. The city contains 170,000 inhabitants, and is exceptionally well provided with hotels, owing to the large transient population for which it is necessary to provide during the sessions of Congress. The district authorities not only lay no restrictions upon the use of the bicycle, but have expressed themselves heartily in its favor. But the streets are the great attraction, — forty-five miles being paved with asphaltum, ranging from eighty to one hundred and sixty feet in width.

Wheelmen who have visited Washington can testify to the pleasure and fascination experienced to a hitherto unknown degree in riding over these magnificent thoroughfares. A circle paved with asphaltum gives a fine four-lap track, having a width of twenty feet outside the quarter-mile line.

Of course, if an overwhelming public sentiment favors any other city, we in this district will bow to the will of the majority; but from actual experience of all the large cities of the East, I have no hesitation in asserting that, for all those qualities that make a desirable meeting place for a large body of wheelmen, Washington stands pre-eminent.

In respect to New York City, I can only say, that if there is a more inaccessible place (from the South and West) to a person having a bicycle in charge, I should be happy to hear of it. Personal experience during the past summer convinced me that for causing a wheelman inconvenience, trouble, and expense, the transfer of a bicycle from Jersey City to the upper end of New York and back again is absolutely unapproachable.

Very respectfully,

L. W. SEELY.

WASHINGTON, D. C., 22 January, 1881.

BICYCLING TOURING CLUB.

THE organization and working of this truly great institution having been fully described in a previous number of the BICYCLING WORLD, it will only be necessary here to review the progress made by the club during the past year.

The most remarkable feature of the club's progress is the immense increase of its membership. During the months of March, April, May, June, and July, a monthly average of 361 wheelmen were admitted to membership. In April, no less than 409 candidates were admitted. So great was the pressure on Secretary Welford, that he was compelled to enlist the services of three or four clerks to attend to the large amount of secretarial work, inseparable from the election of so great a number of candidates. The total membership December, 1880, was 3,356.

The chief consuls seem to have kept pace with the increasing membership, if one may judge from the complete consular representation the club now has. Some 500 gentlemen, practical road riders, represent the club in the capacity of consul, in the various towns and cities throughout the country.

Great strides have also been made during the past year in the way of providing for comfort of its members when touring, about 800 first-class hotels throughout the kingdom having accepted the club's tariff of charges. The following is the tariff which has been accepted by the different hotels, and which may prove interesting: —

	s. d.	
BREAKFAST.		
With eggs: tea, coffee, chocolate or, cocoa	1 6 =	$0 36
With ham and eggs, chops, steak, cold joint, or fish; tea, coffee, chocolate, or cocoa	1 9 =	0 42
LUNCHEON.		
With cold meat and salad	2 0 =	0 48
DINNER.		
From bill of fare (sweets included)	2 6 =	0 60
TEA.		
With eggs: tea, coffee, chocolate, or cocoa	1 6 =	0 36
With ham and eggs, chops, steak, cold joint, or fish; tea, coffee, chocolate, or cocoa	1 9 =	0 42
SUPPER.		
Cold meat and salad	1 9 =	0 42
BED.		
Single-bedded room (one member)	2 0 =	0 48
Double-bedded room (two members)	3 6 =	0 84
ATTENDANCE — CHAMBERMAID'S FEE PER NIGHT.		
Each member	6 =	0 12
BOOTS'S FEE PER NIGHT.		
Each member	0 3 =	0 06
WAITER'S FEE PER MEAL.		
Each member	0 3 =	0 06

The second annual meeting of the club took place at Harrogate, Yorkshire, in August last, at which the following officers were elected, to hold office for the ensuing year: —

T. H. Holding, president; W. Cross, J. B. Tiernay, C. B. Wilson, W. H. Smith, J. L. Varley, A. B. Perkins, C. J. Fox, Prof. Everett, T. Young, C. W. Fagan, H. H. Law, S. J. A. Cottrell, vice-presidents; and S. H. Ineson, honorary treasurer. The chief consuls were all re-elected, M. F. W. Weston, 178 Devonshire street, Boston, being the chief consul for the United States.

A new set of rules were put forward at this meeting, but time preventing a thorough debate, they were, after some discussion, provisionally adopted.

The results of this meeting seemed to have given a number of the members strong cause for complaint, judging from the long series of letters which appeared in the English bicycling press, during the past few months, criticising the executive of the club.

These adverse criticisms appear to have borne good results, inasmuch as they have been the means of some striking changes in the constitution of the club being proposed by the council.

At the December meeting of the council a scheme was introduced having for its primary object the affording a more direct representation of the members on the council.

This scheme has been submitted to the members, coupled with a request that each submit his opinion or any suggestions.

The following are the principal changes proposed: —

"The council to consist of president, vice-president, honorary treasurer, chief consuls, and representative councillors, who shall each hold one office only."

The president, vice-president, and honorary treasurer to be elected annually by ballot, at the annual general meeting.

The chief consuls to be appointed annually by the council, at their first meeting after the annual general meeting.

Each district to have one representative councillor, and also an additional representative councillor for every complete hundred members, over and above the first hundred.

The members of each district to elect annually their own representative councillor or councillors only, and by ballot, in manner hereafter provided. Every representative councillor to reside in and be a member of the district he represents, save and except the foreign district.

The present year of the club to expire on 31 May, 1881, and in future the club-year to expire on 31 March, at the same period as the subscriptions. In the monthly circular for March, 1881, and in future years, in the circular for January, the number of representative councillors to which each district is entitled to be stated, and members willing to accept the posts of representative councillors for their own respective districts for the then next ensuing year, to be invited to send in their full names, addresses, and descriptions to the secretary before the 15th of the month, to be accompanied with written statements that they are prepared to undertake the duties if elected.

With the monthly circular for May, 1881, and in future years with the circular for March, a separate ballot paper for each district to be sent to the members thereof, containing a list of the candidates seeking election as representative councillors in such district. The number of representative councillors to be elected for the district to be stated on such ballot paper, and each member thereof to have the same number of votes as there are representative councillors to be elected for such district. No cumulative voting. In case two or more representative councillors in a district shall obtain the like number of votes, and thereby prevent the complete election of any one or more by such ballot, the council at their first meeting to decide by ballot as to the election of any such representative councillors.

The subscription to be increased from 2*s.* 6*d.* (60 cents) to 3*s.* 6*d.* (84 cents) per annum.

A special general meeting of the club to be held at Birmingham, in February, 1881, to consider, and if thought advisable, to sanction the necessary steps to be taken to carry out this scheme or any amendments thereof.

Some twenty wheelmen in the United States are members of the club, including the chief consul located in Boston, and a consular representative in Detroit and New York. In concluding, I would strongly advise all wheelmen to join the organization, not only to gain its advantages when touring in England, but to lend their help to still further weld the good fellowship existing between the two countries.

CONSUL.

NOTES FROM FOREIGN JOURNALS.

BY C.

THE advertising columns of English bicycling journals contain a great deal of interesting and novel matter.

Every paper has prominent notice of the cradle spring. It seems to be a success financially, as it deserves to be.

In re springs, vague mention is made of a new spring of positive merit by the makers of the Premier. Good for the Premier. There is field for improvement yet, both in saddles and springs.

Every paper. too, has its advertisement of Bown's ÆOLUS ball bearings, — good bearings with an odd name.

Wood's rear-wheel springs are now attracting much attention. The rear fork terminates in scroll springs, which allow the rider to rise and fall easily, removing all shock, on rough roads, coming from the rear wheel. It seems as though the wheel must at times be twisted over to one side so as to come in contact with the fork, but these springs are said by club men to work well and to be a great success.

Lamps are improved notably. Alas! we have to put up with very inferior truck in this line in the United States. One lamp, Dearlove's, No. 400, has a nice-looking shade to cast the light down upon the ground, being a head lamp.

The King of the Road is another famous one, for the hub, with great illuminating power.

Lee's paraffine lamp has a light-giving capacity beyond any other.

And last, though not least, of those I will mention, comes Cooper's No. 2, costing 15 shillings. This is made with double wick and side springs, and is a combination of good points. It is proof against jolting on rough roads, and is thoroughly safe.

Messieurs Importers, please bring us over some of these excellent lamps, and spare us from the little tin abortions we have thrust upon us now.

One correspondent of the *Wheel World* asks for advice as to a good enamel for his bone-shaker. The editor suggests coal tar, especially on the saddle. That editor is a bad man.

One writer in the *W. W.* calls our forage or polo cap a pill-box. He is another bad man.

Etherington's Encyclopædia is soon to be issued monthly, to be completed in twelve to eighteen parts. It will contain notes of all towns of England over 5,000 in population, with historical sketches, fares, hotels, bicycle clubs, etc.

Descriptions of all bicycles now made.

All makers' addresses.

Descriptions of all bicycle parts and accessories.

History of all clubs.

Notes upon all bicycle publications.

EVERYTHING, in fact, pertaining to bicycles and tricycles. Price, one shilling monthly.

Hancock's non-shipping tires are advertised absolutely more desirable than other tires, and safe on greasy roads. They look like a first-rate thing.

The rat-trap pedal slipper is another good thing. Our dealers ought to advertise and sell it in this country.

The Pope Manufacturing Company advertise in the *Bicycling Times*, desiring to establish agencies in England. This is carrying the war into Africa with a vengeance. The P. M. Co. will have to come down in prices, sure.

There is an excellent article in the *Times* anent club badges, with illustrations. Clubs "should aim at having as plain a badge as circumstances permit." There are two illustrations of hieroglyphic badges, which no fellow can find out, just such as we always use in the United States, and two others with names clearly visible. The latter have much in their favor.

By the way, what a festive creation the L. A. W. badge is. A friend, posted in heraldry, thus unravels it: —

"An old-fashioned wagon neck-yoke, with cart-wheel pendant; a ham rampant superimposed, with motto, etc."

The *Times* says that in the beginning of 1878 there were 188 clubs in England. In 1880 the number rose to 549. The Bicycle Touring Club now has nearly 3 500 members.

Alack! alas! It was not the *Times* man, — he only copied from an irreverent American journal, when he called the polo a pill-box; and that American paper was — well, it was the B. W.

ICYCLING IN WISCONSIN.

NEW-YEAR'S morning dawned a clear, bright, and beautiful day, so fine I could not stay at home, therefore I took my wheel for a spin on the ice of Lake Winnebago. On account of snow and seams the ice was not favorable for fast time. The wind had blown what little snow there was into miniature drifts or seeming snow waves from one to four inches deep, leaving the remaining surface bare and smooth, where I could get up speed enough to easily take me through the drifts, so got along finely. After a run of several miles, I found the ride so enjoyable I decided to push on to Oshkosh (our rival city), a distance of twenty miles. Having accomplished twelve miles of the distance, I had to cross two or three bad seams, which I think are peculiar to this lake, never having seen them elsewhere. I do not know that I can describe them. Imagine ice over sixteen inches thick, splitting zigzag across the lake in different directions, often separating to the distance of six or seven feet, then coming together with power sufficient to force up large blocks of ice three to twelve feet square, piling them up promiscuously at the edge of the seam as though there had been an earthquake, many times leaving an open space of water. Scarcely a winter passes without one or more teams getting into these seams — often drowning — from attempting to drive across the lake after dark. Again, as the seams run in towards the shore, finally bringing up against some extending point of land, the huge blocks of ice piled up in every imaginable shape, to the height of ten feet, making a fine stereoscopic ice view for some enterprising photographer.

The seams made me considerable delay in hunting for places safe to cross. I was once forced to take my wheel on shore, over a ploughed field and over two rail fences, across the point to where I could get the other side of the seam.

While riding at a fast pace over a beautiful stretch of ice, there was a sudden report, like a loud clap of thunder or roar of heavy artillery, coming without any warning and seeming right under me. I think I must have been somewhat startled; for an instant there was at least two inches between the saddle and myself. Riding a few rods farther on, I found the occasion of it all, — a new crack open about an inch. I soon arrived, without further incidents, at the river and harbor of Oshkosh. The ice there was so beautifully smooth and lightly covered with snow, I could not avoid the opportunity of trying a spurt against some skaters, and had the satisfaction of beating them badly. Not feeling in the least tired, I circled about here and there, riding with the wind as fast as I could and keep feet on the pedals. Realizing that I was about half starved, I reluctantly left the ice and rode up to the hotel in time for a midday dinner, eating almost everything that was set before me. During the afternoon I made a a few New-Year's calls, substituting my wheel for a "coach and four." It being too late to reach home before dark by wheel, I telegraphed for my overcoat, and returned by evening train, arriving home about midnight, feeling highly elated that my trip had been a success, as well as the occasion of many novel experiences: a "Happy New Year" I shall always remember with pleasure.

C. J. C.

FOND DU LAC, WIS., 3 January, 1881.

TRICYCLING ON ICE.

To the Editor of the Bicycling World: — In the WORLD of 7 January, ambitious tricyclers are cautioned against fast riding upon the ice, without any reason being given, but with the decided inference that it is unsafe. Now, this was rather a puzzler to me; for having tried the two-wheeler with great success on the ponds, only getting one or two tumbles, the result of glassy ice and reckless steering, I could not see why the three-wheeler should not run as easily without the danger of throwing the rider. The other night I took the opportunity of trying it. The machine was a Special Centaur, 48-inch driver, chair gearing, front steering, and fitted with ball bearings. The pond was oval, seven laps to the mile; ice somewhat cut from skating and a little snowy. I had never ridden the machine before, but found that it worked beautifully, obeying the slightest turn of the steering handle, and having very little tendency to slip; though of course, by a sudden pressure, the driver could be turned without much advance. After riding around and getting the "hang of the thing," a friend timed me for a mile around the pond. I made it, sharp curves and all, in 4.30, and not a wheel came off the ice, nor did the machine "slue" to any perceptible extent. Now I think, after that, that the tricycle is not only safe, but great fun on ice, and I seriously contemplate a ride of 40 miles or so on one of our now solid (on top) rivers. If it does n't thaw before I can get at it, and the machine does n't drop into an air-hole, you shall hear from me on this subject again. Yours, IXION.

NEW YORK, 2 February, 1881.

A TOUR THROUGH DEVONSHIRE.

To the Editor of the Bicycling World and Archery Field: — I am a reader of your paper, and as I see by it that you give some very graphic descriptions of bicycle tours in England, the following account may be of some interest to your readers: —

Starting with our machines, mine a 55-inch Timberlake, and my brother's a 55 D. H. T., by Hillman, Herbert & Co., on the morning of Saturday, 7 August, last year, we left London by the 11.45 train for Exeter. The next day being Sunday, we religiously observed the same by visiting a very fine cathedral that this city boasts, and we would ask all American 'cyclists visiting this country to pay this handsome structure a visit, as they will be amply repaid for the trouble taken.

Monday morning we again resumed our saddles, making for a pretty seaside resort of some twelve miles' distance, called Dawlish. The journey to this place was such a one that any bicyclist not caring for hill climbing had better not attempt it. Passing through a small village called Exminster, we arrived by the seaside at Starcross, and were here induced by some Devonshire damsels to dismount to be the recipients of some beautiful flowers which these maidens carried, and of which no county can boast such quality as those Devonshire produces, my brother being rather a lady's man and I being partial to flowers. You will please note, dear readers, that the flowers were *my* attraction; not so my brother, who made himself quite at home with these damsels, and promised to visit them on our return journey. Having obtained some flowers, we bade farewell, with great regret, to the ladies, and pursued our journey, arriving at Dawlish at about an hour and a half from starting.

It would be impossible to give one a proper idea on paper of the beauty of this place, as it is really essential that it should be seen to be realized. As you enter the town, on the left lies the sea; on your right a very pretty green square, through which trickles a small stream; and in front of you tower some majestic cliffs. To say that we liked the place would be but vaguely expressing our feelings of approbation; we *loved* it, and this I think will be shown by the fact that we again visited it three times during our short vacation.

We started for home at 8 o'clock P. M., and after partaking of refreshment with our friends of the outward journey, which greatly refreshed us, we arrived home at 10 o'clock, having spent a good day.

Tuesday, my fellow 'cyclist not feeling in the humor for riding (I have since ascertained that he was not a hundred miles from the Starcross damsels on that day), I was asked to go to Honiton, the famous lace town, some sixteen miles from Exeter, our posting place, with some friends, in a wagonette. I agreed to go with them, or rather meet them there, I preferring to go by machine.

Giving them a start of thirty-five minutes, I picked them up about half-way; and this will be accounted for by the fact of the roads being in splendid condition for bicycling.

This ride I should have greatly enjoyed but for the fact of my handle bar working loose; but I am pleased to say that this is the only unfavorable thing I could say about my Timberlake during my tour. Honiton I thought quite worthy of a visit, but preferring nautical scenes to country ones, I must confess that the second day's pleasure was not so great as the first.

Arrived home at 10 o'clock, and startled some of the country folk in the following manner: prior to starting home, I deposited my tunic with my wagonette friends; and as I had underneath a white flannel cricketing jersey, and also on my legs white serge "knicks," I was mistaken, in sundry villages through which I passed, for a "ghost," and I am convinced that more than one "Devonian" thought I was something supernatural.

The next two or three days were divided between Starcross and Exeter, and our machines were consequently given a rest. It would be needless to add that our enjoyment was superb, as with the combination of fine weather, nice ladies, and good company, what more need was there? Short trips were indulged in, in the course of the next week, and I think I have only one more event that will be of any interest to record.

Saturday, 21st, we took a spin to Tiverton, about eighteen miles from our posting place, and having put our machines in the charge of a groom, partook of an enjoyable meal at the Angel Hotel.

After dinner I indulged in a slight "nap," and on awaking, discovered that my brother had gone. Being unacquainted with the grounds that this hotel is connected with, I strolled leisurely around, and soon found myself by the bank of a river, the Exe, and on looking up stream found that my brother, with his usual partiality for ladies, was in the stern of a small boat, being pulled along by two young ladies, quite adepts at the art of rowing. They put back for me, and showed us several places of interest, and we started for home at about 5 P. M., my fellow 'cyclist promising to again visit them. I was sorry that I could not accompany him, as I had to make for London next day.

All went well until about five miles from Exeter, when a severe cropper necessitated my getting into a cart to be taken home.

The "spill" was occasioned in this manner. During the wet weather some heavy traffic had passed this way, leaving a great rut; this rut had been filled by dust in the fine weather, and the consequence was I went into it, and my wheel skidded.

Bicyclists going to Devonshire *must* enjoy themselves, as everything necessary for a wheelman's enjoyment is to be found, in the shape of splendid scenery, good roads, nice, entertaining company, and last, but not least, *thorough* ladies; but those who are not partial, or at least cannot do their share of hill climbing, I will advise to surmount that difficulty first. CHARLES LOCKYER.

LONDON, 13 January, 1881.

ARCHERY.

THE Executive Committee of the National Archery Association of the United States is now in session at the office of the Corresponding Secretary, Mr. G. F. E. PEARSALL, No. 298 Fulton street, Brooklyn, prepared to receive applications from archery clubs in any State of the Union for admission into the National Association.

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary, who will afford all necessary information, with copies of the Constitution, By-Laws, etc. — *Com.*

CUNNINGHAM & CO.

Importing Manufacturers of

BICYCLES

AND

TRICYCLES,

Tremont Street, cor. Berkeley Street,

BOSTON, MASS.,

Would inform their Agents and the Public that their former Riding-School Manager,

MR. CHAS. R. PERCIVAL,

Is no longer in their employ, nor connected with their House, either as Selling Agent nor in any other capacity whatever.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.

OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.

BILLINGS & SPENCER CO.

WEED SEWING MACHINE CO.

NEW HAVEN.

AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.

JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.

CUNNINGHAM & CO.
6 and 8 Berkeley Street.

C. R. PERCIVAL,
96 Worcester Street.

THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.

W. E. NORRIS.

NEW YORK.

NEW YORK.

WM. M. WRIGHT,
160 Fulton Street.

SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.

GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.

H. B. HART,
813 Arch Street.

PITTSBURG.

COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

GOY UNIVERSAL BICYCLE & TRICYCLE AGENT & ATHLETIC OUTFITTER,

Begs to notify that he has taken and fitted up the new LARGE PREMISES adjoining his own, viz.:—

22 LEADENHALL STREET

—AS—

BICYCLE,
TRICYCLE,
AND ATHLETIC

SHOW ROOMS,

WHICH ARE

NOW OPEN.

HIS PREMISES

21 & 22 Leadenhall St., 54 Lime St.,

With the New Addition, will now form the

LARGEST BICYCLE AND TRICYCLE SHOW ROOMS IN LONDON,

And are the only ones where EVERY MAKE of BICYCLE and TRICYCLE can be tried and compared and purchased

ON GOY'S NEW PLAN.

EUROPEAN AGENT FOR

The Bicycling World and Archery Field.

LYRA BICYCLICA:

Forty Poets on the Wheel.

By J. G. DALTON.

Sent by mail, postpaid, for **60** cents.

Address,

J. G. DALTON,

15 Edinboro Street - - - Boston, Mass.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,

40 Water St., Boston, Mass.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1880.

BY HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, **50** cents. Address

E. C. HODGES & CO.

40 Water Street . . . BOSTON MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

Brentano's Monthly,

"THE GENTLEMAN'S MAGAZINE OF AMERICA."

Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM.

No. 39 Union Square, New York.

Send 10 cents for Sample Copy.

Brentano's Monthly and the Bicycling World, together, — $6.00 *a year.*

WILLIAM M. WRIGHT.

P. O. BOX 1227.

No. 160 Fulton Street, corner Broadway.

Branch: 791 5th Avenue, between 59th and 60th Sts.,

NEW YORK.



BICYCLES.

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T, and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM RIDING SCHOOL

1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

THE LARGEST RIDING SCHOOL IN THE STATE.

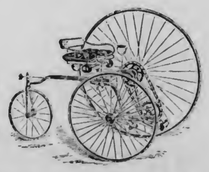
Open from 8 A. M. till 9 P. M., Sundays included.



CHARLES R. PERCIVAL,

—‖ IMPORTER ‖—

Bicycle and Tricycle Agent for all Makes of English and American Machines.



The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

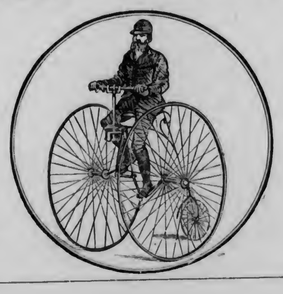
NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

—AND—

TYLER'S PAT. RUBBER HANDLES.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

NOW READY!

Handsome and Convenient

FILES,

BICYCLING WORLD AND ARCHERY FIELD,

PRICE, ONE DOLLAR.

BOUND VOLUMES FOR 1879-80

NOW ON HAND.

PRICE - THREE DOLLARS.

E. C. HODGES & CO. - - 40 Water Street, Boston.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 15.

CHARLES E. PRATT, LOUIS HARRISON, } Editors. BOSTON, 18 FEBRUARY, 1881. Entered at the Post Office as second-class mail matter.

VOL. II] CONTENTS [No. 15

Currente Calamo	225
Editorial — Bicycling World	227
Club History	227
A Bicycle Tour of England	227
Wheel Club Doings	231
The Boston Club Dinner	232
A Bicycling Idyl	232
Editorial — Archery Field	233
Weight in Arrows	233
The Coming Tournament of the National Archery Association	233
One of the Reasons Why	234
Target Valuations	234
Drift and Wag	235
Antiquity of the Bicycle	235
Providence Notes	236
A Case which calls for Sympathy	237
The League Meet	237

E. C. HODGES & CO., *Publishers*,
OFFICE, 40 WATER STREET . . . BOSTON, MASS.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

SEND FOR OUR NEW PRICE LIST OF

SECOND-HAND BICYCLES.

COLUMBIA BICYCLE AGENCY,

PITTSBURG, PA.

CURRENTE CALAMO

RECORDS

ARE coming in.

THE man who has the biggest record will be universally respected for his vivid and powerful imagination.

THE man who has the smallest record will be looked upon as ignominiously truthful.

THE editors are not ambitious, and their modesty is too well known to need mention; but after their recent exploits at club dinners, they are ready to compare knife-and-fork records with any wheelman in the country — except, perhaps, Mr. Bernhardt, of the Boston Club.

WE have received another addition to our album, in the shape of a cabinet photo of Mr. Lamson, of Portland. These pictures of wheelmen are always welcome, as they are not only of interest to the editor, but also to the many visitors who frequent the BICYCLING WORLD office.

OUR name is the BICYCLING WORLD, and not the *Bicycle World*. Mr. Chas. E. Pratt *is* connected with the editorial staff, and expects to be for a long time to come. *New York Sunday Courier* please copy.

JUVENIS is getting more and more melancholy. He pours out his woes in the columns of an esteemed contemporary on the president of the Detroit Club, on the heads of his own club, and on wheeling matters generally. The cold weather don't agree with the old gentleman, or perhaps his absence from the Boston Club dinner has given him a bad case of indigestion. Brace up, old man.

MR. CHARLES R. PERCIVAL, importer of English bicycles and tricycles, has opened a riding school at 1783 Washington street, which will be open from 8 A. M. until 9 P. M., Sundays included. He has a large stock of a new make of wheels on hand, which will receive a more extended notice in a future issue.

THERE will be a Rocky Mountain Club, "in the spring," at Helena, Montana. The riders of the wheel there, led by Mr. W. E. Norris, are practising riding on the frozen surface of the snow. It is very jolly, we are told, especially when the snow crust breaks, and lets the wheel down out of sight, while the rider dives on through space, or a fourteen-foot snowdrift. We may hear of a tour through the great National Park by these Western wheelmen.

ON our last page there appears an advertisement, by one of the most prominent London firms, of their bicycles. The "Timberlake" and the "London" have a high reputation in England for elegant finish, and perfect material and construction. The former is an extremely strong machine, without being unduly heavy, while the latter has always been a great favorite with London riders, and is beautifully finished.

THE communication on the "Antiquity of the Bicycle" was received by Mr. H. S. Kempton, of the Boston *Herald*, and read by him at the Boston Bi. Club dinner, in his response to the toast, "The general press." It will be a surprise to most bicyclers to learn that the history of the bicycle extends so far back into the dark ages, and many will be incredulous as to the existence of any records of it further back than 62 B. C. But every scientific discovery has to contend with a large amount of ignorant doubt, and this will probably have to take its share.

NOTICE TO CORRESPONDENTS.

ALL COMMUNICATIONS INTENDED TO REACH THE EDITOR'S ATTENTION SHOULD HEREAFTER BE ADDRESSED TO LOUIS HARRISON, EDITOR BICYCLING WORLD. BUSINESS LETTERS TO E. C. HODGES & CO.

VOLUME ONE,

1879-80,

BICYCLING WORLD

AND

ARCHERY FIELD,

NOW READY,

In Handsome, Dark-Green Binding.

IT CONTAINS:

History of the League.

Organization and Rules L. A. W.

Rules for Clubs.

B. T. C. Rules and Organism.

Complete Club Directory, 1880.

Brief History of Prominent Clubs.

A full Account of the Amateur-Professional Difficulties, together with the decision defining an Amateur.

Racing Records.

Ladies' Bicycle Races.

Descriptions of Bicycle Manufacture.

Personal Interviews with Prominent Wheelmen.

Instruction for Beginners.

Articles on Wheeling on Ice.

Effects of Bicycling on Health.

The Visit of the English Professionals, and everything pertaining to Bicycling Literature of the Time.

Sent, Postpaid, upon Receipt of Price, $3.00.

E. C. HODGES & CO.

40 WATER STREET,

BOSTON - - - MASS.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from **CUNNINGHAM & CO.**, or their authorized agents.

ENGLISH BICYCLES & TRICYCLES.

LANE BROTHERS, Liverpool, Eng.

BICYCLE DEALERS,

Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to

A. T. LANE, P. O. Box 1196, MONTREAL.

I have a few of BICYCLES my very nice BICYCLES

for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.

A. J. PHILBRICK,

36 Bridge Street - - Salem, Mass.

THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

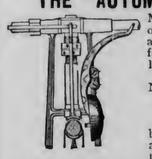
Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,

40 Water Street, Boston.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

STURMEY'S "GUIDE TO BICYCLING."

A few copies at BICYCLING WORLD office.

Price, postpaid to any address, 50 cents.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

TO BE HAD,

Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., @	$0.30
STURMEY'S "INDISPENSABLE," @	$0.50
THE AMERICAN BICYCLER (2d edition), @	$0.60
LYRA BICYCLICA, @	$0.60
THE AMERICAN BICYCLING JOURNAL (bound), @	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @	$1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth	$1.00

The Trade Supplied at Wholesale Rates.

Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

BICYCLES

WITH

STEEL SPOKES

AND

RUBBER TIRES,



From $12.50 to $35.00.

STEEL SPOKES and IRON TIRES,

$6.50 to $20.00.

Send for Price List.

JOHN WILKINSON,

77 State St.,

CHICAGO, ILL.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 18 FEBRUARY, 1881.

CLUB HISTORY. — The association of literature with so vigorous an out-of-door sport as bicycling is less inharmonious than might be supposed. Not only are a large number of bicyclers professional journalists or possessed of considerable literary taste, but there is a mental stimulus in the sport itself which must bear fruit. A distinctive literature has been born, and is now passing through the first stage of its development. Whether it will preserve its present character, and whether it will take a recognized *status*, are questions that the future only can decide; but there is no doubt that the present growth is marked by rapid and creditable progress, and that no writers have a more enthusiastic and appreciative audience than those who are now giving bicycling literature its first impulse.

There is, however, one field that needs exploring, — a field whose borders have just been trespassed upon, but whose depth and width and luxuriance of product have been unsearched and almost unthought of. Whether from tropical wildness and entanglement of club records, from among the weeds of dissension and the dreary waste of statistics, there can be gathered any flowers of poesy or romance, is a matter of grave doubt. But there are bright spots in club history — like some unexpected glimpses of far-reaching, beautiful landscape — that have left a pleasant and lasting impression with those who have seen them, and that are worthy of careful reproduction.

It may be said that with only the scant resource of matter-of-fact club reports, and perhaps a handful of pleasant memories, it would be difficult to do any past subject justice; but if this is true, it is certainly suggestive of what should be done in the future. Every incident in club life that has an important bearing upon the topic of bicycling, or that has within itself a pleasure that would be readily appreciated and enjoyed by bicyclers generally, should be put on record. It is not necessary to have a club historian; indeed, it is hardly advisable, as he might be monotonously grave or monotonously facetious. and deprive the annals of that variety which constitutes one of the finest charms of riding. Some gentleman might be delegated upon the occasion of each run to write a little sketch of the trip, embracing an account of the route, the difficulties to be avoided, the scenery along the way, and any entertaining features that may come under his observation. These can be so written as to deserve publication, and then, at the end of the year — or of a longer time — the published accounts of club meets, runs, races, riding records, and other matters can be arranged and compiled in the form of a brief history. This would serve for reference; and in some far away future time, when the hopeful riders of to-day are approaching the retrospective period of life, such a history would be invaluable.

MUCH to his own regret, Mr. Charles Terrout has left bicycling and entered the military service; also Mr. Charles Hommey and Médingner. We shall not see these three Parisian bicyclers again until 1882; therefore, we are inclined to believe their departure is not at all disagreeable to some of their rivals. — *La Revue des Sports.*

THE Italian government has been experimenting for two years past to see if the bicycle can be made useful in the transmission of orders and despatches. New experiments have been recently made, and General Lombardini, who had charge of a division to which were attached five wheelmen, has made a favorable report to the Minister of War, for the adoption of the bicycle. — *La Revue des Sports.*

A BICYCLE TOUR OF ENGLAND.*

BY ALFRED D. CHANDLER.

IV.

NO sooner had one county of interest been left than we entered another. It was a great satisfaction to know that ride where one would, new attractions were always to be found. Derbyshire, the next county on our route to the north, is famous for its scenery, its waters, its Chatsworth, and its Haddon and Hardwick Halls. The great "Derby" races are not held in Derby, but more than a hundred miles to the south, at Epsom, in Surrey County, fourteen miles southwest of London. To be sure, races are held at Derby, the county town of Derbyshire, but they are rather local, and not to be mistaken for the "Derby" races at Epsom. The great Epsom meeting is on Tuesday, Wednesday, Thursday, and Friday immediately before Whitsuntide, the "Derby" being on Wednesday, the "Oaks" on Friday; called so after one of the Earls of Derby, and his seat, the Oaks, which is in the neighborhood. Next in importance to the Epsom races are the Doncaster races, at Doncaster, in Yorkshire, held (1879) on Tuesday, Wednesday, Thursday, and Friday, 9, 10, 11, and 12 September. As the "Derby" is the chief feature of the Epsom races, so the "St. Leger" is that of the Doncaster races; named after Lieut.-Gen. St. Leger, who originated it in 1776. Of the Doncaster races more will be said later on.

Our morning examination of the great breweries at Burton-upon-Trent, in Staffordshire, and the proper sampling of Bass's finest ale, prevented a very early start; but at last we were again in the saddle, and pushed on to Derby, where we found it advisable to take the train for Matlock Bath, arriving there at 2.30 P. M., and stopping at the New Bath Hotel. Matlock Bath is resorted to for its medicinal springs, and the many interesting excursions near by. The village lies in a dale through which the Derwent water flows, by steep and lofty rocks nearly three hundred feet high. The Matlock waters have a temperature of about 68° Fahr. In the basement of our hotel was a large swimming bath, between cemented walls, wherein the natural waters constantly flowed; so that on arising in the morning, or at any other time, without leaving the house, we could descend and swim around at pleasure. Our first afternoon at Matlock was spent in paddling canoes on the river, rambling along the shore and over the rocks, and in having our tintypes taken, in riding costume, at the little stand by the highway.

The next morning we were off at a good hour for Chatsworth, "the finest private country residence in the world." Our ride was up the Derwent valley from Matlock for about eight miles. The Park at Chatsworth is upwards of eleven

* Made in 1879, by the president, Alfred D. Chandler, and captain, John C. Sharp, Jr., of the Suffolk Bicycle Club, of Boston, Mass.

miles in circuit (equal to that of the whole town of Brookline, Mass.). As we rode through the park, herds of deer were seen quite near on each side of the avenue; the bucks, with their antlers erect, all on one side, the does scampering off on the other. We dismounted at the mansion, or palace, and resting our machines upon the inner side of the great gate walls, waited, as the custom is, for the arrival of a sufficient number of persons to make up a party for the ushers to conduct through the residence and grounds. I am not now sure of the number, but believe about 3,000 persons a week were then visiting Chatsworth. Thirty years ago, in 1850, Downing wrote that "upwards of 80,000 persons visited Chatsworth last year." The crowd is greater, of course, in summer. Long open coaches and conveyances of various kinds bring visitors by the score from the stations at Rowsley and Bakewell, and from all the country round about.

To me the greatest attractions in the interior of the mansion were the sculpture and the marvellous wood carving; the latter claimed to be largely by that master artist of the seventeenth century, Grinling Gibbons, whose subjects are chiefly birds, flowers, foliage, fruit, and lace. It is even said that "many of his flowers used to move on their stems, like their natural prototypes, when shaken by a breeze." In the sculpture gallery, the usher, who had observed our scrutiny, kindly remarked, as the potent coin touched her palm, that we might remain till the next party came through; which we did, enjoying at our leisure and undisturbed the fine pieces by Canova, Thorwaldsen, and Chantrey. Afterwards we found the grand conservatory and the gardens attractive and justly celebrated; but for an interesting description of these, I refer the reader to Downing's account of Chatsworth in his Rural Essays.

On the way back to Matlock, we dismounted for a little refreshment; but were told by the woman in charge of the place, that she had formerly "cut up as many as *five hams* in a season," but of late customers were so few that she had given up keeping supplies, and could not give us even a glass of milk, on account of some peculiarity of her landlord. This was the sorriest place of the kind we met in the whole country. It was true, however, that on account of the hard times in England, travel was then much lighter than formerly; and as a rule, even at well-established inns, bicycle riders were welcomed for the few shillings they left.

On arriving at Matlock we dined with a hearty appetite, and concluded to go to London by the evening train, to see on the morrow the last day's riding of the great six-days' bicycle race at Agricultural Hall, London, and to attend to other matters there. We arrived at our rooms on Duke Street at 11 P. M. that evening This ride by rail from Matlock Bath to London and back is not indicated on the map accompanying this article.

We frequently took long as well as short journeys by rail in addition to our bicycle riding; most of our time in passing from place to place, however, being spent in the saddle. England has such a network of railways, that one can dart hither and yon in all directions from almost any point. By taking advantage of these facilities for travel, we saw a large portion of the country not covered by our route on the bicycle. We travelled in our riding costume, either first, second, or third class, as fancy or good luck determined. The third-class accommodations are at times good and at times bad. Thus in 1879, the Midland was a favorite road for third-class passengers, while the London and Southeastern was so unpopular that the *Times* published several letters condemning the company. The purchase of a second, or even a third class ticket often resulted in a ride in a first-class compartment. This happened when all but first-class compartments were full, or when the customary sixpence to the porter induced him to open a first-class compartment whether the others were full or not. This is the everyday experience in England.

English life on the railway trains is quite a study. One day at Derby the trains were all late, and the station crowded with a motley throng from the local races. We knew there would be a scramble when the down train came, and tipped a porter with particular instructions to get us a seat; but just as the porter opened a door, a rush of rowdies in regular English fashion swept porter and everybody else away from the car. I never came nearer planting my fist in somebody's eye, but it was well I did not; it would have been an idle ceremony, and a moment later our porter had us safely tucked into a first-class compartment. There were seven persons crowded into that compartment, which was meant for but six, and the chaff and abuse hurled to and fro between some of his countrymen and that seventh man were such as I thought would lead to blows. At last the situation was accepted, the conversation turned pleasantly upon the races, and we were made acquainted with the freshest horse-talk of the day. On another occasion, while riding out of London in a second-class compartment, a man got in with a large open bask t filled with glassware, which he rested upon his knees, and then began to smoke, though it was not a smoking car. The thought of being mixed up with a basketful of lamp chimneys and glass *bric-a-brac*, in case of an accident, was not pleasant; altogether the glass man was a good subject for attack, and a fellow-passenger who disliked smoking engaged with him in such a bout of words that the conductor was at last called on to settle the matter. But for banter and raillery, or for mockery and jeer, I suppose the London cockney carries off the palm. We had such a fellow on board the Baltic on the voyage over, who was set upon one day in the smoking-room by some sharp-tongued Americans, and who gave in return an exhibition of his powers of retort, which fully sustained the reputation of his class. Of a different type was the soldier we travelled with in Wiltshire, who was just from the Cape, having returned with Capt. Cary, and who took pleasure in exhibiting some ostrich feathers from South Africa, and assegai or Zulu darts of the kind used in the assassination of Louis Napoleon. While riding through Staffordshire one evening, the train stopped, and a man came tumbling into the compartment with his fishpole and basket, in a high frame of mind over his day's sport, having lost his two companions, and having a few little fish which he exultingly showed for approval. But to return.

The race at Agricultural Hall, London, was won by Waller, a Newcastle man, who accomplished the extraordinary feat of riding 1,404 miles in six days of eighteen working hours each. Not one of the contestants was a physical model. Keen, who probably rides in the best form of any English rider of note, did not enter this race, or at least was not riding that day. Waller, Terront, and Cann were the chief contestants. We saw Cann fall in turning a corner; it was pitiable: fortunately the other riders did not fall on him. He was picked up by a policeman, and with damaged ankle and arm, was helped hobbling to a dressing-room. Terront pressed close upon Waller, lap after lap, but Waller held his own. They ate and drank in the saddle, seizing food or a mug of beef tea — or whatever it was — as they passed an attendant, and tossing back the mug empty on the next round. The riders were tough and sinewy to a remarkable degree, but wanting in athletic beauty of form. It was not my fortune to see in all England a single bicycle rider noticeable for grace and ease in the saddle. Keen, to be sure, is an exception, but I never saw Keen ride till he came to America. This want of form in riding even among some of the most extraordinary long-distance riders in England was especially noticeable.

The next day (Sunday, Sept. 7) we left London and returned to Matlock Bath over the Midland Railroad, arriving at 7.30 P. M. On Monday morning we were off again in the saddle over the road towards Chatsworth. The rain of the day before made the road very treacherous. We have nothing of the kind in Massachusetts: English roads with a limestone surface are, when wet, exasperatingly slippery; I felt in my bones, as the phrase is, that I should fall, and I did, but no harm was done. About three miles south of Chatsworth we turned to the west, passing the celebrated Peacock Inn, well known to tourists in Derbyshire, and in a few moments rode up to Haddon Hall, which, perhaps, gives the best idea of an ancient baronial residence to be found in England, for it is preserved as it was. We were shown through Haddon by a pretty little maid of about twelve years, who pointed out and described the various

rooms and mementos with a precision and a charm that were captivating. Her voice had that sweetness and purity of tone for which so many of the sex in England are noted the world over.

Our route from Haddon Hall was over Beeley Hill (nearly 1,000 feet high) and across Beeley Moor to Ch sterfield. A better way would have been by Bakewell and Baslow. The hill gave us a hard climb, and the road over the moor at the top was too rough for bicycle riding; it was the hardest and longest tramp in pushing our bicycles that we had, and before we reached Chesterfield a heavy shower overtook us. After dinner at the Angel, as the roads were too muddy to use our machines with comfort, we took a hansom and were driven out to Hardwick Hall, eight miles southeast. This hall is far-famed and very interesting, and, like Chatsworth, is the property of the Duke of Devonshire. It was here that Mary Queen of Scots passed several years of her captivity. The great picture gallery is 195 feet in length, ranging along the whole of the east front.

From Chesterfield our route was to Sheffield and Doncaster, both in Yorkshire. Our stop at Sheffield was short, to examine the Hallamshire bicycle works: and we hurried on to Doncaster to attend the races. That town was crowded with visitors. We dined at the Royal Hotel, but were told that a bed for that night was not to be had in Doncaster under two guineas — $10. As two guineas was altogether more than we intended to pay, we went to the races, and then, jumping on our saddles, rode over to Thorne, nine miles off, arriving at the White Hart in ample time for tea, and paid for our beds but two shillings.

After breakfast the next day we rode to Selby by the way of Snaith, the latter half of the way over an execrable road, badly out of repair. At Selby we lunched at the Londesborough Arms, and had opportunity to examine the beautiful church near by; then, leaving our machines, we took a train back to Doncaster, arriving there in time to attend the ten races of that afternoon, including the great St. Leger. Thousands of people go every year to these races. They even tell you in Yorkshire that the Doncaster races are not surpassed by the "Derby" at Epsom. Doncaster is a neat and attractive town, and the race-course is close by, over a wide, flat plain; no like our race-courses, but spread over much more ground, with room for many stands and ample space for private coaches and carriages, with the vast throng that surges up and down. We studied the field and scene from every available point, going out to the starting-points, standing midway down the course, and being close at the finish. The first race was at 1.45 P. M., and the last of the ten was at 5.30 P. M., so that no time was wasted. The horses are not always started where the race ends, but at various places and distances, so as to finish at the grand stands after running "five furlongs," "six furlongs," from the "Red House Inn," "one mile, six furlongs, and 132 yards," "two miles and five furlongs," or as the case may be. On the day before Mr. Pierre Lorillard, of New York, entered his famous horse Parole for the Great Yorkshire Handicap, but Parole was easily distanced by Dresden China and two other horses. For the St. Leger stakes there were twenty-two entries. Rayon D'or, entered by Count F. de Lagrange, won; Ruperra came in second.

To see all the horses entered galloping over the turf (the track is entirely of turf and not gravel), now separate, now in a clump as if to run over each other, and goaded on by the jockeys in their bright costumes, is a stirring sight. The din from the shouting of the betting men and crowd was extraordinary; at times there was a lull, and then a roar of human voices again came over the field. The men who sold betting tickets were usually on short stilts or shoes with soles perhaps a foot thick, and they wore startling costumes with lofty chimney-pots oddly labelled. They hailed from London, Liverpool, Dublin, Edinburgh, and elsewhere. Mingling with these were acrobats, men who dislocated their shoulders and twisted and bent like snakes; and as for the three-card monte men, they were everywhere, and as cunning and successful as the craft can be. When the lockers and hampers of the private coaches were opened, there was feasting enough. I saw a little urchin creep under a coach for an empty champagne bottle. All classes of society elbowed each other; it was one of those days when all England might jostle together with impunity. Here is one of the betting tickets; the original, however, is printed in four different colors:

110

R. DEPLEDGE
ROSE OF ENGLAND
MANSFIELD ROAD.
NOTTINGHAM.

ALL BETS PAID FIRST PAST THE POST.

ALL IN RUN OR NOT.

T. Smith, Printer, Maldon Lane, Nottingham.

110

and here is a copy of one of the racing cards, the entries being omitted for want of space, except the entries for the St. Leger Stakes which are given:—

1.45 The Cleveland Handicap of 20 sovs. each, 10 ft., and 5 only if declared, with 100 added; the winner of the Leamington Stakes, the Great Ebor Handicap, or the Great Yorkshire Handicap to carry 9lb, of two of these stakes 12lb or of any other handicap after August 21st, at 10 a.m., 5lb extra; the owner of the second horse to save his stake. — The straight mile. (25 subs., 17 of whom pay 5 sovs. each.)

2.15 The Retford Abbey Stakes (Handicap) of 5 sovs. each, with 100 added, for three yrs old and upwards; a winner after the weights are out to carry 7lb extra; the owner of the second horse to receive 25 sovs. out of the stakes. — Five furlongs. (15 subs.)

2.35 A Match of 200 sovs. each, h ft., colts 8st 10lb each, one to the post. — Six furlongs.

3.0 The Corporation Stakes (Handicap) of 10 sovs. each, h ft, with 100 added, for two yrs old only; a winner after Sept. 4th, at 10 a.m., to carry 7lb, twice or of 200 sovs. 10lb. extra; the owner of the second horse to receive 25 sovs. out of the stakes. — Red House in. (16 subs.)

3.30 The St. Leger Stakes of 25 sovs. each, for three yrs old colts 8st 16lb, and fillies 8st 5lb; the owner of the second horse to receive 200 sovs. and the third 100 sovs. out of the stakes. — New St. Leger Course, about one mile six furlongs and 132 yards. (275 subs.)

1 — Lord Bateman's ch c PROTECTIONIST, by Palmer — Delilah (H. Jeffrey).
Black and rose stripes, rose sleeves and cap.
2 — Mr. H. E. Boddington's b c ALCHEMIST, by Rosicrucian — Gold Dust (Rossiter).
Orange, chocolate sleeves.
3 — Mr. C. Blanton's ch c EXETER, by Cathedral — Scamp's dam (Custance).
Drab, red cap.
4 — Mr. W. S. Cartwright's ch c GEORGE ALBERT, by Marsyas.
Scarlet, black cap.
5 — Mr. W. S. Crawford's br c GILDEROY, by Pell Mell — Highland Lassie (Huxtable).
Scarlet.
6 — Mr. W. S. Crawford's b or br c LANSDOWN, by St Albans — Gentle Mary (Fordham).
Scarlet.
7 — Mr. Elam's b c MARSHALL SCOTT, by Ethus — Baroness.
White, red sleeves and cap.
8 — Lord Falmouth's b f LEAP YEAR, by Kingcraft — Wheat-ear.
Black, white sleeves, red cap.
9 — Lord Falmouth's ch c MULEY EDRIS, by Wild Moor — Retty (F. Archer).
Black, white sleeves, red cap.
10 — M. E. Fould's ch c SALTEADOR, by Ventugadin — Slapdash (Hunter).
Yellow and black hoops, black cap.
11 — Mr. Gee's b f WHITE POPPY, by Winslow — Formosa.
Union jack, blue sleeves and cap.
12 — Duke of Hamilton's b c SQUEAKER, by Speaker — Botany Bay.
Light blue, bronze sleeves and cap.
13 — Mr. J. H. Houldsworth's ch c RUPERRA, by Adventurer — Lady Morgan (C. Wood).
Green and gold, yellow cap.
14 — Mr. W. I. Anson's b f MACCARONEA, by Macaroni — Bonny Bell.
Turquoise, violet sleeves and cap.
15 — Count F. de Lagrange's ch c RAYON D'OR, by Flageolet — Arucaria (J. Goater).
Blue, red sleeves and cap.
16 — Count F. de Lagrange's ch c ZUT, by Flageolet — Regalia (J. Morris).
Blue, red sleeves, blue cap.
17 — Lord Norrey's br c SIR BEVYS, by Favonius — Lady Langden (F. Cannon).
Dark blue, yellow cap.
18 — Lord Rosebery's br c VISCONTI, by Parmesan — Lady Audley (Linkx).
Primrose, rose hoops and cap.
19 — Lord Scarborough's b f ELLANGOWAN, by Strathconan — Poinsettia.
White, red spots and cap.
20 — Mr. James Snarry's d f JESSIE AGNES, by Macaroni — Polly Agnes.
Crimson, straw sleeves.
21 — Capt. F. Thompson's b c ROBBIE BURNS, by Martyrdom — Auchnafree (J. Snowden).
Green, white seams, black cap.
22 — Mr. J. Trotter's ch c PALMBEARER, by Palmer (J. Osborne).
Pink.

4.0 The Milton Stakes of 10 sovs. each, h ft., with 200 sovs. added, for two yrs old 7st, three 8st 9lb, four 9st 3lb, five and upwards 9st 5lb; m. and g. allowed 3lb; the winner to be sold by auction for 200 sovs.; if entered to be sold for 100 sovs. allowed 5lb, the overplus over the selling price to be divided according to the new rule. — Five furlongs. (13 subs.)

4.20 Match for 500 sovs., h ft.— Two miles.

4.40 The Bradgate Park Stakes of 10 sovs. each, h ft, with 100 added, for two yrs old 7st, and three 8st 10lb; f. and g. allowed 3lb. the second to receive 25 sovs out of the stakes.— Red House in. (19 subs.)

5 10 Her Majesty's Plate of 200 guineas, for three yrs. 9st 8st 3lb, four 9st 7lb, five 9st 13lb, six and upwards 10st.— Cup Course, about two miles and five furlongs.

5.30 The Municipal Stakes of 200 sovs. each, h ft., for two yrs. old, colts 8st 10lb, and fillies 8st 7lb.— Red House in. (3 subs.)

Immediately after the races we returned to Selby by rail, and the next morning rode on our bicycles to York over a fair road. York was the farthest point reached by us towards the north. Whether to keep on as far as Edinburgh, in Scotland, or not, was considered, but owing to the rougher nature of the roads in that direction and want of time, it was determined to make York a turning-point, and continue our journey in a westerly direction to Chester and North Wales. The opportunity of examining and admiring the great York Cathedral was fully appreciated; our tour had now embraced the three greatest of the English cathedrals outside of London,— Canterbury, Salisbury, and York.

I pass over the details of the rest of our trip. Enough has been written to show how independently we travelled, how our chief mode of locomotion on the line of selected route was the bicycle, how, when occasion required, we journeyed by whatever other way was most agreeable, going up to London, or off on side trips occasionally, and so directing the main tour as to enable us to see those portions of the country deemed most interesting and most available in the short time at our disposal.

Apart from the attractive scenery of Wales, to which we now turned, there was a special reason for travelling in that direction. On 28 July, 1879, at ten o'clock at night, the steamship "Baltic," of the White Star line, on which we crossed to Liverpool, ran directly into the rocks at the South Stack lighthouse, on the northwest extremity of Wales. The matter was hushed up, for it is always policy to have but little known of such accidents. About a month later, the "Brest," a Cunard steamer, was wrecked off the Lizard, in Cornwall, and all on board might have perished but for the bravery of Cornish life-saving men, who rescued crew and passengers. The only mention in the London *Times* of our extraordinary escape was in very small type in the shipping column, as follows: —

"The Baltic, st., from New York, arrived at Liverpool July 29. The master reports at 10 P. M. on Monday night, during a fog, she *touched* the South Stack and slightly damaged her stem."

"Touched," indeed! On that voyage the "Baltic" left Queenstown at about eight o'clock in the morning, and a fog setting in, the run up St. George's Channel was made partly at half speed. About four o'clock in the afternoon, the steamer just escaped cutting a large sailing vessel in two; at ten o'clock in the evening the crash came, and it being the last night at sea, most of the passengers were up and very social. There was a rush for the deck; ladies fainted; all felt apprehension. The sight from the deck was terribly grand. Two hundred feet above us, glimmering through the fog, was the revolving light of the South Stack; rising from 300 to 500 feet from the water were dark, almost perpendicular rocks; an alarm bell and guns were heard from off the shore. The steamer, having struck head on in deep water, was backed off; she at once listed heavily to starboard. The blow had crushed the bow; no one knew how soon she would go down. The boats stuck; it was a quarter of an hour and more before some were loosened; a small boat forward was launched by sailors and ordered back. The steamer listed heavily again, and passengers moved to the port side. The water was not rough; we were near enough at first to swim to shore, but we did not then know that the current there was too strong for any swimmer, and we did not know that the rocks were too steep to climb, with a tide rising sixteen feet to wash off any, perhaps, who got a footing. It is a horrible place; many a vessel has been lost on this shore. When the "Arizona" struck an iceberg last summer, the ice crumbled down by the ton; when the Baltic struck at South Stack, the solid rock was unyielding: true, speed had been slackened, because, a moment before the steamer struck, the danger was seen, and the engines reversed, but altogether too late to stop the vessel. The strength of modern steamers is thus shown: their division into compartments is a great safeguard; this saved the "Baltic." The forward compartment filled with water; the other six were kept dry. The steamer was backed off farther and farther, out of sight of the light, but within hearing of the guns. Some thought it safer to keep nearer the land, to make Holyhead, close by; but the captain kept her out to sea; the vessel stopped listing, and eventually we disembarked at Liverpool in safety. The accident was attributed to the fog; the steamer should have been two or three miles farther out. An Italian lady gave the first alarm, as the great revolving light suddenly loomed through the fog; the lookout's warning followed after. Most of the passengers sat up all that night, not knowing what might occur; and as sometimes happens in such cases, almost every passenger on board, including diplomats, lawyers, doctors, merchants, and ladies, signed a paper next morning, exonerating the captain, and actually *gave him three cheers* on leaving the steamer, so elated were they at escape!

On our arrival in bicycle dress at Holyhead, a month and a half after this accident, we walked across the island to the South Stack Light, to see from the land where the Baltic struck. The coast scenery there is magnificent. The approach and descent down the rocks and across the suspension bridge, ninety feet above the sea, to the little lighthouse islet, is uncommonly grand. Men used to be lowered over these rocks, which are hundreds of feet high, by ropes, for birds' eggs. The practice is now prohibited.

To our surprise, the lighthouse keeper said he knew nothing of the danger the "Baltic" was in till a day or two after the event. He was up in the lighthouse at the time, and the fog cut off any view of the sea. A wager on this, as to whether the lighthouse keeper knew of our danger, had been made in London. The keeper could have given no assistance, not having a life-boat or crew; and he remarked that had we gone down that night, we "would have known what the fishes had for supper."

A travelling photographer, with his apparatus, happened to arrive while we were on the rock, and I directed him to take several views of the scene of our accident and escape. These were afterwards obtained at Warwick, his headquarters; and they are the best pictures of that romantic spot known to me.

During our short stay in North Wales, we examined Carnarvon and Conway castles,— noble old structures and magnificent ruins; and we also went up to pretty Llanberis, stopping at the Victoria Hotel, and walking from thence to the top of Mount Snowdon, the highest mountain in England or Wales (3,571 feet high), returning on foot down by Llyn Llydaw and the grand Pass of Llanberis. We had fine weather in Wales, and our day at South Stack Light was perfect: the air delightful, and all peaceful and still.

The details of our journey back to London, by the way of Chester, Birmingham, and Coventry, I omit, for this account has already been extended more than was designed. We reached London without accident, in health and fine spirits, sunburned and strong; and returned our hired bicycles to Peake's, on Princes Street, within a moment or two of the precise time when the month expired for which they were engaged.

It must not be supposed that we passed over all the choicest parts of England and Wales on this tour. Many delightful trips could be made without crossing our path. There is a large portion of Western and Southwestern England which we omitted altogether. Then there is the ride through the lake country,— rather rough, however,— and so on over what I was told is a very fine road, the run from Carlisle to Edinburgh. For crossing North Wales one may take the famous road from Shrewsbury to Bangor, on the line of the old mail route between London and Holyhead, which was improved at great expense in the days of Telfourd, under the direction of parliamentary commissioners. But the runs are so many and so interesting in all directions over England — excepting, perhaps, parts of Norfolk and Suffolk in the east — that no fixed line of travel can be prescribed, but each tourist must choose for himself. If a centre is to be chosen, take either Coventry or London.

As to the expense of bicycle travelling in England, it depends so much on the rider himself, that perhaps no satisfactory answer can be given. We did not travel under the auspices of the Bicycle Touring Club, but went to the best inns and hotels, so far as we knew, and got the best of what we could, at the same time travelling prudently. I have before me hotel bills from all over England; but not even with their aid can I tell accurately what our expenses were. This, however, can be said, that it is safe to allow four dollars a day; your expenses would often be less,— at times, perhaps, more. Good food and plenty of it is a *sine qua non* of such a tour, together with a good bed and plenty of sleep. Provision should be made for accidents to machine and person. Your riding suit should be of a dark rather than light cloth. There is more rain and mud in England than in our country; and in riding, clothes are more apt to be soiled there. Warm underclothing is needed, for in summer it is much cooler in England than here. In the middle of the day we often found it warm; and while riding then, I used to take off my blouse and strap it on to the handle bar with a little shawl strap, which I have always found very convenient for that use. Good riding maps are necessary; those reduced from the Ordnance Survey are the best, and can be had as mentioned in the first of these articles. Some advise taking a pair of serge trousers, which pack small, "to enable one to go about without attracting that attention which is the lot of any one clad in polo cap and knee breeches; a costume which, however appropriate near a bicycle, is objectionable apart from it." However, variety of costume, and dress adapted to the various sports, is so common abroad, that it seemed to me less notice is taken there than here of your apparel, provided it is becoming.

In conclusion, let me say that a bicycle tour of any length abroad is not all sunshine and delight, but means the overcoming of many obstacles, making the best of rainy weather and strong head winds, putting up with the peculiarities of another country, and above all the exercise of pluck, patience, and consideration; traits which it was my good fortune to see daily exhibited by my young companion on this tour.

WHEEL CLUB DOINGS

East Boston has a club named from it, and beginning its existence with a modest number of members. We wish them every success.

The San Francisco Bi. Club re-elected their regular staff of officers for the ensuing year, with the exception of the president, R. DeClairmont, the pioneer wheelman of the Pacific Coast. This gentleman, in accordance with his ideas upon the benefits of rotation in office, and his aversion to third-termism, resigned the office so long and honorably filled by him. The following officers were then elected: Columbus Waterhouse, president; Herman C. Eggers, captain; Charles A. Butler, sub-captain; George J. Hobe, secretary and treasurer, address 1633 Hyde Street; Messrs. Waterhouse, Eggers, Hobe, R. DeClairmont, and John H. Thompson constituting the club committee. This excellent selection of officers assures a good government, and we think will contribute not a little to the club's success.

The Aerial Bi. Club, of Chicago, have adopted a very neat badge in the shape of a pendent wheel of gold with a silver wing attached. The title of the club is above the wheel, and upon a scroll below is engraved *Volucrem fuga prævertitur Eurum*.

Peoria Club. — *Editor Bicycling World: Dear Sir,* — I am happy to inform you that the long-expected Peoria Bicycle Club has been organized. One week ago the bicyclers of Peoria met and organized under the name of the Peoria Bicycle Club, elected officers, etc., and adjourned. The officers are as follows: S. R Henderson, editor *Saturday Evening Call*, president; Steve H. Tripp, captain; N. H. Tallman, senior sub-captain; H. G. Rouse, secretary and treasurer. The other offices were left vacant till the club should have more members, and the necessity should arise for guides, buglers, etc. The new club numbers seven members. The prospects are very good for quite an accession of riders next spring, if talk can be depended on. Respectfully,

Harry G. Rouse.

Peoria, Ill., 9 February.

The Chicago Bicycle Club have elected the following officers for the ensuing year: President, A. W. McClure; captain, Wm. S. Blinn; secretary, Burley B. Ayers; treasurer, George D. Hoffman. During absence of Mr. Hoffman in Europe, Mr. L. W. Conkling was appointed treasurer *pro tem.*

New Haven Bi. Club. — *Editor Bicycling World:* — At the annual meeting of the New Haven Bicycle Club, the following were chosen as officers for the present year: President, M. F. Tyler; secretary, F. A. Jackson, P. O. Box 429; treasurer, J. H. Parish; captain, S. Arthur Marsden; first lieutenant, F. C. Tuttle; second lieutenant, F. W. Hinman; bugler, J. H. Parish; committee, the executive officers and Mr. F. J. Ludington.

An expression of opinion was called for in regard to the League Meet, resulting finally in a vote which was unanimously in favor of New York. Wherever the meet may be held, however, our club will without doubt be represented.

F. A. Jackson,
Sec. N. H. Bi. C.

Worcester Club. — *Editor Bicycling World:* — At the semi-annual meeting of the Worcester Bicycle Club, held 6 January, the following officers were elected: — Dr. J. F. Adams, president; George M. Doe, captain; W. U. Barnes, sub-captain; E. F. Tolman, secretary and treasurer, 424 Main street, Worcester, Mass.

From the report of club doings of the past six months the following may be of interest.

Number of members 1 July, 1880, 30; joined since that time, 14; number resigned, 9; leaving membership at present, 35 active and 2 honorary. Of those who have left us, William H. Pearce is now captain of the Elgin Bi. Club, W. R. Lovell is a member of the Boston Club, and rode second in their twenty-mile championship race last fall; L. P. C. Damoreau is a member of the Waltham Bi. Club.

Of the club runs, five of which were of importance enough to be recorded, the following is reported: —

July 17, seven members, twenty-mile run.

July 21, eleven members, twenty-mile moonlight night run.

Sept. 7, thirty members, New England Fair and reception of visiting clubs.

Oct. 23 and 24, ten members. The Providence meet, and from Providence to Worcester the day following.

Nov. 14, fourteen members, the club fall race meeting, resulting in Bert L. Gifford's winning the title of champion, making the half-mile against a strong wind in 1 minute 52 seconds.

The club has a balance of cash in treasury.

The talk of new members is very strong, so we may easily reach our limit of fifty early in the season.

E. F. Tolman,
Sec. Worcester Bi. C.

Records. — *Editor Bicycling World:* — In answer to your call for the logs of 1880 riding, I will send mine to show what even one confined as a drug clerk can get out of the bicycle in his spare time morning, noon, night, etc.

After I had taken five lessons in Pope's, I bought my wheel 7 June, and took it to the State House and rode it home to Framingham, 22 miles. This was my first ride on the ground. By rubbing myself well with alcohol I was not lamed. There have been but twenty-seven week-days since that I have not ridden, and I do not ride Sundays. The following is my score: —

June,	156	miles in	20	days'	riding.
July,	208	" "	23	"	"
August,	206	" "	23	"	"
September,	255	" "	20	"	"
October,	311	" "	27	"	"
November,	192	" "	24	"	"
December,	108	" "	21	"	"
Total,	1436		158		

Average about 9 1-4 miles per day. Longest day's ride 50 miles, while on the two-days' run from Boston, 15 and 16 September.

When the snow came, 1 December, I supposed I must give up riding or else wipe

my machine up every time I came in; but by trying I found that a good liberal coat of vaseline would keep it from rusting, and 10 December I set out to see how many days it was possible to ride, and I 've not failed to ride any week-day up to date. All the care my machine has had is three good coats of vaseline, and there is not a spot of rust on it. I don't think the ice has cut my tire. My average in January was about four fifths of a mile daily.

W. D. WILMOT,
Sec. Framingham Bi. C.

Editor Bicycling World: — As most of my riding has been done in this, Worcester County, Mass., I send you the distances each month, hoping it will induce many wheelmen to visit this vicinity. In 1879 the distance was 1,180 miles.

1881.	No. of times out.	Miles ridden.
January	1	4
February	3	9
March	1	2
April	19	103
May	15	71
June	18	518
July	17	158
August	20	197
September	14	227
October	27	246
November	10	94
December	3	19
	148 days.	1,648 miles.

"NINE PIN."

WALTHAM CLUB. — *Editor Bicycling World:* — You ask for individual records of last season's riding, so I send you that made by W. W. Stall, of our club.

1880.	Number of miles run.	Smallest day's running.	Largest day's running.	Number of days run.	Number of days off.
May, 5 days	65	3	26.5	5	0
June	302	2	40	27	3
July	380	2	50	27	4
August	438	3	33	29	2
September	354	3	32	22	8
October	290	2	36	25	6
November	257	2	34	24	6
December	103	2	13	16	15
Rode on other machines at various times	50				
Total	2,239	2	50	175	44

The above was made on a 58-inch machine made by Gooch and weighing 48 pounds, 5 1-4 inch cranks, parallel front bearings and cone rear, and parallel pedal bearings. Average weight of rider during the season was 176.5 pounds, which latter fact would indicate that bicycling is not injurious to the system, to say the least. In connection with his score Mr. Stall has kept a journal, which is now quite convenient for reference in regard to roads. If all bicyclers could be prevailed upon to keep an accurate log of their riding, we might have a first-class "road book" of the States for use in touring. I wish it could be done, and you are the one to urge it upon the riders. I think it was suggested in a previous issue of the WORLD; but why not try it again? You know editors have nothing to do. Oh, of course they don't!! Pardon me if I am too long, and believe me yours, very truly,

HENRY B. COLBY,
Sec. Waltham Bi. C.

WALTHAM, 6 February, 1881.

NEW YORK CLUB. — *Editor of Bicycling World:*—The annual election of the officers for the New York Bicycling Club was held on 7 February, and resulted as follows: President and captain, Mr. C. K. Munroe; lieutenant, Mr. Downing Vaux; secretary and treasurer, Mr. Kingman N. Putnam; club committee, the officers *ex officio*, Edwin W. Adams, R. R. Haydock. The club at present numbers twenty-eight active and two honorary members. is in a flourishing condition, and expects to make a big record during the coming season.

KINGMAN N. PUTNAM, *Sec.*

THE BOSTON CLUB DINNER.

THE annual dinner of the Boston Bicycle Club was held at Young's Hotel, Monday evening, 6 February. There was a large representation from the club membership, and a considerable number of invited guests. The latter were, — President A. S. Parsons, Massachusetts Club; President F. B. Cochrane, Crescent Club; President W. E. Gilman, Chelsea Club; President A. G. Carpenter, Providence Club; A. D. Chandler, former president of the Suffolk Club; Commodore F. E. Peabody, Dorchester Yacht Club; Messrs. Charles E. Shillaber and H. A. Baker, of the Massachusetts Club; and Louis Harrison, editor BICYCLING WORLD.

Before the dinner hour a business meeting was held in an anteroom, and the following officers elected for the ensuing year: —

President, Charles E. Pratt; captain, E. C. Hodges; 1st lieut., N. T. Kidder; 2nd lieut., E. P. Sharp; secretary and treasurer, J. S. Dean; club committee, president, captain, and secretary, *ex officiis*, and Messrs. Farrington, Stedman, Woodman, and Kempton; house committee, Messrs. Hodges, Dean, and Weston; bugler, F. S. Pecker.

The dinner committee, consisting of Messrs. Kidder, Sharp, and Woodman, had provided a bountiful spread, and made most complete arrangements for the comfort of guests and club members, and as there prevailed the good feeling and lack of formality peculiar to bicyclers, the occasion was a very enjoyable one.

President Pratt presided at the head of the table during the dinner, and started the after-dinner speech-making with his accustomed readiness, and then retired. Before he departed, however, his health was drank to the well-known "He 's a jolly good fellow," with a "tiger" following. The dinner party, left in charge of presiding officers E. C. Hodges and F. W. Weston, then warmed up under the benign influence of various punches, champagnes, clarets, and feasts of reason, and became eloquent. Many of the addresses were worthy of extended notice; and one of them, by Mr. Kempton, of the *Herald*, we print in this issue. The hit of the evening came in the shape of some chaste poetry by Mr. Gilman, of Chelsea, — a city heretofore noted for "chronic inertness," but likely to have quite a different reputation if it contains many Gilmans.

The desire to toast everything soon became apparent, especially on the part of the Massachusetts teetotalers. The toasts therefore came thick and fast, and the responses, toward the last, became thicker. The individual toasts were, like the bottles emptied, "too numerous to mention," but the others will bear recording. They were as follows: —

To the Mayor of Boston; to the Massachusetts Club; the Providence Club; the Chelsea Club; the Crescent Club; to the unity of sentiment in the Boston and Massachusetts Clubs; to the BICYCLING WORLD; to the general press; to the dinner committee; to the headquarters committee; to the Worcester Club; and to the Roxbury Club. Many pleasant letters of compliment and regret were read, and among them a very courteous note from Mayor Prince congratulating the club upon the satisfactory stand bicycling has taken in this country. After the dinner, President Carpenter and Commodore Peabody favored the assemblage with some musical entertainment, and a pleasant, social time was had until a late hour.

It is worthy of remark that the character of the whole affair was indicative of the character of sentiment existing in all the club relations. There are no cliques, no discordant elements such as mar the harmony of many other social organizations, and there is, in consequence, a democratic interchange of cordiality between members, and a generous hospitality exercised towards representative bicyclers from other ranks.

The day marked an era of progress and success, and we wish the club many happy returns.

A BICYCLING IDYL.

A LITTLE girl, with eyes of blue;
A little dog of snowy hue;
A little wheel, with rider rash;
A bark, a rush, an awful crash!

A little scream; a little swear;
A pretty sympathetic air;
A little conversation, leading
To blushes, smiles, successful pleading.

A little church; a little bride;
A gallant wheelman by her side;
A little kiss, their vows to seal;
A little rival for the wheel.

L. H. S.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 18 FEBRUARY, 1881.

WEIGHT IN ARROWS. — An agitation has arisen in California for a change in the present system of marking the weight of arrows. It was moved by "Scrub Shot" in *Pacific Life*, and has been seconded by Mr. George W. Kinney in the *Olympian*. The latter calls on Eastern "scientific" archers to be heard on the subject.

The thing which is to be reformed is English this time too. It is the scaling of arrows by shillings and pence, 4-3, 4-6, 4-9, for instance. And the way of improvement suggested is the indication of their weight in grains, or in ounces and fractions. And it is pointed out that three pence is about equivalent to 22 grains; a 4-6 arrow weighing about 393 grains, and a 4-9 about 415 grains.

Now, it is obvious that the question whether a certain arrow should be marked 4*s.* 9*d.*, or 415 gr., would be a simple one of taste or convenience or simplicity; and it would be difficult to see the practical difference it would make to manufacturers or users. If, however, the present style results in this, that arrows are made as it happens as to weight within certain limits, and those not quite heavy enough for 4-6 are marked 4-3, and those a little too heavy, but not 3*d.*, or 22 gr., heavier are also marked 4-6, why then it becomes a question of more accurate marking, or finer subdivision of the marks used to indicate weight.

If a dozen arrows, say, nearly of a certain weight and a certain form, were marked exactly in grains, then it would be easier to select three, for an end, of the same weight to a grain. And there would be a certain advantage in this, though it might not be very great; for no doubt that successive shots will average better if made with *the same* arrow as well as the same bow and string. It is easy now to test the marks, or to select arrows, by actually weighing them. If manufacturers are not accurate in the weighing of arrows now, could they be relied upon implicitly with any other style of marking? Can our readers throw light upon the matter?

THE COMING TOURNAMENT OF THE NATIONAL ARCHERY ASSOCIATION.

A MEETING of the executive committee of the National Archery Association of the United States was called for a short time ago, at No. 298 Fulton street, New York City, at the office of the secretary. There were present, of the executive committee, President A. G. Constable, Secretary G. F. E. Pearsall, and Mr. Robert Lawrence, of Flushing, L. I. As there was not a majority in attendance, it was only possible to discuss, without formally adopting some routine business. The president and secretary both reported that the arrangements for the annual "meet," to be held at Prospect Park, in July next, were being perfected, and that the Association, which now in fact only consists of sixteen clubs, would by that time consist of at fewest fifty organizations, which would all take part in the tournament. Secretary Pearsall said that he had all he could do in answering letters sent for information, and there seemed to be a furore excited on the subject of archery. He had this week sent out notices to the clubs of the Association for the admission of three new organizations, which had complied with the National Association regulations; and by the end of the present month it was probable that at the fewest, ten more clubs would pay their admission fee of $10, and arrange for the *per capita* tax on male members, to raise the necessary means to carry on the yearly tournament. Major Constable, in the course of the conversation, said that the movement was spreading greatly, especially outside the large cities. In the cities of Pittsburg and Allegheny only, there were ten archery clubs, and there was scarcely a town or village in the Middle or Western States but had one or two clubs. In fact, his time, as well as that of Secretary Pearsall, had been much occupied by answering the business letters of the National Association. A discussion took place as to the relative merits of different bows, arrows, and their makers. Some very curious points were developed by the discussion, the opinion of the members of the National Association and other archers present being that the yew-wood bow was in every particular the best for continued use. Bows of split bamboo, hickory, lancewood, ash, self-yew, Spanish yew-back, and twenty other varieties of bows, were mentioned; and Aldred, of London, England, and E. I. Horsman, of this city, who carries on business in New York, were quoted as the best bow makers. It was agreed that another call should be made for the executive committee to meet at the secretary's office, but the time was not agreed upon.

It is understood that a number of bowmen from England will probably be present to compete in the coming Prospect Park tournament, which will continue for one week, and at which a number of prizes and trophies will be given. The event, it is predicted, will exceed in interest either of the two national yearly tournaments which have preceded it; and Major J. Y. Culyer, who is a member of the executive committee, and an enthusiastic lover of the sport, is relied upon and undoubtedly will make proper and ample arrangements for the accommodation of the large number of competitors who will be present to take part in the tourney.

A reason for the rapid advance of archery in this country may be seen in the fact that it is an elegant out-of-door exercise, in which ladies and children can take part with benefit to their health. Its male devotees declare it to be far more exciting from its uncertainty than rifle shooting is. To govern equably a fifty-pound bow at all times requires, they say, skill, nerve, and strength. The archers present at the meeting held yesterday declared the accounts of the skill of Robin Hood and William Tell to be apocryphal and impossible, in the light of recent extraordinary achievements by Ford and other skilful modern bowmen. Although an outfit of a good bow and a dozen arrows fit for ordinary practice can be obtained, the bow for $8 and the dozen arrows for $2 to $3, none of the successful and well-known modern archers are content with the ordinary appliances, each one fancying some peculiar attributes in his projecting engine or projectiles. Fabulous sums are often expended for bows. One bow made by Aldred, of London, was sold for eighty guineas; and many of our local archers, notably Major Constable, Mr. Pearsall, Major Lawrence, Frank Walworth, of Saratoga, William Thompson, of Crawfordville, Ind., and E. B. Weston, of Chicago, Ill., have a number of bows valued at from $20 to $180 each. Mr. Pearsall's most reliable bow, which has shot 6,600 arrows, cost $75, and he has three other bows which are valued at

from $15 to $50 each, with arrows valued at from $3 to $8 per dozen. Major Constable has a perfect armory of bows and arrows of great value, and has ordered a new bow which is to cost a very large sum. Fine bows are now being made by Horsman, of New York, which cost from $20 to $40 each. The clubs all over the country are composed of ladies and gentlemen, the latter only being taxed for the expenses, the ladies occupying the position of honorary members, although in most instances given the right to vote on all club affairs.

Referring to the leading local organization known as the Brooklyn Archery Club, the following interesting particulars are noted: It has a regular constitution and by-laws, and has regular meetings, the following ladies and gentlemen comprising its members: —

Members. — Major A. G. Constable, J. K. Hoyt, E. A. Stoughtenborough, E. I. Horsman, X. Stoughtenborough, D. A. Nash, Edward Parker, William Miller, J. O. Johnson, G. F. E. Pearsall, C. E. Little, H. O. C. Kortheuer, Dr. C. W. Hoagland, T. S. Tice, Rev. William Short, L. L. Peddinghaus, R. M. Gilmore, Rev. G. A. Van de Water, A. R. Hart, H. W. Scudder, G. W. Martin, W. C. Beecher, C. E. Bigelow, A. D. Bonnell, R. B. Bonnell, C. W. Wardlow, Theodore Von der Luhe, George Steele, William C. Witter.

Honorary Members. — Mrs. A. G. Constable, Mrs. E. I. Horsman, Mrs. D. A. Nash, Mrs. J. O. Blake, Mrs. J. K. Hoyt, Mrs. H. W. Scudder, Mrs. G. F. E. Pearsall, Mrs. F. A. Neergaard, Mrs. C. W. Wardlow, Miss Wardlow, Miss Bigelow, the Misses Brett, Major J. Y. Culyer, J. O. Blake, Henry Chadwick.

Following is a list of the officers for 1880-81: —

President, A. G. Constable; vice-president, D. A. Nash; treasurer, A. E. Stoughtenborough; secretary, George Steele.

Directors. — John Y. Culyer, E. I. Horsman, Rev. William Short, J. K. Hoyt, G. F. E. Pearsall.

Board of Managers. — Major J. Y. Culyer, corner of Douglass street and Vanderbilt avenue; E. I. Horsman, 271 Sackett street; J. K. Hoyt, 39 Clifton place; G. F. E. Pearsall, 29 Strong place; Rev. William Short, 45 Sidney place; Major A. G. Constable, 10 Lefferts place; D. A. Nash, 382 Cumberland street; A. E. Stoughtenborough, 256 Dean street; George Steel, 155 St. Mark's place.

The club practises every Saturday evening in their hall, and the scores made by members recently have been something remarkable, the absence of windage in the enclosed range, of course, having much to do with increasing the accuracy in comparison with out-of-doors practice.

It is claimed by the lovers of archery that the pastime cannot very well be degraded, as many other pastimes and sports have been, by the interference of the gambling element; and the best assurance of this is to be found in the fact that, in all the clubs formed or forming, ladies as members will have the tendency to elevate the pastime and insure its success among the better elements of a community, thus preventing the interference of the rowdy or liker of brutal or rough sports.

ONE OF THE REASONS WHY.

Editor Archery Field: — Your article on the remissness of archers in regard to educating the public through the medium of the press, and in maintaining or increasing a proper *esprit du corps* among the fraternity, has prompted me to steal a moment from the all-absorbing cares of business, and drop a line upon the subject to my brother toxophilites. In this case, as usual, the brethren embrace the sisters.

Personally I am an enthusiastic admirer of the noble sport, and am interested in promoting its welfare from sheer devotion, being freed from the allurements of the more bewitching sex, who play such havoc in the ranks of archers. In other words, I belong to an archery club, attend its out-door meetings, to find my pleasure and gain in the sport itself, and not in the unequalled opportunities allowed for flirtation with the fair demoiselles in question.

Yes, my dear editor, I am a sober married man,—not disliking the society of the charmers above alluded to, in fact a warm advocate in favor of their presence at, and participation in, the tournaments, both public and private, but I am not an Adonis, a Hercules, or a Nimrod; and so from my isolated and retired nook I can the better observe and criticise (if I may use so seemingly harsh a word) my companions.

I find that most clubs are composed of mixed elements, wanting in homogeneousness, so to speak. There are those who shoot, those who flirt, and those who do neither, but are a torment to those who desire either shooting or flirtation. What the last class put in an appearance for surpasses my comprehension, and an explanation from them would be gratefully received by the undersigned. For a while after the formation of the club, all shoot about alike, no one well enough to bring envy or despair to the breasts of the others; but in time "a change comes over the spirit of their dreams." The workers forge gradually ahead, the flirters and the shirkers drop steadily astern, and then comes a crisis. One set pronounce archery the most fascinating, ennobling, graceful, and healthful of all imaginable sports; the others cry it down with equal verbosity and feeling, and long for the delights of croquet and lawn-tennis. Result: some three or four active members remain, and with interest unabated climb slowly up the ladder, round by round, till they see themselves gladly welcomed by the chosen few, who, like them, have survived the discouragements (or overlooked them), and are in every sense of the word *archers*.

As for the others, they "vanish like the baseless fabric of a vision," or "as snow, when rains have fallen and south winds blow, dissolves in silent dew."

We miss the sweet faces of the dear girls, and the manly forms of the sterner sex; but we comfort ourselves with the thought that destiny must be fulfilled, and they were destined to something else.

Archery, having degenerated in this country from its high position till it has come to be looked upon as child's play, must necessarily require time to regain its lost prestige; but that hoped-for end is as certain to come as is the failure of most of the ephemeral pastimes that now outrank it in popular esteem. Be therefore not discouraged, my friends, and your faith shall have ample reward. There are other causes for the apparent want of vitality so frequently remarked and dilated upon; but I will leave all reference to those for a future letter, if you wish me to further ventilate the individual opinions of

TYRO.

BOSTON, 11 February, 1881.

TARGET VALUATIONS.

THOSE unfortunate readers of the BICYCLING WORLD who are not archers must have grown tired, long ere this, of the never-ending wrangle about the target valuations. But a few still persist in trying to force the new system on the great multitude of archers, and from the beginning have tried to throw the friends of the old system on the defensive without having first shown that their system is an improvement. Mr. Thompson strikes the right key in his article, showing that the new system is only an exaggeration of the faults of the old without any improvement. Mr. Brownell and his friends claim that the new system is string measurement, and that the old is area measurement: let us see if this is so. String measurement means the distance from the centre of the target to the arrow; thus the gold hits are either at the centre, 4 8-10 inches away, or somewhere between the two, averaging a distance of 2 7-10 inches from centre. In like manner the red averages a distance of 7 2-10; blue, 12; black, 16 8-10; and white, 21 6-10 inches from the centre of the target. Calculating the proportional values of the different colors from these measurements, and assuming that the white = 1, we find that black = 1 3-10, blue 1 8-10, red 3, and gold 9, or precisely the same values as given by the area method. Can it be possible that the advocates of the new system have not known what they were talking about? Surely they cannot have, or they would not claim that the value of the gold is only 5 by string measurement. Neither the old or new systems are mathematically correct, but the old has the advantage of having both ends right, while the new has only the white correctly valued. The valuation that would come the nearest to being mathematically correct, and at the same time not too cumbrous to use, would be — white 1, black 2, blue 3, red 4, gold 9; but even this would have the disadvantage of unequal valuation of the lower colors: and if, as Mr. Brownell claims, chance hits the gold, it would give chance too much allowance; but I must confess I would like this valuation for myself. After all, what is archery but an amusement or exercise? We archers recommend it to our friends as an exercise that will amuse them and do them good when overworked: does an amusement interest us more for its elements of skill or chance? Some people like to play whist or chess, and fancy they are resting, while all the time they are straining every faculty to decide what is the best play: it is a misnomer to call this play, when it is the hardest kind of work. More sensible people want something less fatiguing for amusement, — draw poker, for instance; but this is a bad example, for often I 've had no chance at all when I 've played it. It is the union of skill and chance that makes archery so fascinating to most of us, and to cut down the value of the gold in proportion to the rest of the target would take away much of the pleasure. I like to feel that I 've done a big thing when I 've hit the gold, and I would rather score it 19 instead of only 9. Also it is a relief to be able to say, when a brother archer is continually adding 9 to his score, that it is all bull luck and stupidity; but I suppose these are the sentimental reasons that the "Pacificers" won't listen to, and it would be no use to state any more. I have plenty more mathematics in stock for them, but will wait till they have twisted round the present dose.

CAPT. JACK.

DRIFT AND WAG

THESE milder days induce impatient archers to draw their bows from the baize and fondly examine their quivers.

WE 'VE a good mind, as Mrs. Pinnipucker would say, to prophesy *some* outdoor archery for February; but in view of falling snowflakes, our caution restrains us.

THAT "nosegay" of Mr. Walworth's, in our last issue, was adroitly culled and presented; but with what cruelty of wire he fastened it!

THE recent archery conclave in New York should result in a fine campaign for the N. A. A. during the coming season.

O WHERE is our deft-handed Worcester,
Whose scorings these columns were used-ter?
In the State of the Pine,
The yew for the pine
Has he changed? or down in the mine,
The gold in the core
For the gold in the ore?
He *was n't* that kind of a rooster.

THERE is one interesting point about the new departure in scoring, — it saves the new-stylers a comparison of their scores with any but their own, and prevents others from making it. It would be mean to intimate that this is one reason why some favor the "American system."

THE Pacific archers are brisking up. The rain dampens their achievements, but not their ardor (as the snow does in the East, though some *have* feared a chill in the ardor hereaway). And those who wish to get the real flavor of their enthusiasm should subscribe to the *Olympian*, a vivacious monthly, which costs only $2.00 a year, and will be shied at you from 412 Commercial street, San Francisco, by the Olympian Publishing Company.

HAS anybody overlooked that little matter of the Chieftain's Badge Fund? It needs more half-dollars yet.

WE used to hear tell
Of a famous majority,
8 to 7;
Now Mr. Brownell
Has given us for it a
Winning minority,
5 to 9.
Great Heaven!
Five, or nine?

SOME reader who has n't seen it may enjoy this from the *Olympian* (the imaginative editor had just read our "Probabilities for 1881"): "Friend Pratt, of the ARCHERY FIELD, starts a sort of signal-service business in archery, prognosticating sundry things for this section. We follow his lead by forecasting as follows: 'From the Eastern States, strong gales (from the mouth) on the American system, eventually dispersing the fog now enveloping that section. Cloudy weather (in the minds of Thompson, Holberton, Worcester & Co.), followed by general clearing up after the meeting of the Eastern A. A. Mild zephyrs of peace, harmony, and accord towards fall, when the thing becometh visible in its true proportions.'"

WHEREUPON, we admit that we are ready to render archery "signal service," so far as we are able; and we have too much respect for the Vennorable prophet of the ultramontanes to impeach his reliability. Without this, that there is any other matter of risk in a controversy on prophecies.

BY the way, if you don't happen to have the right change for a subscription to the *Olympian*, send along a V. to us, and we will send you both that and the ARCHERY FIELD, — the latter for a friend, if you have it already.

A CORRESPONDENT has this to say of broken arrows: On the "broken arrow" score, I have a word to say. Last summer I broke a valuable arrow, square across. It was stuck in the ground at an angle of 45°, and in the dusk I struck my knee against it while eying another some yards ahead. It broke square, without splintering. Taking some Stratena cement I stuck it together and placed it in a vise. When it came out, only the keenest eye could see the joint. Neither my friends nor I could detect any difference in the shooting, and unless I told them which, could not pick it out of a sheaf.

ARCHERY.

THE Executive Committee of the National Archery Association of the United States is now in session at the office of the Corresponding Secretary, Mr. G. F. E. PEARSALL, No. 298 Fulton street, Brooklyn, prepared to receive applications from archery clubs in any State of the Union for admission into the National Association.

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary, who will afford all necessary information, with copies of the Constitution, By-Laws, etc. — *Com.*

ANTIQUITY OF THE BICYCLE.

REMARKABLE DISCOVERY IN GREECE — TWO-WHEELED LOCOMOTION BEFORE THE CHRISTIAN ERA.

(From a Special Correspondent.)

ATHENS, GREECE, 5 January, 1881.

A DISCOVERY has just been made at the little town of Corinth, which historians will delight in, as affording a considerable addition to the meagre stock of accurate knowledge of the social life and customs of the ancient Greeks. Ordinary schoolboy history reveals that the site of the small trading-place now called Corinth was, centuries ago, before the Christian era, that of one of the most important Hellenic cities, renowned for commerce and arts, and, for a brief period, also the centre of the exploits in arms of Philip of Macedon, and his son, the great Alexander. The discoveries of art treasures by excavations in the neighborhood have been of inestimable value, and have proved the high standard of the Corinthians in plastic art: but the curiosity aroused to know more of the daily life and habits of the people has been but scantily fed by accurate knowledge. By the discovery just made, the world is given to know, beyond possible doubt, that the cultured Hellenes equalled the people of our own and wonderful nineteenth century in an important method of locomotion; and the popular belief that to our century belongs the credit of discovering and applying to human progression that marvellous and delightful piece of enginery, the bicycle, here receives its death-blow, and again we find the old adage verified, "Nothing new under the sun."

For a few years past, the work of cutting a canal across the isthmus, and joining the Corinthian and Saronic Gulfs, has been in progress, many obstacles having been met with. On 10 December last, the workmen, several feet below the surface of the ground, struck and threw out a number of stone tablets with the in-

scriptions partially defaced, but with much still legible. Their antiquity it was impossible to question, and the *savans* and historiographers of Athens, to whom the relics quickly found their way, have without much difficulty translated the writing. It proves to be a portion of the record kept by the Corinthian astynomi, and its date must have been between 350 and 300 B. C., judging from the references it contains to historical events and characters. The first tablet of the series is missing; and how the matter of debate was introduced, can only be surmised. It is evident that complaints had been made to the astynomi, guardians of the city streets, and protectors of the people's rights, that an unknown vehicle, with only two wheels, and without horses, had been seen about the city. It was found to be capable of great speed, and each vehicle (two or three having been seen) bore a single rider, dressed in a novel and alarming manner. There was evidently thought to be danger in the machine, and the astynomi had no doubt been asked to forbid its use. The report of the debate is here given as it appears on the tablets; a somewhat free translation being, of course, necessary.

. . . . . .

Attalus remarked that he had first seen it while returning from the hut of Diogenes, in the suburbs, which he often visited. It passed him very quickly in a cloud of dust, and he failed to get a good view of the rider, but he strongly believed it to be Pelopidas, a fellow member of the astynomi. He desired to ask Pelopidas if *he* was the two-wheeled traveller.

Pelopidas said he would scorn to deny it. The name and origin of the new vehicle were secrets which he could not reveal; but as a member of one of the oldest families, and a man against whom there had never been any suspicion of dishonor, he claimed the right to run up and down the streets of Corinth on any vehicle he chose. He denied that this was a dangerous machine, and said he had found much enjoyment and health by its use.

Callipus said he had never seen the new wagon, and he asked to have it described, that they might judge whether it was dangerous or not.

Pelopidas described it as made of iron, with a large and a small wheel. The large wheel of the one he rode was 80 dactyli in diameter (about a 60-inch machine, evidently), and the small wheel measured 16 dactyli. A curved bar of hollow iron connected the wheels, and over this he sat and drove the forward wheel by a foot crank on either side. No matter how great the speed, he was always able to stop within a distance of ten feet, and he invariably stopped on the discovery of danger ahead, even if he had to dismount and lie down in front of the wheel. People who saw him in this act sometimes thought it compulsory, but he would say he had never been compelled to dismount but once. This was when he tried to coast down from the top of the Acrocorinthus. By coasting, he meant the practice of sitting on the end of his spinal column, and letting the machine roll down the hill by its own momentum, while he crossed his legs in front and enjoyed the scenery. This time, he found the hill too steep, and concluded to get off. Since then he had not ridden much, but would resume as soon as his machine had had time to heal.

Parmenio thought it was a disgrace to the city to have his housemaids frightened as they had been by Pelopidas, and one or two companions rattling along above the house-tops on the city wall leading down to Lechæum. He thought if they were allowed to parade in such a prominent place they should be compelled to wear decent clothing.

Pelopidas admitted that the riding costume was not just what it should be. This is the way he accounted for it: The club was composed of three members, and as they never could agree on a permanent costume, they had decided to let each member in turn set the style for two weeks. At the time complained of, it happened to be the choice of Perdiccas, and as he was a very modest man and over-sensitive as to the opinions of others, he had chosen something as free from ostentation as possible. He ordered simply a helmet and a girdle. Perdiccas was economical as well as modest, and could use his war helmet, while very little cloth was required for the girdle. There was no chance to get frivolous braid or binding on the body. Pelopidas said he would have his chance at the uniform next week, and he had resolved to order a pair of goat's horns for the head, and a cloth bag for the body and legs. He thought this would satisfy the æsthetic tastes of all the Corinthians, and there would be no danger of frightening timid women.

Clitus protested against tolerating this new-fangled machine any longer. He knew it was dangerous. One day he was riding an ass in over the road from Sicyonia, when the beast suddenly remembered having seen one of these machines the day before, when he was tied up and had no chance to run. So he kicked up his heels and threw his master into the sand, nearly burying him alive. If the dignity of one of the astynomi was to be upset in this way, all on account of somebody's new-fashioned and ridiculous wagon without horses, he would like to know to what purpose it was that his father and grandfather had fought in the Corinthian war to make their city great.

Another member of the council agreed with Clitus. He knew nothing about the machine, but he had heard of several accidents fully as bad as the ass story. As far as had been stated, it was ridden only for pleasure; and why should Pelopidas and his friends have greater privileges than the other Corinthians? If they were to enjoy the power to dash about at such a high speed they would soon set themselves up as superior beings, and there was danger in allowing anybody to be superior to the city council in anything.

Pelopidas offered to show that his two wheels were not for amusement alone, but that he had made them very useful. He had made frequent journeys to Athens, Amphipolis, and Argos, even as far south as Sparta, had been across to Olympia, and in fact had brought the machine into daily use. If permitted, he would bring it into the council-room and show the members how harmless, yet how practical it was.

This request was unanimously refused; and then, at the call of Leonidas, the vote was taken on confiscating the strange machine of Pelopidas and forbidding any one to use one like it.

. . . . . .

Unfortunately the record breaks off here, and the result of the vote remains a matter of conjecture. There is hardly a possibility, however, that poor Pelopidas had a single supporter of the justness of his cause. The unanimity with which the council refused even a view of the abused bicycle clearly shows the feeling against him. All the records and legends that have since come down through the centuries contain no allusion to the two-wheeled vehicle, and there is no doubt that the intolerance of the ancient Corinthians buried it as completely as were buried the records that have just been unearthed after a slumber of more than two thousand years. Let city rulers remember that only two hundred years after this action of the astynomi, the Roman invader came with his conquering legions and laid the Corinthian glory in the dust!

CORRESPONDENCE

PROVIDENCE NOTES.

Editor of the Bicycling World: — I promised you, when in your office last week, to give you some bicycling notes and items from Providence, and shall proceed to do so, although at this season of the year it is not to be expected that we can furnish many *riding* notes. Mr. E. G. Thurber, of the Providence Club, however, has done some ice riding, while I have made a couple of trips out Broad street, on the snow, without any more trouble and as much pleasure as in summer. Mr. Thurber rode first to Rocky Point, a distance of thirteen miles, and last Saturday to East Greenwich, on the ice, about twenty-three or twenty-five miles, and attracted considerable attention when rounding Warwick Neck lighthouse, as well as going up the harbor of East Greenwich. Both the Hermes and Providence Clubs have their club-rooms, where can be found, 'most any time, one or more members. We have had the billiard table altered to a pool table, which, with the card table and piano, prove magnets sufficiently strong to draw the members there every evening. The club proposes

soon to give an exhibition at the Skating Rink, not only to put money in our purse, but to *enthuse* the non-riders of the city, and promote the interest in the wheel which all riders have. Mr. Handy has just increased his facilities for riding, and also as a salesroom, by moving from his old quarters on Fulton street to Union Hall, on Broad street, where he has a floor 60 x 70, *without a post*, about twenty of the two-wheeled horses in his stable, and two tricycles; and not a day passes but some ladies are trying the tricycles, and we opine that in the spring our worthy president will have to expend about $135 for the benefit of his wife, who has been, saw, and is conquered. Mr. Handy opened his room last Friday evening, there being about three hundred invited guests in the balcony, at least one hundred of them ladies, who witnessed a very fine club drill by the Hermes Club, and also some pretty fancy riding by members of the same. Vaughan's orchestra furnished music for the occasion. After the drill a nice collation was discussed at the invitation of Mr. Handy, and then the ladies inspected and tried the tricycles: and many were the expressions, "I wish I had one," and "I wish we could get a number to get them, so as not to attract much attention." I think Mr. Handy is to be congratulated upon having the best riding school and salesroom of any city of its size, if not in the country. Anyway, we will claim it until the contrary is proven. The Hermes Club took a vote at their last meeting, and not a member could be found who would or could go to Washington, while a majority would go to New York or Boston. The Providence Club have not given any *official* statement, but incline to New York or Boston, in preference to Washington. I met our president and his wife to-night, *he* fresh from the Boston Club's supper, and was much surprised to find that she not only approved of his going, but urged it; and upon asking the reason, she informed me that she did not have to cook anything the week previous to his going, and did not expect to again this week. Any wheelman visiting Providence will receive courteous treatment by calling at corner Broad and Eddy streets (Mr. Handy's).

Very truly,

O. A. N.

PROVIDENCE, 12 February, 1881.

A CASE WHICH CALLS FOR SYMPATHY. — To the lone bicycler whose zealous devotion to the wheel has — so far as participation in athletics is concerned — ostracized him from his comrades, or more correctly speaking, has barred *them* from the magic circle which separates wheelmen from "the rest of mankind," the WORLD is the most welcome visitor of the week. There are 6,000 souls here (some of 'em ought not to count, but let that go), and not one to whom I can unburden this breast of the enormous load which yearns to get loose. Last spring I had a soft thing. I had an enthusiastic *confrère*, and we two used to get together and talk each other exhausted. Of course the other fellow had just as soft a thing as I did. Our tongues were on ball bearings in those days, I tell you. Well, that Elysian condition of things has departed, and there is no one left now to receive these sacred confidences except my wife, and she always alludes to my bicycle as "that thing": not contemptuously, perhaps, but from a serene indifference. Under these circumstances the skies do not seem to beam so graciously, nor the evening zephyrs whisper so lovingly as when I had that homely red-headed brother wheelman to commune with. I tell you I tied crape around my arm when that fellow left town. You don't know how much comfort he was to me. Later on, another rider came to temper the wind to the shorn lamb. But a few short weeks of hilarious happiness, and *he* took his departure, wheel and bag, for other fields. I was again left to play the Robinson Crusoe business, without even a man Friday to redeem the occasional rides from their utter loneliness.

Looking back over the year's record, I find that I have had but two spins worthy of a leaf in my "log." These were in the early fall, succeeding a season of dry weather long enough to efface the perilous line of demarcation which separates the chasm worn by the wagon wheels and the narrow path in which the farm horses passed along. All teams on these prairie roads use the same track, and on either side is an eruption of clods and stones which strikes blank terror into the breast of a timid bicycler (and "blank" words into his soliloquies) when he meets or overtakes a team, and is compelled to turn out to go by. Sometimes you catch up with a man who is "just mean enough" to refuse to let you get past. That settles it. You can just plug along behind him, until he turns off into another road. But you can remember that man, and some time when you catch his dog in town, kill it.

Notwithstanding all the obstacles in the way of the free and unrestricted use of the wheel hereabouts, my beautiful ever-ready steed is a source of immense satisfaction to me; and I am heartily glad to know that the merits of the bicycle are becoming rapidly recognized in the larger cities, and its rights conceded. Beyond all question, the bicycle is at all times and to all men a practical, every-day method of locomotion, wherever the roads are broad and smooth, and passable for loaded teams, in wet or dry times. *Vive la 'cycle!*

A. B. H.

KANKAKEE, ILL.

THE LEAGUE MEET.

THE following, as having some bearing upon the question of the League Meet, will be of considerable interest to those who favor New York: —

To the Honorable Board of Park Commissioners of the City of New York. Gentlemen, — We the undersigned, representing the six bicycle clubs and some five hundred riders of New York City, do hereby petition you to grant us certain privileges within the limits of the public parks under your jurisdiction; viz.: —

We do desire the privilege of riding our bicycles through the eastern driveway of Central Park, between 90th street and 110th street, from the hour of opening the park in the morning until 12 o'clock (noon), and between the hours of 7 o'clock and 11 o'clock P. M., as Fifth avenue, between the streets mentioned, is not in a condition to be used by bicyclists.

We do also ask the privilege of riding our bicycles on the Riverside drive at all hours, subject only to the restrictions placed upon other light vehicles.

Pending your consideration of this petition, may we direct your attention to the fact that during the past year, bicycles have been extensively used in this city, and have appeared in numbers on the boulevards and avenues above Central Park, daily and hourly, in company with horses and vehicles of every description; but that thus far no serious accident or runaway has resulted, and that as a rule horses take no notice of the bicycle and are not frightened by it?

May we also be permitted to draw your attention to the fact that the city of Brooklyn, and most of the large cities of the country, have conditionally opened their public parks to bicycle riders?

Praying an early consideration of this our petition,

We are, most respectfully,

C. K. MUNROE.
CHAS. W. MINOR.
M. VOLKS.
JAS. BUCHA, JR.
W. G. BATES.
G. L. TAYLOR.

SPECIAL NOTICE.

An attempt was made by a rival importer very discourteously to reflect upon Chas. R Percival, in a previous issue. The card of Cunningham & Co., disclaiming connection with Chas. R. Percival, was uncalled for, as the latter has not even had their agency for some time; but as advertised for the last five months, has been in business entirely independent of them.

Chas. R. Percival has obtained full license to import for the United States, and intends to put into the market a high class of machines at a small profit. A large supply of the new bicycle, "The Boston," is on hand, and he is ready to meet all demands from this date. Send three-cent stamp for circular. Machines all in stock. No importation delays.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES & TRICYCLES,

1783-85-87 WASHINGTON STREET,

AND

96 WORCESTER STREET,

BOSTON, MASS.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.

OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.

BILLINGS & SPENCER CO.

WEED SEWING MACHINE CO.

NEW HAVEN.

AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.

JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.

CUNNINGHAM & CO.
6 and 8 Berkeley Street.

C. R. PERCIVAL,
96 Worcester Street.

THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.

W. E. NORRIS.

NEW YORK.

NEW YORK.

WM. M. WRIGHT,
160 Fulton Street.

SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.

GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.

H. B. HART,
813 Arch Street.

PITTSBURG.

COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

GOY, UNIVERSAL BICYCLE & TRICYCLE AGENT & ATHLETIC OUTFITTER,

Begs to notify that he has taken and fitted up the new LARGE PREMISES adjoining his own, viz.:—

22 LEADENHALL STREET

—AS—

BICYCLE,
TRICYCLE,
AND ATHLETIC

SHOW ROOMS,

WHICH ARE

NOW OPEN.

HIS PREMISES

21 & 22 Leadenhall St., 54 Lime St.,

With the New Addition, will now form the

LARGEST BICYCLE AND TRICYCLE

SHOW ROOMS IN LONDON,

And are the only ones where EVERY MAKE of BICYCLE and TRICYCLE can be tried and compared and purchased

ON GOY'S NEW PLAN.

EUROPEAN AGENT FOR

The Bicycling World and Archery Field.

LYRA BICYCLICA:

Forty Poets on the Wheel.

By J. G. DALTON.

Sent by mail, postpaid, for **60** cents.
Address,

J. G. DALTON,

15 Edinboro Street - - - Boston, Mass.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1880.

By HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, **50** cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

Brentano's Monthly,

"THE GENTLEMAN'S MAGAZINE OF AMERICA."

Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,
No. 39, Union Square, New York.

Send 10 cents for Sample Copy.

Brentano's Monthly and the Bicycling World, together, — $6.00 *a year.*

WILLIAM M. WRIGHT.

P. O. BOX 1227.



No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.

BICYCLES.

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T. and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM RIDING SCHOOL

1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

THE LARGEST RIDING SCHOOL IN THE STATE.

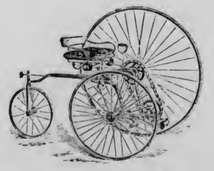
Open from 8 A. M. till 9 P. M., Sundays included.



CHARLES R. PERCIVAL,

IMPORTER

Bicycle and Tricycle Agent for all Makes of English and American Machines.



The American Roadster Tricycle.

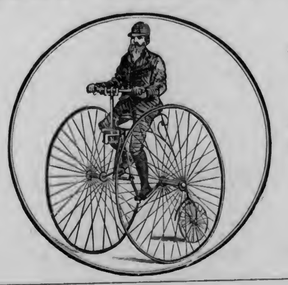
CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

— AND —

TYLER'S PAT. RUBBER HANDLES.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

HICKLING & CO.

PATENTEES OF THE CELEBRATED

Rack-and-Pinion Brake, Undetachable Tires, Etc.

MANUFACTURERS OF THE

"LONDON" { "One of the 'Gems of the Metropolis.'"—*The Indispensable*, 1880. "The whole machine is finely finished, and a splendid roadster, reliable, strong, and easy running." —*The Bazaar, December*, 1880.

"TIMBERLAKE" { "Sound, safe, reliable and handsome."—*The Indispensable*, 1880. "A thoroughly strong and trustworthy machine."—*Bicycles and Tricycles of the Year*, 1879-80. "The patent brake is very firm, and has enabled me to ride hills where others had to dismount or their Bicycles would have run away with them." —*Letter from Louis Sledge, Esq., Manhattan Bi. C., New York.*

"BERKSHIRE" { "A sound, strong, all-round machine."—*The Indispensable*, 1880. "The cheap yet trustworthy steed is the 'Berkshire.'"—*Wheel World, June*, 1880.

"TELESCOPIC TRICYCLE" { "Really a capital machine."—*Cycling, March*, 1880.

SPECIALTY FOR THE SEASON, 1881.

THE "PILOT" BICYCLE,

A high-class and highly finished machine of a different pattern from the "Loudon" and "Timberlake," Ball Bearings to both wheels, broad hollow front and back forks, bent handles, *new spring with forward play and rubber bearings, etc., etc.* Descriptive Catalogue (containing Testimonials) free on application.

HICKLING & CO., MAIDENHEAD . . . ENGLAND.

{30 Queen Victoria Street, 1 Moor Lane, Fore Street, Sun Court, Milton Street,} . . . LONDON, E. C.

Agents, CUNNINGHAM & CO., 14 to 20 Pearl Street, Boston.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World & Archery Field

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 16.

LOUIS HARRISON, Editor. E. C. HODGES & Co., Publishers. BOSTON, 25 FEBRUARY, 1881. CHARLES E. PRATT, } Editorial WILL H. THOMPSON, } Contributors.

VOL. II] CONTENTS [No. 16

Currente Calamo	241
Editorial — BICYCLING WORLD	243
The Selfish Side of Bicycling	243
The League Meet and its Influence	243
The League Meet — Two Articles	244
Glances Abroad	245
Notes from Foreign Journals	246
The Bicycle among the Gods	246
Correspondence	247
Tough Bicycling	247
Distribution of Load	247
Tires	247
Wheeling around Smoky City	247
Stray Notes from Essex	248
Obituary	248
Editorial — Archery Field	249
Refinements in Tackle	249
The Point of Aim — Bicycling versus Archery	249
A Reply to the Editor	250
The Milwaukee Meet	250
Wheel Club Doings	251
L. A. W.	252
Roads	252

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

SEND FOR OUR NEW PRICE LIST OF

SECOND-HAND BICYCLES.

COLUMBIA BICYCLE AGENCY,

PITTSBURG, PA.

CURRENTE CALAMO

THE League Meet

WILL certainly be held in —

BUT the information had better be withheld until the directors have decided on the matter.

"ROLAIN" lets out his bottled-up indignation in an outburst against the selfishness of Washingtonians. He is mistaken, as they have shown a very liberal spirit throughout the League Meet discussion, and would, we are advised, send a strong delegation, even if Boston were chosen.

THE editor enjoyed most of the valentines; but if he ever lays hands on the man who sent him the request, "Go sell yourself for junk," he will wipe the floor with him so thoroughly that it will take his mother a month and a half to pick out the slivers.

IF we can form any estimate of our future from the progress bicycling and tricycling has made in England, the fact that nearly six thousand tricycles were sold there last season is significant of what we may expect on this side of the water.

IN Germany the Berlin Bi. Club has completed its organization, and will probably do much to give the long-needed impulse to cycling among the slow-going Teutons. The roads in the large cities are not as well made and as well kept as they are in American cities, but on the roadways between villages and in suburban places there is some charming riding to be had.

IN Coventry, England, the experiment of mounting rural postmen on tricycles was made, and has met with such success that the same plan is now put into effect in many other parts of the kingdom. In Washington and other American cities, the tricycle will be used for sending rapid messages, and no doubt in due time will be utilized by letter-collecting postmen.

THE London bicyclers are uniting their efforts to procure a large general clubhouse, or *rendezvous*, for riders of the wheel. The project is in good hands and bids fair to meet with eminent success.

A BICYCLER *not* a member of the Crescent Club sends us a new interpretation of the T. S. T. L. A. M. He says that he has always understood it to mean "Too snide to like a mackerel," but that it may be, "They shave to locate a mustache."

PAINTED spokes are coming into fashion. Black fine spokes, with full-nickelled backbone and forks, are the most stylish, but other colors, such as white, cream, or steel-blue, are used. There is an immense opportunity here for those young ladies who have wasted their resources and their pocket money in "studying" art. If Belinda desires to give you some little testimonial, as a "slight token of her affection and regard," don't let her send you an air-castle, or slippers all ready to make up and six sizes to small, or a beautiful maroon book-mark, worked in olive-green silk: send her your bicycle to decorate.

THERE are only two riding schools in Boston, — one at the salesrooms of the Pope Manufacturing Company, and the other at Charles R. Percival's, on Washington street; and both of these are provided mainly for the accommodation of customers. There is great need of a hall where bicyclers can practise in winter time, and give parade exhibitions throughout the year. Such a hall would keep up an interest in bicycling through the dull season, and would afford city clubs the much-needed opportunities to drill.

THE fighting editor took home our bicycle clock last Saturday night, as he had to go and see a dog fight early next morning, and wanted to be up in time. The alarm was set to go off at 8.30 A. M., four hours earlier than he usually got out of bed to say his morning prayers; but before he retired for the night, he set the indicating hand at 4.30, to make a sure

thing of it, and then spent fifteen minutes in winding her up to full strength.

He went to sleep with a calm, placid smile on his face, as he thought of the Sunday-school lesson he would miss in the morning, and the bully time he would have at the dog fight.

Promptly at 4.30 A. M., he was awakened from a terrible nightmare, in which he dreamed that all Boston was on fire, and the air filled with a terrible clangor of bells. Seizing a paper collar and a pair of socks, he proceeded to dress hurriedly, preparatory to flight; but while he was groping for a collar button on the back of his bare neck, he realized that he was safe from a foretaste of future punishment, although he was being serenaded by a chorus of policemen's rattles on the mantel.

He went back to bed, and tossed about feverishly until six o'clock, when the clock alarm let up, and then he dozed off peacefully, only to wake a little after one o'clock, just in time to dress for vesper services. Moral: Buy a clock.

IN New York City a Lone Star Club has been organized by Mr. Will R. Pitman. President, William R. Pitman; captain, W. R. Pitman; secretary and treasurer, William R. Pitman; membership, Pitman, Pitman, and Pitman. The club will apply in a body — *en masse*, as it were — for admission to the League.

Brentano's Monthly,

"THE GENTLEMAN'S MAGAZINE OF AMERICA."

Brentano's Literary Emporium, Publishers.

A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.

The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.

As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.

A beautiful full-page illustration each month; also additional minor illustrations of the more important events.

A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.

Terms: 35 Cents a Single Number. $4.00 per annum.

Booksellers and Stationers may retain 20 per cent as commission.

BRENTANO'S LITERARY EMPORIUM,

No. 39 Union Square, New York.

Send 10 cents for Sample Copy.

Brentano's Monthly and the Bicycling World, together, — $6.00 a year.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from **CUNNINGHAM & CO.**, or their authorized agents.

ENGLISH BICYCLES & TRICYCLES.

LANE BROTHERS, Liverpool, Eng.

BICYCLE DEALERS,

Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to

A. T. LANE, P. O. Box 1196,

MONTREAL.

I have a few of **BICYCLES** my very nice **BICYCLES**

for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.

A. J. PHILBRICK,

36 Bridge Street - - Salem, Mass.

THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

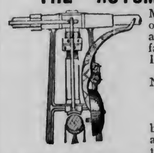
Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,

40 Water Street, Boston.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

BUY A BOUND COPY OF VOL. I.
BICYCLING WORLD
WHILE YOU CAN GET IT.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

TO BE HAD.

Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., @	$0.30
STURMEY'S "INDISPENSABLE," @	$0.50
THE AMERICAN BICYCLER (2d edition), @	$0.60
LYRA BICYCLICA, @	$0.60
THE AMERICAN BICYCLING JOURNAL (bound), @	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @	$1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth	$1.00

The Trade Supplied at Wholesale Rates.

Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

BICYCLES

WITH

STEEL SPOKES

AND

RUBBER TIRES,



From $12.50 to $35.00.

STEEL SPOKES and IRON TIRES, $6.50 to $20.00.

Send for Price List.

JOHN WILKINSON,

77 State St.,

CHICAGO, ILL.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 25 FEBRUARY, 1881.

THE SELFISH SIDE OF BICYCLING has been faintly suggested in a little poem by one bicycler's wife, and very broadly hinted at in a bright little article by another, both published in previous issues of this paper, but bicyclers don't see it. The man who goes off for a half-day's run, leaves not only home and family, but also all remembrance of them. As soon as he is in the saddle, and is gliding away, silently, swiftly, and almost without exertion, the mere sense of existence enchants him. All anxiety about the future and regret for the past forsake him, in the intoxication of present enjoyment; and, if this cheerfulness is not disturbed by a depressing "header," he comes to the temporary conclusion that, after all, physical excitement is the only pleasure deserving of the name. Stimulated by anticipations of bright country scenery, beautiful winding roads, shaded by tall elms, fresh, exhilarating air, and perhaps a lot of jolly companions, he puts more muscle and more avoirdupois upon the pedals than he would ever dream of putting on his week's work. While thus his blood is stirred by fine exercise, and his heart bounding with keen pleasure, let him once turn his mind to his home, and try to picture the situation there.

The contrast is depressing.

The restraint of woman's life is deplorable and unhealthy enough without being compared with that brightest side of man's life — his excursions on the wheel. There is only one way that the pleasure can be equalized, and that is by letting the ladies have tricycles. The man who will buy himself a bicycle, and "cannot afford" to get his wife or his sister, or his cousin, or his — prospective lady relative a neat little tricycle, is too mean to live well, and should get a cold dinner when he comes home from a "spin."

The sense of injustice felt by bicyclers at the ungracious treatment received by them from those who take their pleasure in driving skittish horses, has aroused an antagonism against all people who drive. This is shown too often on the road by an utter disregard for the safety and comfort of those whose horses have not yet become accustomed to the "wheel." Bicyclers should not complain of the selfishness of those who attempt to exclude them from the full privileges of road riding, unless they are themselves exempt from any unreasoning selfishness in the matter. The courteous practices begun by those first riders who had a storm of public prejudice to contend with should not be laid aside now. We hope that every gentleman who has learned to enjoy life on the wheel will, out of the abundance of his happiness, sacrifice a little to those at home and those he may meet on the highways.

THE LEAGUE MEET AND ITS INFLUENCE.

BY H.

SPRING is rapidly approaching, and it is very desirable that the locality for the League Meet should be decided upon. This can be done most satisfactorily after free discussion among the members A mere expression of preference should not carry much weight, but the greatest good of the association should be the point kept in view.

The WORLD, as the organ of the L. A. W., and as an American bicycle journal, cannot take part in the discussion which it invites from its readers. Its editors have personal preferences, but the paper aims to represent the whole country, and not any person or locality.

This meeting is destined to be of more importance, perhaps, than is generally thought of. It will not be simply a pleasurable coming together of the members with an imposing procession and cordial speeches, but it is sure to exercise a permanent influence upon the future of cycling in the United States. Everything connected with the Meet should be shaped with this in view.

Bicycles are no longer on trial here, but have come to stay. Nothing will now dispossess them of their hold upon the American public. The evidence of this is to be found on every hand. Our manufacturers are steadily improving their products as their experience and knowledge of the requirements of this kind of machinery become greater. Our riders are becoming more intelligent and critical in their choice, and look more to good wearing, working, and labor-saving qualities in their machines than formerly. The imported bicycles which have any considerable sale here are superior machines, and are chosen with much more exacting taste and judgment than in past seasons.

The long-distance riders of our country are beginning to emulate our touring brethren in England. Long rides are constantly taken, of which the public hears no mention. We could name a number of persons who have made long journeys the past season. Our riders are becoming accustomed to the inevitable, and travel over bad and indifferent roads more valiantly than our pioneers attempted the best. These are healthy signs of progress, but there is much more to be considered. The men of middle age of the country are taking a decided interest in the sport, and sometimes an active part as riders. Many who would not ride the ordinary, have purchased Xtraordinary Challenges, and are among our most enthusiastic devotees of the wheel. Notably the case of Mr. Bentley, of Philadelphia, comes to mind. This gentleman rode his Xtra last season, in company with two others, a distance of six hundred miles. The cares of business and serious occupations of our leading business men are the very incentives to this kind of recreation. Hence the need of our doing everything to elevate and popularize the use of the bicycle.

We are assured that the importation of Xtras this season promises to be largely beyond that of any previous year. They are already scattered over the country to a considerable extent. Their freedom from the danger of headers, and the extreme facility with which they can be mounted and dismounted from, are a great point in their favor among middle-aged riders who do not go in for racing, but are content with the road.

The importers assure us, also, that the tricycle is gaining ground rapidly. Ladies write from distant States inquiring earnestly about them, and others, in our nearer towns and cities, talk seriously of using the tricycle this summer. Some who are able to keep horses and who usually ride and drive, think of taking to the tricycle during the summer vacation.

If we can believe the signs of the times we are, in this respect, going to surpass our English friends. The Queen has had a tricycle purchased for her own daughters, and this will undoubtedly tend

strongly to popularize the sport among the upper classes. With the extraordinary advantages offered by the extensive private grounds of the wealthy, the tricycle should be used among them, but apparently for popular use among ladies its best promise is in this country. At country watering-places of the quieter kind, where there is not so much of dress and dancing as at Saratoga, ladies generally desire to be in the open air, and no other recreation seems to offer so many temptations as the tricycle. The double-seated machine gives an excellent opportunity for moonlight excursions and all which they suggest. The adventurous youth, who bestrides the steed we most adore, can caper around his Arabella in her little go-cart, and exhibit his paces and graces, while she demurely trundles along, more leisurely enjoying the dear sunshine and dear Nature in everything. Shut your eyes for a moment, reader, and imagine yourself the escort of some gentle young woman who can and does ride.

Let any woman learn to tri. or to bi., and she will experience a pleasure she never before dreamed of. The languid dweller in houses knows nothing of the delight of every gratified sense which is felt on the wheel. The blood flows in active current; the lungs take great draughts of stimulant air, and mere animal existence becomes an intense enjoyment. The senses are doubly acute; every gleam of light among the leaves and every sound bring keener sense of pleasure than we ever know afoot or when passively taking in Nature. Let the liveryman take his stable of tricycles to any one of the hundreds of summer resorts where the roads are good and country pleasant, and he will be rewarded in vulgar ducats, and will help to make a regular *furore* of the sport in another season or two. We can think of nothing which would tend so much to spread the use of the tricycle as this furnishing them for hire at our country resorts for summer idlers. Let ladies ride and young men will surely follow them on the bicycle. Beyond a doubt Hiawatha brought Minnehaha home on a tri.

> "Pleasant was the journey homeward . . .
> Short it seemed to Hiawatha,
> Though they journeyed very slowly,
> Though his pace he checked and slackened
> To the 'wheel' of Laughing Water."

Let the place be determined upon for the Meet, with the best interests of the whole in view, and then, it is to be hoped, we shall have, in numbers and personal character, such a representation as will impress the country in our favor. Let us not only go to have a good time, but to serve the cause. There is a great field for education, for missionary work and self-defence.

We want to stimulate the study of the bicycle and tricycle till our riders are generally intelligent. We want to do what we can as an association and as individuals, to spread the use of the bicycle, and to draw attention to it on the part of a large class which may be induced to join us. We want to stimulate the use of the bicycle and tricycle for business purposes. Tricycles are used in Washington throughout the year to carry despatches, and for various commercial purposes. Some men ride considerable distances on their machines to and from their daily occupations. This is true to a limited extent of other places; but if our members bestir themselves, they will make the practical use of both machines much more general.

We must do something sooner or later in self-defence. Our wheels are not permitted free access to places where other vehicles are used. The injustice of this discrimination is certainly flagrant, but can probably be overcome in most cases. In no way can we act more thoroughly or forcibly than as an organized body, of such class as does not often come together.

The coming year is full of bright promise for bicycling and tricycling. Our clubs are active and thriving, and the League has rapidly run up to such numbers as may well surprise its most sanguine friends. Unattached riders are beginning to ride in very remote parts of the United States. Where there is one rider to-day, in many cases there will be a club within a year. Men of character and high standing in our clubs give their weight to the cause; and a sport and useful occupation are springing up which tend to make the whole people healthier and stronger, and which are characterized by a most remarkable absence of everything unmanly or in any way demoralizing.

THE LEAGUE MEET.

Editor Bicycling World: — The calm and unrufiled self-confidence of the gentlemen who are trying to force the L. A. W. members to visit Washington, the hottest city in the Union, during the latter part of May, is simply charming. The whole tone of their argument is on the *convenience* of the place, as if Washington were *the only* city in the Union where could be found any fine riding; and as if the *convenience* of a handful of riders in and about Washington should be the principal object of discussion at the next meeting of the directors. This, and the little handful of cards they hold up, "Society," "See the great Capitol," "Ride on our new asphalt pavement," etc., are not worthy of notice after the real purposes of the League Meet have been so plainly set forth in your paper. If we admit that Washington is the most convenient Eastern city for Western men, which it is not, how does this add to its importance as a desirable situation for the Meet? The West occupies an enormous tract of country, and has a magnificent population; but throughout the whole of it, from Ohio to the Rocky Mountains, there are fewer wheelmen than there are in the city of Boston.

Washington is not a geographical centre, and it is far from the main body of bicyclers. There are less wheelmen in the combined cities of Baltimore, Washington, and Philadelphia than in the one little town of Cambridge, a suburb of Boston. There is one club of 115 members in Cambridge, and, by the way, not one of them could attend the Meet in Washington. Geographical distribution is a favorite theme in the capital, especially in relation to the selection of Garfield's cabinet; but we do not want anything that has the contamination of politics upon it in the organization which unites the hearts and interests of bicyclers.

On 31 May, 1881, there will be the first grand meet of the League of American wheelmen. No matter if there has been a meet at Newport to organize, this is the first gathering of those who belong to the completed organization. It is *for* the members, and it should be where they are. If, in due time, bicycling goes West, the League meets must follow it there in the interest of the greatest number. But upon this inaugural occasion, the assemblage should be in Boston, — the home of the bicycle, the birthplace of the League, where wheelmen are numbered by thousands, and where every wheeling interest from literature to manufacture is best represented. We shall probably never see the L. A. W. meet in Boston in the future, and to slight it now, to refuse to give this one good turn to the hub of all wheeling matters, would be unjust indeed. ROLAIN.

Editor Bicycling World: — Permit a rural rider and member of the L. A. W. to join in the discussion of the place for the League Meet.

I am a New Yorker (*i. e.*, an inhabitant of New York State), and the city of New York would be the most convenient place for me; and yet I heartily indorse the recommendation of the committee who selected Washington, and for the following reasons: —

1st. Washington is nearly as accessible as New York to all parts of the country, except the New England States, and is more accessible to some parts; but, as "turn about is fair play," and the last meet was held in New England (at Newport), it would be just, as well as generous, for New England to waive any special claims to consideration this year.

2nd. Though New York City is easily accessible for people, it is nearly inaccessible for bicyclers as such. The streets below 59th street are practically impassible for bicyclers, and what is the bicycler to do who arrives from the West, via Erie, with his bicycle, and finds himself landed at either Chambers street or 23d street ferries, or via the Central Railroad, at 42d street depot?

To be sure, we might arrange to have our machines carted and sent by express, care of Mr. Wright, 791 Fifth avenue, but that would be both troublesome and expensive.

3d. Bicyclers in New York are regarded as interlopers and intruders; a fossilized Park Commission refuses them admission to Central Park, reserving its miles of rapidly deteriorating drives for the benefit of people who can afford to own or hire horses. With a horse to vouch for your respectability, they grant you the freedom of the park drives, whether you ride on two wheels or four; without an equine sponsor, you are shut out whether you ride two wheels or three.

4th. The bicyclers of New York haven't spunk enough to stand up like men and demand their rights; but are content to solicit the crumbs from the horseman's table in the shape of limited privileges at limited hours. They don't deserve the recognition that would be given them by holding a League meet in their city. Limpness of spine is as undesirable a quality in a bicycler as in a bicycle.

Let the New York clubs secure a place for the wheels, as well as the wheelmen of the League, and then it will be time enough to discuss the question as to whether their disadvantages of location, etc., can be sufficiently overlooked to make a League meet in their city possible.

Washington presents a very different picture. There the wheelman is not looked upon as an intruder or a nuisance. He has free access to all places where any vehicle may go; he has miles and miles of streets paved with asphalt, which could not suit him better if they had been made on purpose for him: and last but not least, he is welcomed and respected.

Washington this year, and some Western city like Detroit next year, and after that, may be, when the League is strong enough to endure it, let a meet be held in New York City, not because it is or will be a good place for a meet, — physical geography forbids, — but as an expression of sympathy on the part of their more fortunate brethren with the unfortunate islanders who are compelled to do their bicycling under such unfavorable conditions.

If, however, the League meet is held there this year, that promising infant, the L. A. W., will get a set back from which it will take it years to recover. The L. A. W. is not strong enough yet to endure the effects of a meet in New York City.
G. E. B.

GLANCES ABROAD

SELF-SACRIFCE. — A fond mother, addressing her hopeful of ten, reminded him that the solemn season of Lent was approaching, and asked what sacrifice he was prepared to make, in order to show his reverence for the church, and his love for the church's one foundation. "Would it make you very happy, mamma, if I gave up something?" "Yes, my child." "Then, mamma, dear, I 'll give up going to church on foot, and go on my bicycle!" — *Cycling.*

No sport, except bicycling, has made such progress in the course of one year as tricycling has during 1880. During the past year we have seen all the best bicycle makers turning out their different styles of tricycles, the formation of several clubs, and a tricycling association, the institution of a championship ride, and last, but not least, the throwing open of a well-known bicycling club to tricyclists. — *Bicycling Times.*

THE FIRST BICYCLE. — Mr. C. Wheaton contributes to the *Bicycling News* an interesting narrative about the first bicycle, in which he claims for Mr. Edwin Dalzell, of Lesmahagow, in Lanarkshire, the honor of being, thirty-four years ago, the maker of a machine which, although differing in matters of detail, such as having the steering wheel in front, etc., was the undoubted prototype of the present two-wheeler. He contends that this "wooden horse," as it was called, was the first two-wheeled velocipede whose rider was "able to propel and balance without aid extraneous to the machine; or, in other words, without his feet touching the ground, as in the case of the celeripede or dandy-horse." This wonderful bicycle is still preserved by Mr. Dalzell's family, and will probably find its way to South Kensington, where it may keep company with the first successful locomotive. — *Cyclist.*

I HAVE carefully read your most able and interesting article, "Bicycles *versus* Tricycles," which is so evidently fair and impartial, that I trust you will excuse a few remarks on it. The only point on which I completely differ with you, is in your conclusion that on the score of safety in driving down hill, the machines are about equal. During the three years I rode a bicycle, in going down hill, I frequently had to dismount, but I have never dismounted for a hill when I have been riding a tricycle *I was used to*, and I have ridden all the hills I can find marked *dangerous* within twenty miles of Croydon on the south side of the Thames.

Even on a "Coventry" tricycle, with bath-chair handle, I have ridden everything feet up, and feel sure that any one with nerve could do the same. Frequently I have felt two wheels off the ground, and on one occasion, going down Addington Hill, which was newly strewn with flints, unbroken, varying in size from a half brick to a large teapot, I went fairly into the air; all the wheels were off the ground for an instant, yet I have never had the slightest accident. A bicyclist can go some way down hill with one wheel up, but if he got both wheels off he would certainly want picking up very shortly afterwards.

But what I admit requires dexterity and nerve on the old-fashioned "Coventry" is very easy on a "Salvo." Any good tricyclist can pass all ordinary bicycle riders, when descending a dangerous hill. *A rider on a "bi." in descending a dangerous hill, should never take his feet off the pedals: a rider of a "tri." should never put them on.* It should be remembered that any comparison between the bicycle and tricycle must be to a certain extent unfavorable to the recent machine. The introduction of the "Humber" tricycle shows that the best form for the machine has probably not yet been found. On the racing path the bicycle must remain the fastest machine; but for touring, every year will bring the tricycle nearer to the bicycle in pace, to which in everything but pace it is immensely superior. — *Correspondence Cycling.*

THE congress of cyclists to consider the desirability of establishing a Union Vélocipédique Français, and settle the basis of its formation, is to be held in Paris on the 6 February. In the evening a banquet will take place at the Café Coruzza, Galerie Montpensier, Palais Royal; delegates and others desiring to be present can obtain tickets up to the evening of 2 February, upon remitting 12 fr. to M. Hénon, president of the Cercle Vélocipédique de France, 47, Rue Grenéta, Paris. The Lyons Bicycle Club have selected Mr. Varlet, an honorary member, to represent them at the congress. On the occasion of the annual dinner a few matches took place. The course was 3,600 mètres, but owing to the frost it was very bad going. Only tricycles were represented, and the times were, M. Vicunet, 9 min. 53 sec.: Hall, 10 min. 1 sec.: Payet and Wautherin, 10 mm. 15 sec. These gentlemen each rode a "Salvo"; and Messrs. Boileau and Buisson, on a "Sociable," covered the distance in 10 min. 45 sec. There are now three clubs at Lyons, the Véloce Club, the Vélo-Touristes, and the Bicycle Club. The formation of a club at Dijon is projected. — *Cricket and Football Times.*

"OBSTRUCTIONISTS" IN INDIA. — A correspondent sends us the following cutting: — Dr. Weir, our Health Officer, has dislocated his arm by a fall from a tricycle. I wish this would prove a caution to people not to ride about on these infernal machines, for they are becoming far too popular, especially with Parsees. With their India-rubber tires, they are often perfectly noiseless, and come stepping past in a way that often startles one, and is bound to set one's horses going if they have any go in them. The other day a Parsee nearly put me and my dog cart into the gutter in this way, and it evidently was nothing new to him, for he was quite equal to the occasion. I had just righted myself, and probably my next move would have been to slang him; but before I could get in a word edgeways, he had begun, "I will ride bicycle on road;" and owing to the time and place I had to let him continue to "ride bicycle on road" unmolested. In to-day's *Gazette* there is an account of a ride to Thanna and back, performed on bicycles by three byculiaites. They managed, or rather two of them did, to cover their forty-two miles, and to have a rest of an hour and a half in less than six hours. As the road is abominably bad in parts, this shows a

proficiency which I am truly sorry to see. The man who did not get through the whole journey ran foul of a hay-cart, apparently from having no lamp. You would think that if he could not see the hay-cart, it was hardly to be expected that the wretched driver could see him; but yet the latter caught it, as did a poor dog that had taken the liberty of going to sleep on the road by which our friend had to return; the only difference that I can see being that the dog was killed, and the cart-driver was not quite."—*Pioneer Mail, Allahabad, N. W. P., India, Dec. 9*, 1880.

NOTES FROM FOREIGN JOURNALS.

BY C.

THE *Cyclist* of 5 Jan. has an article from a correspondent who says that, whilst a thick tire lessens vibration and is of great advantage, it is extremely dangerous on wet Macadam, as it is liable to slip and throw the rider. He continues, saying that leather cannot well be attached to heavy tires on account of its weight and unsightliness.

Will not some of our American riders give us their experience with Hancock's non-slipping, corrugated tires.

AT Coventry some of the rural letter collectors who have heretofore used a horse and mail-cart are now doing their work with tricycles.

A tricycle now carries the mail bags on the road between Astwood Bank and Redditch.

At Ventnor and other places, in the Isle of Wight, the tricycle is now used for mail purposes.

ANOTHER correspondent of the *Cyclist* talks of a rider who got imbedded in a drift of snow, breast high. The snow bothers our English cousins, but our Western brothers discard the rear wheel and use a sleigh runner in its place. Whilst the effeminate Britisher who cannot do more than two or three hundred miles a day, wilts at snow only four or five feet deep, the Yankee and New-Yorker, or Pennsylvanian, and the Canadian respectively coast, slide down hill, and toboggan on the bicycle.

SOME deluded English brethren of the wheel, among whom is Mr. Winter, whose name is well-known in this country, are coming to the United States in the latter part of March. They are coming to grief, too, if they mean business on the wheel. They will find mud and winds Boreastic, and unsettled country roads, and no riding of much account outside of Boston or Washington. This I don't much care for, as I am both a Bostonian and Washingtonian, but how they will turn up their noses at New York and such small places where there is no riding, and where the park is only for women and children and Tammany processions. Still, come along deluded ones, and you shall have the best the country affords. We will kill the fatted calf—not that three hundred pounder for whom Messrs. C. imported the sixty-pound bicycle, but the real veal—and make speeches at you. This land produces no Tears and no mammoth Smokers like your home products, but we have considerable human sympathy for all the world, and a very large amount of it for your countrymen and bicyclers.

MESSRS. HILLMAN & HERBERT, who make the premier bicycle, are out strong with a new Stanley head. It is unquestionably a good thing.

The head is about the same size as in ordinary patterns. The upper centre pin is made larger than usual and hollow for nearly three fourths of its length, so as to slip down over the upper end of the spindle, which is about one and a half inches longer than ordinary spindles. The hollow pin or sleeve is screwed down into the head precisely as in other Stanley heads and is secured at the top by the usual nut, giving it a thoroughly firm bearing. An inch and a half of the spindle telescopes with the sleeve, and is firmly supported by it, having the usual cone at the top. The pin is bored centrally to permit of easy oiling. This gives a neat, low Stanley head, and a spindle full four and a half inches long, much better supported than any heretofore made. It is decidedly an improvement in the right direction.

THE BICYCLE AMONG THE GODS!

Read at the Third Annual Dinner of the Boston Bi. Club, Feb. 7, 1881.

"What, ho, there! Erato, Euterpe, Clio,
Terpsichore, Melpomene, Thalia,
Urania, Polyhymnia, and Callio-
Pe!—fair dispensers of Parnassian fire—
Trot out old Pegasus, and, *nota bene*,
A cup of undiluted Hippocrene!

"Come, step up lively, Sisters, help me rhyme it
To the Bicyc'e,—that most mighty motor
Of human progress. Sisters, sweetly chime it!
Or wise or witty, let each maid devote her
Poetic powers, without stint or evasion,
To make my verses worthy the occasion!"

Such was the invocation which I uttered—
Perhaps with more of vigor than politeness
I scarce had ceased when in Thalia fluttered,
And with her Mercury, their mutual brightness
Making the room radiant till my sense of vision
Revelled in beauty like a dream Elysian.

"Well, William, here I am," said fair Thalia,
"Prompt at your summons, dearie; but great Jove
First wants to see you, and Hermes and I are
Sent to conduct you to his court above.
He also bids you your bicycle bring,
Having a wish, he says, to see the thing.

"So, quick prepare you for the heavenly presence;
Hermes will kindly bear your steed of steel."
I instant rose with ready acquiescence,
And bringing forth the ever-ready wheel,
Which Hermes deftly shouldered, on the fly
We straight to high Olympus clove the sky.

The hour was early, and the gods all sat
(Not yet the council had been called to order)
In careless postures; some with idle chat
On themes congenial, although, mayhap, broader
Than mortals might, till Heaven should begin its
Diurnal session, whiled the idle minutes.

Ceres was sorting seeds, while azure-orbed
Minerva, seated on a tripod, seemed
In the BICYCLING WORLD so all-absorbed
I felt at once she rightly was esteemed
The queen of wisdom. Near her, Neptune, Mars
And Bacchus played draw poker for cigars.

Jove's eagle ogled the white doves of Venus,
And they, to tease the haughty team of Juno,
Returned his glances, and—this is between us—
The first-named goddess, who, as I and you know,
Is none too careful of her wifely station,
Was carrying on with Mars a sly flirtation.

And Juno furtively observed their capers,
While seeming busily engaged with knitting;
Jove, spectacled, perused the morning papers.
"Hebe," cried Bacchus, hiccoughing and spitting,
"Hebe! another brandy punch!" Just then
Did mighty Jupiter our presence ken

And beckoned our approach. Hermes, advancing,
Presented me to Jove, who, after scanning
My comely features, and thereby enhancing
The modest blush which covered like japanning
My cheek and brow, said, brusquely, "Mortal, what
Is this new-fangled carriage? I've forgot

"The name of it." Suggested Mars,—"Bicycle."
"Papa," said Pallas, "it's pronounced bicycle."
"Law sakes," said Juno, "what a queer *vehicle*!"
"Mamma," bawled Bacchus, "you should say ve-*hicle*."
"Well, well," said Jove, "no matter; let us know
About the wheel and how you make it go."

I thereupon most lucidly recounted
The various virtues of the silent steed,
And, to confirm them, gracefully I mounted,
And circled round the court-yard at full speed;
Then, leaping lightly from the saddle, bowed,
Responsive to the plaudits of the crowd.

Jove looked approvingly; then motioned Hebe,
And she, advancing, smilingly presented
A cup of nectar to me. "Pa," said Phœbe,
I'd like to try it—may I?" Jove assented,
And all stood silent as the martial maid
Boldly to mount my metal steed essayed.

Beneath her belt her long skirts deftly tucking,
She grasped the handle-bar of the machine,
Which showed the usual tendency to bucking
Green mounters and, of course, provoked cacchine
Among the younger gods; but light she heeded,
And tried and tried again till she succeeded;

Then, slow at first, zigzagging as she went,
Moved down the course in triumph, until, feeling
Secure, she gave a sturdy push that sent
The 'cycle forward like a meteor Dealing
Another and another, soon she spun
As swiftly as a planet round the sun.

Cheer upon cheer from heavenly voices greeted
Jove's blue-eyed daughter when her ride was ended,
And Jove himself no stinted praises meted.
Then Mars sprang up, exclaiming he intended
"To take a turn or two on the machine!"—
Incited thereto by Love's beauteous queen.

The war-god, emulous of fair Minerva,
Strode confidently forth and grasped the bar,
And made a jump that to a close observer
Looked much as if he meant a *coup d'etat*.
The wheel responded with a buck that sent
Mars ten feet farther forward than he meant.

The god, discomfited, arose and would
Another venture make, but Jove said, "No:
You 'll only break your neck and never could
Control the thing. You're much too clumsy. So
Stand back and let Latona's daughter try
Her grac.s on the g aceful wheel. Come, Di!"

Forth at the word the virgin goddess stepped,
Free-limbed and lithe, a calm smile on her face,
And quickly, lightly, to the saddle leaped,
And with a motion perfect in its grace,
Which won loud plaudits from all who beheld,
The glancing wheel along the course propelled.

Thrice round the court-yard's broad circumference,
Swift as an arrow from her silver bow,
The radiant goddess sped; then, swerving thence,
Out into space ethereal did go,
Wheeling toward the stars, when, in her way,
She met the golden chariot of Day,

Driven by Phœbus at tremendous speed.
The horses, scared, of course to see Diana
Seated upon so singular a steed,
Began to rear in a most frightful manner,
So that all heaven trembled lest the sun
Should be upset, and this fair world undone;

But mighty Phœbus's o'ermastering skill
Prevented that mishap. The frightened cattle,
Though trembling yet, obedient to his will
Resumed their way; the chariot's thund'rous rattle
Still fainter sounding in the goddess's ears
As sped her wheel amid the starry spheres.

Immense the wonder, varied the sensations,
Her advent caused among the shining hosts:
Some hailing gladly, while some constellations
Fled at her coming as boys flee from ghosts.
The Lion roared, and Ursus Major growled;
The Great Dog barked, the Lesser only howled;

The Serpent hissed; the Ship hauled in her *hawser*
(To guard 'gainst fright), and Lupus turned to flee;
The Centaur, being only *half* a *courser*,
Of course was only *half* scared—don't you see?
The mirthful Twins pretext for joking found,
And shouted, "Di, your small wheel's turning round!"

"Whoa, Emma!" cried Orion, so amazed
No other language could he find to utter;
Perseus his golden casque politely raised.
The Ram, however, lowered his head to butt her;
The Bull looked menacing, but seeing no red
On wheel or rider, merely bellowed.

Heedless alike of menaces and jeers,
Yet gracious to all friendly salutation,
Like a true 'cycler, 'mid the shining spheres,
Moved the chaste goddess without retardation,
Until, the heavens compassed in her essay,
She sped back to us on the Milky Way.

Three rousing cheers from goddesses and gods
Greeted Diana and the steed of steel;
While Jove, more dignified, approval nods,
And orders Vulcan to make him a wheel.
Whereon that god, ere you could well say "beans,"
Took more than forty orders for machines.

And then those deities began to chin
About the style of bicycle preferred,
And almost came to blows, when Jove broke in,—
"Cheese it, gods, cheese it! not another word,"
He cried; then to the jolly muse: "Thalia,
You and this gentleman may now retire.

"Hebe, a glass of something hot! and, Hebe!
Not nectar,—something lively.—Thank you, dear.—
And now to business. Come, Apollo, Phœbe,
Diana, Ceres, Neptune,—are all here?
Come, gods and goddesses, have done your cavil!
The council sits"—and Jove brought down the gavel.

CORRESPONDENCE

TOUGH BICYCLING.

THE rain, which had been falling in torrents all the morning, ceased about one o'clock, and was replaced by a dense fog, steaming slowly upwards from the sodden snow and ice. Concluding that the exercise would be worth the trouble of cleaning machine and clothing, I got out my 54-incher, and started off. Never before, in three years' wheeling over them, had I found the Essex macadams in such horrible condition. Seven weeks of continuous sleighing had coated them with an armor of ice, in places, a foot thick. This, a week's thaw had somewhat softened, and the morning's rain guttered and seamed it down to the road bed, along which the water rushed, or stood in muddy pools. Here I was forced to drive my wheel, a perfect storm of mud and water flying from the spinning tires. It was a very enjoyable ride, though. The fog was so dense that everthing ten yards ahead was swallowed up, so that, between the road and keeping a lookout for teams, I was pretty busy. Not possessing a fog horn, my "Hill & Tolman," with its terrific din, answered beautifully, sending not more than a dozen horses off their feet. Arriving at Main street, I was greeted with: "Hello, there's —— all right again." This remark, the result of a report extensively circulated among the non-wheeling population, that I had been injured while bicycling, and was compelled to go around in an *invalid's chair* (a special Centaur tricycle, and the first three-wheeler in this section)! I rode about six miles, then came home and cleaned up.

I made some measurements some time ago upon three machines, which represent the two divisions of high-class English bicycles (light and heavy), and best class American machines. I annex these measurements without comment, thinking that they may be of interest:—

	Humber, 57-inch.	Sp. Columb 56-inch.	Harvard. 54-inch.
Greatest diameter backbone,	1 13-32	1 23-64	1 3-8
Height, handle bar from wheel,	4 13-16	6	5 1-2
Width, handle bar,	21 3-4	20 3-4	21 3-8
Separation of hubs,	6	7	5 1-2
Separation of pedals,	9 5-8	12 1-2	10 1-2
Diameter back-wheel,	17	20	18

The fourth and fifth items are of interest to those 'cyclers who have considered the question of narrow tread and recessed hubs. IXION.

DISTRIBUTION OF LOAD. — *Editor Bicycling World:* — I have been greatly interested in the articles on the "Comparative Study of the Bicycle," by "H.," which have appeared in your valuable paper, and there is every reason to think that they will go a great way toward giving cyclers a better knowledge of the machine they ride. I think, however, that in the part entitled "Distribution of Load," in your last number, the author makes a great mistake. He says that machines placing as little weight as possible on the driving wheel are much easier to propel than those putting the least weight on the rear wheel.

Now, it seems to me that the sole purpose of the small wheel is to hold the seat in position as near over the centre of the driving wheel as practicable.

The small rear wheel, I believe, on an average has a diameter equal to about one third that of the large wheel, consequently it revolves about three times to one revolution of the latter. Now, it is obvious that the more weight placed on this wheel the greater the friction or backward drag of the machine; especially so because, as the author says, "the rear wheel in motion does not, like the large wheel, bridge over small ruts and depressions in the road, but drops into them." If we did put the load over the rear wheel and relieve the driver, as Mr. H. suggests, we must enlarge the wheel, thus taking an undue share of the burden. If this is done we have in principle the old "bone-shaker," no matter how it may be arranged.

As to the freight train, I answer, Certainly the engineer would put the load on his locomotive if it were practicable to do so,—not to prevent slipping of drivers, but to avoid having his load bear on so many small wheels, which add so much resistance; and instead of requiring more steam power he would really require much less.

What would be thought of the engineer who would string out his train as long as possible in order to distribute his load over a great number of wheels? If he did and it should become "derailed," as suggested by "H.," it certainly would come to a standstill much quicker than if the load were all on the locomotive. This case fits the bicycle exactly, as "H." himself says.

If the extraordinary Challenge rides easier up hill and also on the level road (which I doubt), the fact may be explained by the pedals being more directly beneath the rider than on the ordinary machine, which is a great advantage.

BERT.

PHILADELPHIA, 8 February, 1881.

TIRES. — *Editor Bicycle World:* — A wheel decorated with strings is certainly an unsightly object, and one not calculated to impress the on-looker with respect for our noble steed; but the use of strings is really unnecessary if the thoughtful wheelman — the careless must take his chances — will provide himself with the simple and inexpensive article known as a pocket lantern, obtainable at most hardware stores. In appearance it is not unlike a pocket match-box. It will burn perhaps an hour. Camphene is used, and a receipt for making it accompanies the lantern. A loosened tire may be cemented in a few moments, and the lantern will be found useful in many other ways. The flame will not blister or mar the felloe, and the smoke will rub off easily.

Personally, I have never suffered from loosening tires since the days of my learning to ride, in 1879. My experience has been about the same as that recorded by "Little 'Un."

Allow me to suggest that the adoption of long handle bars will have a tendency to make such mishaps less frequent, they give such perfect control of the machine. I should recommend none less than twenty-two inches. Twenty-four inches are better. A friend has one twenty-six inches, and likes it.

IVANHOE.

WHEELING AROUND SMOKY CITY.

Editor Bicycling World: — Thinking you might like to hear a voice from Pittsburg, I shall humbly offer a description of the roads in and around this smoky city, what we do here, and how we do it, "bicyclingly speaking."

We are happy in the possession of about twenty miles of asphalt and block pavement, and on a pleasant day the Keystone Bicycle Club, including other riders, may be seen bowling silently along. The wheel among the wealthy classes is becoming quite popular; but for some reason, when a rider passes through the mill districts, although the bicycle is familiar enough, he is met with much indignation and biting irony from the "horny-handed sons of toil." I myself, while riding to and from my place of business on Second avenue, am frequently met with such

expressions as "Oh, here he comes: look at the style!" and "Mister, come off; your wheel's goin' round." The small boy also, for some unaccountable reason, repeats the oft-used expression, "Now ring your bell." If these remarks are responded to in a flippant way, the grimy youths become more clamorous. This is the only objection to Second avenue, which is a perfect Arcadia for the venturesome wheelman; when he gets to the suburb called "Soho," he rolls easily upon the vulcanite, through small villages. Upon the third mile, the country extends on either side; to the left, high hills, clothed in verdure; to the right, the picturesque Monongahela flows by, sparkling in the rays of the sun. Five miles of this bliss brings the rider to Glenwood, the city limits; and here we strike the clay road, which is within a stone's throw of the river for miles. I well remember my first long morning excursion, which occurred last August. Mr. Ormsby, of the Keystone Bicycle Club, and I, started about nine o'clock A. M., 24 August, for McKeesport, distant, on this Second-avenue extension, about fifteen miles from the city. We donned blue shirts and leggins, placed polo caps upon our intellectual heads, smiled upon two or three small boys, who constituted the audience, and were off. We found the road well beaten and very smooth, till we reached Braddock's Field, the place of the memorable battle; here, ruts stuck up in the road to a most alarming height, and becoming dismounted, we had much hopping on one foot ere we were in the saddle again. By this time the thermometer was, judging from my feelings, about 250° in the shade, though my companion decided it could n't be over 200° Fahrenheit. Our pleasurable feelings were increased by a huckster wagon, the driver of which was immensely tickled at our unavailing efforts to mount. At each failure, he would almost explode with laughter, and no doubt likened us to sparrows on an enlarged plan, as we hopped along on one leg, and mounted, only to fall off into another rut. We soon passed this "slough of despond," and came out upon a nice road, which led us through several small towns, near the river bank. The people in every case expressed much surprise at our appearance, and such expressions as "Oh, here comes another," and "I wonder who they are?" were heard on every corner.

About ten miles had been passed safely, when my companion and fellow-sufferer attempted to descend a very steep and crooked hill, with his legs over the handles. I warned him, but before I could say more, he was up and away. I followed on foot, and when I got to where the road turned suddenly to the right, near the bottom of the hill, I found him upon his back, machine on top, with the backbone (the machine's) considerably twisted. He was unhurt, and soon we went on our way rejoicing. All went well till we came to a large village. I asked a wondering rustic what it might be; he said, "Nickersport," to our surprise. We rode into town, covered with dirt and dust, but each striving to hold himself erect, and look as fresh as possible. We stopped at a queer-looking place, called a hotel, as a young man of the place confidentially informed me it was. But it is ever tiresome to be a great man: we were constantly besieged by a perfect mob of men, women, and children, who struggled hard to peep in the door, when it was opened.

After dinner, we sallied forth to the Baltimore and Ohio Railroad station, to wait for the down train, and to pass the time away. My fellow-wheelman rode around the square near by, and tried to perform some impossible tricks. When he fell from his lofty 52-inch, he was greeted with shouts and cheers from the multitude of urchins, who were coming in, I verily believe, from the surrounding country, to see the unwonted sights, "Big men on *Velocipys*." We got back to the city at 2.20 o'clock, all well and sound, but rather fatigued.

If this is not consigned to the place where editors generally place poetic effusions on "Gentle Spring," I will describe a later trip soon.

E. P. HODGES,
Keystone Bicycle Club.

BINGLER'S HOTEL, HAZELWOOD (PITTSBURG), PA., 7 February, 1881.

STRAY NOTES FROM ESSEX.

THE Essex Bicycle Club is not dead, but after the manner of many similar organizations during the winter season, sleepeth. However, it has had one or two nightmares, among them the question of winter headquarters and riding hall, which has evoked more discussion and desultory effort with less result than any other subject which has been under consideration since Essex's birth; and the talk of preparing rules and regulations to provide for the formation and government of local divisions: for so large has the club grown, and so much country does its membership cover, that it has become necessary to form separate territorial divisions, of which the "Orange Wanderers" is the first; for though at present it occupies somewhat the position of an illegitimate child, yet as soon as the committee is ready to report it will be fully sanctioned and recognized, with Capt. Johnson at its head. This branch cannot fail to reflect honor and glory on its parent; and if future local divisions show as much vigor and spirit as the "Wanderers," it can without boasting be said that when the plan is fully matured, the Essex will stand in a position never before held by any bicycle club.

But with its nightmare it has had a delicious dream; a dream of fairy land and fairies, of bright faces, happy hearts, lobster salad, ice-cream, and expenses, in the shape of a reception which was given on the 7th of January at the house of the secretary, E. R. Bellman. In this dream about fifty fairies and the same number of demons, or, as the local papers expressed it, "fifty couples," sported and danced, supped, and cast soft glances until that morning hour when all proper-minded fairies and demons disappear.

Some of the Essex boys have tried riding on the beaten-down snow this winter, and report very good riding; indeed, the writer has been out on it two or three times this year, and has found that wherever the snow is packed and not badly powdered, the riding is a great deal better than on many roads which are considered ridable; but even your correspondent, although he can ride it, don't "hanker arter it." Some too, have tried riding on the ice, and their advice to any who contemplate doing likewise is an emphatic "don't"; for bruised limbs and damaged machines are among the certain results.

The coming season will see many Essex members on the path striving to hold for their club the name it has gained as the leading racing club of America. With such men as Johnson, Field, and Lafon to the fore they seem to have a fair chance of success; and when I add that they are not by any means the only racing men Essex means to show this season, the result of the struggle can hardly be questioned.

With these few notes, I will close, only adding that as the entire membership has joined the League (and even if they had n't it would not make any difference in this regard), bicyclers will always find that fraternity is one of the most prominent characteristics of the Essex Bicycle Club. THE ARAB.

OBITUARY.

KILLED suddenly, last month, some time, the inordinate ambition of a 'cycler to practice fancy riding. Haverhill papers please copy.

The above may seem of little moment to the busy throng who tread the streets in mortal terror of the modern centaur, but to those intimate with the facts it conveys a world of meaning. A small rear room, simply but substantially furnished. A 50-inch "Columbia"; a pale but determined-looking individual, with elongated extremities, and a "standing still mount"; a brazen, pointed, treacherous chandelier; a hole in the adamantine substance between the cerebrum of the aforesaid individual with elongated extremities and the before-mentioned pendant from the ceiling of the simply but substantially furnished rear room. Only this and nothing more, but this was enough and to spare. 'T is a simple tale, dear readers, simply told by one who was not present, though he would have been pleased to have been; but it is of such trifling incidents that the sum of life is made, and the man that pointed that chandelier pointed a moral as well, that he who runs a bicycle can read — if he takes this journal: —

"Try your fancy riding in a ten-acre lot." ARGUS.

THE Bicycling World AND ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 25 FEBRUARY, 1881.

REFINEMENTS IN TACKLE. — When an indifferent billiard player fails to make a correct angle or an effective impingement, he always chalks his cue and puts on the look of a victim to imperfection in instruments. So when the fair patroness of croquet hits the wicket or don't hit her enemy's ball, she declares, "I *never can* hit anything with this *miserable mallet!*" This tendency to attribute defects to the instrument is noticeable in all competitive arts, especially where nice exercise of skill is required. Having started this line of thought, we leave its continuance to our readers.

Another manifestation of this general tendency to attribute too much to the implement may also be noted. It appears in the worry of beginners and intending beginners about choice of instruments. Allowing well for a reasonable desire to have the latest improvements and a really good article, there is still a large margin, with many, of foolish notion that excellence in an art lies in the tools used, or in some divergence of their construction, which offers a short cut to success. The toddling bicycler, for instance, thinks that if he can only get hollow forks and ball bearings, he can ride like Cortis; or agitates himself about a half-inch in the head, or a locknut on the spoke, until one would think he supposed wheelmanship to depend upon these trifles, and its benefits and enjoyments impossible without their satisfactory adjustment.

It is n't the most fastidious about his bamboo rod, and silver reel, and artistic collection of flies, that catches the most fish; nor does he who wears the most exquisite pumps enjoy most in the dance. The application of this also is left for our readers.

Two sticks and a string may not suffice to make an archer; but neither do the choicest of Aldred bows and Highfield arrows. The good archer will shoot well with any common weapons, and the way to become a good archer is to take the outfit convenient to hand, and practise with it. Better is the cheapest tackle Horsman ever made, with use and enthusiam, than the utmost of refinement in armor, and a critical dilettanteism.

THE POINT OF AIM. — BICYCLING VERSUS ARCHERY.

Editor Archery Field: — I would like to ask a few questions with regard to the so-called "point of aim," in shooting the longer ranges of the York round, more particularly the 100 yards, which may seem ridiculous to veteran archers, but which seem important to me.

In the Ford system of aiming, we are told to draw smoothly and cover our point of aim either on the draw or in pausing an instant before completing the draw.

Now, if our point of aim is some point on the target, or under it, or there is a convenient background of trees, this is easy enough; but suppose that we have for a background only the deep blue sky, what are we to do then for a point of aim to cover? This, of course, applies almost entirely to the 100 yards: for at 80 yards, where my point of aim is anywhere from the top of the target to 10 feet over it, according to the weather, I can find that point comparatively easily even on a blank and staring sky.

But when we come to 100 yards — "ah! there's the rub" — when our point of aim is from twenty to thirty feet over the target, and we are told over and over again that the slightest variation from this point of aim will throw the arrow off the target, what are we to do? When the necessary elevation varies so materially with the state of the atmosphere and our physical condition, how can we be certain of shooting accurately and systematically? I suppose that the natural answer will be, that it is only by long and patient practice that we can attain to any degree of accuracy at the 100-yard range, where we have no friendly background of trees. If that is true, it seems to me to be idle to talk of covering your point of aim, when that point is some undefined and wholly intangible spot in the limitless azure, *about* thirty feet over the target.

Now if this be so, the question arises, what is a poor devil to do, who would like to excel at the York round, and who has made fair scores on his own grounds, but whose only available range is backed by lordly elms and stately oaks, so that he cannot help having an actual point of aim, even at 100 yards? And when he has found out by eager research that the grounds at Brooklyn, where the National meeting is to be held, are absolutely devoid of background, what can he do?

Now it may be, as I said, that this question will appear a trivial one to veteran archers, but it seems important to me; and although I have questioned several prominent archers on the subject, I have not yet received a satisfactory answer. If such authorities as either of the Thompsons, or Mr. Walworth, would think it worth their while to make some suggestions on this subject, they would be eagerly read by me, and I have no doubt by many others also.

If it would not be taking up too much space, which could be so much more ably filled by others, I would like to say a few words apropos of the editorial in the last Archery Field (11 Feb.).

The editor, no doubt, speaks truly, when he complains of the lack of archery literature, and true lovers of the noble sport should not be backward in airing their ideas and inspirations, even if they should turn out to be commonplace.

But in comparing the apparent lack of enthusiasm in archery affairs with the enthusiasm of the bicyclers, and in noting the more rapid spread of bicycling, we must remember one thing. Almost any one with a little practice can become a fair bicycler, and apart from the first cost, it is a sport which is open to all classes of the community, from the clerk to the gentleman of leisure; whereas but very few, even with long and patient practice, can become fair archers, and an available range is comparatively hard to find.

In any of our large cities, there are halls where those who cannot afford to buy machines, can hire them, and these are open night and day, winter and summer, and offer a pleasant mode of relaxation for all, with but little practice necessary.

With archery, it is entirely different. In the first place it would not appeal to many on account of the apparent lack of excitement. You see I say *apparent*, for I find in its pursuit quite enough excitement for me, especially on a hot summer day.

Then the word "science," mentioned in the editorial, is quite enough to frighten off many of the *vulgus* also mentioned.

That is just what the *vulgus* don't want; they want something that they can become fairly proficient in with but little practice. Hence the popularity of tennis. Now, archery is truly a science, and as is

truly said by all writers on the subject, requires long and patient practice, and comparatively few are willing or able to devote so much time and brain-work to a sport. And if they do try for a little while, their lack of immediate success discourages them.

Again, the long winter, when outdoor archery is either impossible or an arduous task, and indoor archery is a farce, although but whetting the enthusiasm of many, tends to dampen that of others.

It is hardly necessary to enlarge on the difficulty to many of obtaining a suitable range, — the difficulty of finding congenial spirits for a lone bicycler would be no anomaly, but a lone archer is indeed a rare and wonderful being, — and the difficulty to many of sparing time enough from their other pursuits.

I think I have said enough to explain in a measure why bicycling has so many more votaries than archery. But at any rate, there will never be wanting good archers and true, to urge on the cause of the noble sport both by pen and bow, and if there be any latent literary talent among the good bowmen of America, let them take courage by my example, and air their aspirations or achievements. They cannot do worse, and they may do better.

FRIAR TUCK.

A REPLY TO THE EDITOR.

ALLOW me to quote: "The ARCHERY FIELD has, of necessity, been deprived of the customary editorials in the last two numbers, but the department will be edited as usual in our next number." This from No. 13, of 4 February. Then in the next number you assert that "The lack of genuine enthusiasm among archers is not easy to account for, but it certainly exists," and more of the same sort.

Now, what 's this you 're giving us? After depriving us of your advice and counsel for two weeks, and leaving us boys to run the archery department by ourselves (and we think it has been pretty well done, too), you resume your editorial chair, and begin by snapping our fingers and boxing our ears! *Who* don't enthuse? Do you know, I think it is *you*, Mr. Editor, and not the "archers of America"? If you want articles and communications, we 'll furnish them till you can't rest; we 'll bury you up in manuscript, — cords on cords of it, till you cry enough: but if you want scores, we think you are a little unreasonable. Men may ride bicycles under certain conditions, for the exercise warms the blood, but surely you cannot expect us to practise archery with the mercury 20° below zero, and in three feet of snow? Be reasonable, Mr. Editor, and possess your soul in patience. "Under the snow are the roses of June" (a good *ways* under, this winter), and by and by the scores will be made, and without doubt duly reported, — certainly the good ones.

If you think we lack "genuine enthusiasm," come to Highland Park at our next "Field Day." Picture to yourself a wide field with a background of beautiful forest trees, ten or more targets placed in line, thirty lady and gentleman archers of our home club, and perhaps half as many visitors from other clubs, all striving for the prize; and *then* say we have lost our interest in archery. Or go to Lincoln Park, in Chicago, of a Saturday afternoon, in summer, at the invitation of the "North Side Archers," where you will meet both lady and gentleman archers from perhaps a half-dozen clubs, and see if they are not enthusiastic.

Why, even now, in the midst of winter, we are looking forward to the national meeting at Brooklyn, next July, and making our arrangements to be there, and laying our plans to get away with the prizes too; and *don't you forget it*, either.

Along about two months from now, the scores of the P. P. Club will begin to come in, other items of interest will be furnished, and you will take back all you have said.

C. G. H.

14 February.

THE MILWAUKEE MEET.

THE bicycle boom of '80 had struck us. We had budded, enthused, and blossomed out with our spring, and wheeled into line this June, a club of twenty, full-officered, bugled, and uniformed.

About this time we were taken with the idea of having a general "meet" of the Western wheelmen, to start on a tour from Milwaukee, and to include as many riders as could accept our invitation. Our plans soon matured, and led to the invitation of all the Western clubs, and as many of the unattached as we could reach, for a grand three-days' run from Milwaukee, on 3, 4, and 5 July. The gathering of a large body of wheelmen proved, with us, quite a difficult undertaking, for many reasons. First, at that time the wheel was so new in this part of the country, that outside of large cities, even a single "unattached" was rarely to be found, and clubs can even now be counted on a very few fingers, although I speak for a large territory, — including, in fact, more than our whole Northwest. Then there were the long distances between riders, as obstacles to such a meet. We did not, however, have a despairing moment from the first, and were resolved to have a good start on the 3d, if none but ourselves were starters.

The day at last arrived, clear and cloudless, and with it came our friends from various directions, who were "met" at trains, and escorted around generally, enlivening our city with an unusual array of bright spokes and variegated uniforms. At two o'clock came the "meet," on Prospect avenue, near our small but not unpretentious up-town park, where we wheeled into line to the number of forty-one. It is not the purpose of this sketch to particularize or individualize our run, by any list of the riders or their merits; so it will suffice to say that Chicago, Indianapolis, Lafayette, Grand Rapids, Mich., London, England, and a few other localities, were represented, our Milwaukee Bi. Club turning out a solid eighteen: making altogether a company representative of Western bicycling, mounted on trusty wheels of various patterns, and sizes from 46 to 56, — our tall men predominating. The blues and grays, polos and helmets were soon mingled, and apparently as well known as brothers, and all were absorbed by the all-important topic, our bond of union, — the wheel.

Bugle call brought us into line, and preparations were made for the necessary photograph. This act was speedily accomplished by the enterprising artist; taking in, of course, just enough of the surrounding circle of small boys, nursery maids, etc., to heighten the effect. Soon after came the welcome call of "boots and saddles," and we were off in fine order, on the perfect pavement, led by our Capt. H., on his bright 56, H. F. H. A fine sight it was indeed, and well appreciated by our citizens, — crowds of whom lined our way, even to the outskirts of the city.

Our Rubicon, from city to country, was marked here by a large brewery (we *do* have breweries in Milwaukee), which of course absorbed a moment's attention while we absorbed its refreshment, to a very mild though effervescent degree. We then took a good start for Waukesha, seventeen miles, on good, hard roading. Our hills soon made themselves apparent to our visitors, and a moderate pace was found the better from the start. The road, winding along the banks of Menominee river, brought us soon to Wauwatosa, five miles, where more "refreshing" was indulged in. The small tavern or "public" here looked, as we left, as if a soda-water famine had struck it, and we began to have some fears for the "waysides" further along. The start from here was down a steep and crooked bit of hill, and many disastrous attempts at getting off were made. Indeed, a pretty general "header" match was indulged in, bringing into notice an important personage, until now unnoticed and passing as baggage man. His distinction was, however, pronounced from this moment, and "Robert," with his team of dashing (?) bays, developed into a full-fledged ambulance, and proved a friend indeed to more than one of us, from this time on. I may now mention the long-suffering and manly patience with which "Robert" received the attentions of his admiring devotees. Some of the boys declare his capacity for cigars and our national beverage to be unlimited. Quick recovery is the order of this first break, and we were soon spinning along a fine road and tow-path to the junction. So fine it was that the leaders were with difficulty kept to a reasonable pace.

Too soon indeed flies this eight or nine miles of fine roading, but the junction is reached and we turn to the left. A half-mile of indifferent roading brings us to an abominable sand hill, necessitating a long and tedious walk up, by no means

agreeable in the face of a blazing five-o'clock sun.

From here on to Waukesha we have execrable roading of sand and clay, but finally wheel up to the mansion at about 6.30, being escorted into the village by an admiring crowd of rustics.

A tired and dusty crowd we are, and quite ready for supper, for which, happily, we have not long to wait. We still count forty-one in line, and have so far no bad record of accidents, runaways, or other misfortunes. Our numbers quite capture the hotel, and we of course proceed to run things during our stay.

By this time we began to feel thoroughly acquainted, and a right satisfactory process it proved to all, I am sure. Next comes tattoo call, and we are tucked in most sociably for the night, — just under the roof and about four to a room, — to dream of to-morrow's fun, and headers.

Too soon — for many of us — came the tra-ta-tara-ta at six o'clock next morning.

A clear sky greeted us, which we noted with pleasure, and we then proceeded to get through toilet and breakfast in short order. Such appetites! need we wonder that the landlord groaned in spirit? Half an hour was given for oiling and cleaning up, and call to line came at about eight o'clock. Another turn-out of citizens cheered us as we wheeled out and over the bridge, "up the second road, behind the red mill," on our way to Nagawicka. It is difficult to express mildly anything descriptive of the intense heat of that morning. It was indeed, as the boys said, a "scorcher." Riding along with a lemon crammed half way down the throat, under the shade (?) of a polo cap, the thoughts turned involuntarily to the land where —

> "Tires do melt, and stout, stiff steel
> Writhes in destruction of its wheel."

(Have forgotten who wrote it.)

Frequent rests were necessary on account of the heat, and to allow of catching up by some of the fresher riders. About five miles out we struck a piece of baked turnpike, about as passable as a ploughed field and half a mile long, which served to stagger not a few of us. I am inclined to dwell here for a moment on the subject of turnpikes in general, and this *baked* turnpike in particular; but will only remark that it was here the term seemed to me first applied in the right place. He e was a pike baked to a turn; and why not, as such, a turnpike? I might add that, before the hardening process, it had been cut up about as thoroughly as anything of the sort I have ever met with.

It is not necessary to say that we walked across. A mile from here, however, we were rewarded by a good road. Here we had a fine view of Pewaukee Lake and of its far-away shores, where among the abundant forest trees nestled the little village Lakeside, our nooning station for the following day. A few miles more of good running brought us to Nagawicka Lake, and a half-mile of hard beach road to Audley's, over which we spun in fine order. Arriving, we were put through the necessary washing and dusting process, and received "Robert" fifteen minutes later, with his load of six wheels and their riders. Dinner was announced for an hour later, so a swim was proposed, and nearly the entire party started for the island in boats. Right here came our "luck" (our — luck we called it), in the shape of a terrific thunder-storm, which raged furiously, bringing in the swimming party, wet to the skin, to be rubbed down, dried, and dressed in such fashion as the somewhat limited circumstances afforded. Then began our "waiting for it to clear up," which it seemed as if it never would do, and indeed it did not that day, pouring steadily all the afternoon and more than half the night.

We could not think of pushing on with the whole party through the rain and mud, and were forced to submit, grin and bear it, and settle down for the night. Two only of our party resolved to make the break and push on for Oconomowoc, which they did, arriving before dark after a hard and plucky ride of fourteen miles. Time did not hang very heavily with us, in this discouraging situation, though we were so anxious to be up and on the road. Concerts were improvised; old and new stories were brought out, brushed up, and rehearsed; the unlimited points and pleasures of bicycling were discussed, and a measure of entertainment was found on all sides: B. even telling us about those hills in Maine and how he climbed them on his 52. This unfortunate rain made a bad break in our programme. We were to have reached Oconomowoc, where great preparations had been made to receive us this same afternoon. This portion of the run we were, however, forced to omit, and started the next morning, through the mud, for Nashotah and Lakeside, on our home run, as this was Monday, the 5th, and the last day of the meet.

At Nashotah station the ambulance party took train for town, reducing our numbers to thirty-three. Before leaving here we were presented by an old white-haired storekeeper with the "privileges of his stock," which meant lemons and sugar gratis.

With a parting three times three to our entertainer, and more cheers for the boys left behind, we wheeled ahead on our way to Lakeside, over muddy roads and up slippery hills, but with a good will all along the line. Reaching the gates of Lakeside, we formed "solid," and took the long drive in fine order, riding up under the critical but admiring gaze of the assembled guests, and making our dismount at the office. During this ordeal, but one unfortunate took a header, and he succeeded in losing his identity as such soon after, though he declared it to be the young ladies and not the bad road which had unnerved him.

A most enjoyable rest was made at Lakeside, and many pleasant acquaintances were made, making many of us quite reluctant to leave it. Two o'clock soon came, however, and a start was made for Milwaukee, twenty-five miles.

The ride in, that afternoon, was perhaps the most enjoyable of the run. Arriving at Brookfield, we had a glorious spin of thirteen miles down grade to town, disturbed only by one accident, about eight miles out. A butcher cart and horses driven by a brainless Teuton, met us at an abrupt turn in the road, — the meeting also being decidedly abrupt. The horse proceeded to jump fences, and indulge in the wildest of equine gymnastics, while we piled ourselves up in a confused mass in the road. The driver collapsed in a ditch under the fence. A great deal of consolation was of course offered on all sides, to both man and beast; and so horse, harness, wagon, and man were finally pitched up, and left far behind us. By six o'clock our entire party arrived safely in Milwaukee, without further accident, and a farewell supper was indulged in at the Plankinton House.

Soon after supper came handshaking and good-bys, all voting it a successful run, and a thoroughly good time in spite of the weather, and parting with assurances that we should "meet" again and do it some more.

So ended the first large run ever given in the West; but as we said then, we feel now, — it is not our last, and we propose to have many more of them, in which we invite our Eastern brothers of the wheel, as well as those around us, to join, promising them the hand of good fellowship, and a hearty welcome to our "meets" and runs through the fields, forests, and lakes of our beautiful State.

SUGNA.

MILWAUKEE, WIS., 20 January, 1880.

WHEEL CLUB DOINGS

Editor Bicycling World: — The Capital Bi. Club will have a run about the city on the morning of 4 March, and any bicyclers who may be in the city at that time are cordially invited to participate. Ample accommodations for the machines of visiting wheelmen can be found at the club-rooms, 412 11th street, N. W.

Very truly yours,

E. H. FOWLER,
Secretary Capital Bi. Club.

WASHINGTON, D. C., 14 February, 1881.

Editor of the Bicycling World: — At a special meeting of the Orange Wanderers (subdivision of Essex Bi. C.), on evening of 15th inst., the monthly dues of members were fixed at the rate of twenty-five cents. Two new members were elected, one of whom was Mr. Rowland Johnson (the highly respected and esteemed father of our gallant lieutenant), who is an enthusiast on wheel matters, and is now the proud owner of a tricycle. He expects to keep close at the boys' rear wheels this season when he joins them for a run.

It was suggested that the division

adopt a uniform, which was favorably received by those present, and a committee of three was appointed to select and submit samples of cloths and estimates of the cost of a suit complete at a future meeting. The suit will probably consist of a buff-colored, close-fitting cadet coat, with seal-brown cording across the front, buff-color knee pants with seal-brown cord down the seam, seal-brown stockings, and same color polo cap. It is very probable also that the division will adopt before long a badge representing half an orange in gold, with a polished band running diagonally across it, with word "Wanderers" in blue enamel on same. Badge to be worn on front of cap, convex side out. H. F. H.

L. A. W

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

DETROIT BI. CLUB. — *Additional:* A. E. Peppers, 965 Third avenue, Detroit; C. Kudner, 45 Seitz block, Detroit; H. M. Snow, Dearborn, Mich.

NEW BRITAIN BI. CLUB, New Britain, Conn. — *Additional:* Fred H. Arnold.

ROXBURY CLUB. — Walter T. Anderson, 49 Union Park, Boston; James L. Blackmer, 96 Court street, Boston.

BOSTON BI. CLUB. — *Additional:* E. P. Sharp, Frank C. Miles, E. P. Cutler, W. L. Metcalf, C. E. Hawley, W. H. Craigin, G. B. Dennie, Patrick Grant, Jr., George E. Perrin.

SEASIDE CLUB, NORFOLK, VA. — Entire membership: Thomas C. White, 36 Elizabeth street; H. Hardy, Farmer's Bank, Main street; H. C. Percy, Home Savings Bank; A. D. Blake, Home Savings Bank; E. D. Millener, 150 Main street; J. B. Platt, Jr., 38 Duke street; R. T. Platt, 38 Duke street; T. C. Wyatt, 75 Bermuda street; J. E. Wales, Barrus & Co., bankers; W. I. Taylor; J. C. Carroll, 187 Main street.

ARLINGTON BI. CLUB, of Washington, D. C.: —

E. B. Hay, president, 1343 F street, N. W.; Frank T. Rawlings, captain, 1525 Columbia street, N. W.; Howell Stewart, secretary and treasurer, 426 6th street, N. W.; Moore S. Fales, guide, 951 Massachusetts avenue, N. W.; Edward L. Dent, guide, Georgetown Heights, D. C.; M. C. Barnard, 503 D street, N. W.; J. B. Hotchkiss, Kendal Green, D. C.; H. C. McKenney, 229 E street, N. W.; Andrew C. Rawlings, 1533 6th street, N. W.; John T. Loomis, 125 East Capitol street; Philip E. Dodge, 111 1st street, N. E.; Edward L. Mellen, Georgetown College, D. C.; Robert F. Fleming, 1720 I street, N. W.; Frank Libbey, 1115 M street, N. W.; Walter D. Davidge, southeast cor. 17th and H streets, N. W.

UNATTACHED: Abraham P. Cobb, Flushing, N. Y.; Ed. F. Woodcock, Lansing, Mich.; Richard O. Osborn and Thomas Ransom, Poughkeepsie, N. Y.; Ernest R. Shipton, Lawn Terrace, Fisherton, Salisbury; Rev. J. J. Morton, Albion, Mich.; Theo. R. Harold, Pittsfield, Mass.; and the following from New York City: Howard Conkling, 27 E. 10th street: R. R. Haydock, 75 Murray street; J. Seymour Hall, 87 Leonard street; J. A. Morton, 170 William street; J. B. Roy, 1 State street; Walter Watson, 344 Lexington avenue.

ROADS.

THIS, surely, is a practical subject, concerning which every wheelman has received positive impressions in the past and has his hopes for the future.

In my early days as a rider, while my knowledge was expectant only, I thought of the bicycle itself, and took the roads for granted. Later, I found I had been too trustful, for American roads refuse to be taken that way. Thus I leave my door (in Brooklyn). First, the vilest of cobble, every bowlder not larger than a wheelbarrow being so rated,— a barbarous pavement, unfit for any use except to hold the earth underneath from being washed away by rain. About a mile of sidewalk riding, which I prefer to walking on the same, brings me to a "boulevard," which is a curiosity of abortive road-making; it pretends to be macadam, but if I avoid one loose stone, I run over another. A mile of this brings me to the park; about two and a half miles through that to a six-mile dirt road, ordinarily very good, the parkway to Coney Island. If I would try the New-Yorkers' course northward from "up town," a tedious five or six miles of get-your-bicycle-along-how-you-can intervenes. If I aim at the fine system of macadam roads in Essex County, N. J., in the centre of which is Orange, a tedious wheeling of the wheel across slatternly Jersey City is the price of admission. The sum of it is, that I get tired of being thus restricted; of having to make a half-day's (or whole day's) job of riding; of being compelled to ride where I *can* ride instead of where I want to. The ideal (yes, and the practical as well) bicycle use is the ability to mount at your door, and (subject to the inevitable degrees of goodness in all roads) to ride whither and as far as you want to go. Less than this seems like driving a fractious horse, with bit between teeth, where his equinine fancy beckons instead of yours.

My own experience tells me that while the bicycle, as an instrument of propulsion aside from tricks of freakishness, is almost perfect, and is pleasurable rather than laborious so long as the surface ridden does not particularly resist the wheel, the rider has no large surplus reservoir of power to draw upon; if we must work our passage in downright earnest, why, like the Irishman who earned his passage by driving the canal team on the tow-path, we might as well walk, barring the name of the thing. Wind is a drawback, but we must get used to that; the wind will blow, and it has no particular grudge against American wheelmen. Too stony, the road beats us; soft, it meanly grabs our wheels, and we are done for. The wheel "skims the ground" when the surface is suitable; when either too rough or too soft, it "skims" too deeply.

It is undeniable that not only we don't, but that we can't ride yet as the bicycle is ridden in its native country, England. To myself, it is really an aggravation to read of the delights and the rare practical utility our English cousins get with their wheels. Now that you have waked up your bland, blond, long-legged Jack the Laborious, who knows all about in his own *corpore vile* (the *fint experimentum* I would like to make in *mine*), I had the notion to call him up and make him tell all about English roads. But I am not sure that I want to be aggravated any more keenly. I think they are mostly, or largely, macadam, both that and the asphalt being of superior quality and scientific and thorough construction. I want to know about them, however, and Jack may take the floor if he likes. I want to know what English roads are made of; on what original surface, *how* made, from first to last, and at what cost originally,

as well as the economic side of the subject, as shown in the cost and frequency of repair, and the indirect saving in wear of vehicles and effectiveness of use. This is about what I want to know, and I intend investigating the subject. It is obviously too large a matter to be exhaustively treated in the WORLD; but if your Jack the Lady-Killer, or your any other man, will enlighten me, or will point me to accessible and proper sources of information, I will undertake that the American public shall duly be shouted at, "as to" its vast ear and slow comprehension, about the subject. [You are at liberty to give my address to my inquirer.]

Meanwhile, what are we going to do about the subject of roads?

Here let me interject a word — that is, several or more words The most even-tempered man in the world — and that is myself — is properly exasperated at the frequent remark of the American citizen, by way of inquiry whether it is n't a good deal like work to ride that thing; observation that on very smooth surfaces it may do very well to play with; information volunteered (the same being perfectly unknown before) that the thing can't be ridden up and down curbstones, etc.: as though vehicles appended to the all-important horse were driven over curbstones, and as if the suburban goat did not go easy over them, in harness and to wagon. The bicycle goes over very smooth surfaces. Yes, but why should the general travelled highway not be "exceptionally" smooth, except that we in this country are not out of the barbarous stone age, and really do not know what a road is? Here, a road is a strip of land not cut across by fences and unbridged streams, — anything that can be passed over; in England, I suppose (but Jack knows) it is a *made* way, that passes you along with "safety, speed, and comfort," a railway less the ties and rails.

Bicycular brethren, *what* are we going to do about it?

Asking myself, and not infrequently asked by others, whether I think the bicycle is to be a permanent and common vehicle in this country, I can only say that it seems to me this must turn upon whether we have enough ridable roads. *If* the machine takes no better position than that of a pleasurable fashion, the bad roads will kill it. The barriers of statute, and even of prejudice, we shall break down in time; the barriers in the roads themselves are far more serious in our way. Probably there would be an incredulous raising of eyebrows at any suggestion that the public — the *taxpayers*, be it remembered — should provide smooth roads for the pleasure of "a few boys and young men." But this suggests two observations: first, the large fact is not yet learned in this country that such roads would not be made for our pleasure, but for general advantage, because bad roads are an hourly tax, and are miserably uneconomical; next, that there will be more of us, by and by, than there are now.

The first of these propositions, it is a part of the labor before us all to teach the public; the second suggests to me a query: Were all but a small minority of men of suitable years bicycle riders, the road problem would soon be voted "up" before the people in committee. The same reasoning holds good as far as the proportionate number of wheelmen grows. When we are numerically enough, we shall be powerful enough to make ourselves felt on this subject; good roads would make more wheelmen, but will more wheelmen make better roads? That is, will the roads wait only for the bicycles, or will the bicycle wait for the roads? To answer this question requires more knowledge of the roads than I possess.

Here, then, we reach what seems to me the first step to be taken: find out the measurement of the problem by summarizing the existing condition of American roads. Let enough riders to cover each State send in reports covering not merely "good," "bad," and "indifferent," but the character of roads, whether sand, clay, meadow, "corduroy," firm, or what not; condensed information which can readily be more condensed, so that a summary can be made up as to States and sections. Let us ascertain first how much road we have that can fairly be pronounced good and available as bicycle highway. In winter, while the steeds peacefully lean against the stall, calling neither for oats, hay, blanket, nor shoes, we have a most fit time to do this work; for whatever his excellences and graces, and however big ourselves in contemplation of the fact that he neither has the epizooty by spells nor munches greenbacks twenty-four hours in the day, as does his fleshy cousin, what is it all worth if we have to add wings in order to keep his tire from the ground? WHELE.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of "The Indispensable," | AND C. W. NAIRN, Author of "The Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

DIRECTORY
OF
BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.

NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.

PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

English Bicycles and Tricycles are the Rage.
Send for Price List.
PERFECTION BICYCLES & TRICYCLES,
Cheapest and Best in the market. All crates free. Lists for 1881 now ready.
C. GORTON,
TALBOT WORKS . . . WOLVERHAMPTON, ENG.

HICKLING & CO.

PATENTEES OF THE CELEBRATED

Rack-and-Pinion Brake, Undetachable Tires, Etc.

MANUFACTURERS OF THE

"LONDON" { "One of the 'Gems of the Metropolis.'"—*The Indispensable*, 1880.
"The whole machine is finely finished, and a splendid roadster, reliable, strong, and easy running."
—*The Bazaar, December*, 1880.

"TIMBERLAKE" { "Sound, safe, reliable and handsome."—*The Indispensable*, 1880.
"A thoroughly strong and trustworthy machine."—*Bicycles and Tricycles of the Year*, 1879-80.
"The patent brake is very firm, and has enabled me to ride hills where others had to dismount or their Bicycles would have run away with them."
—*Letter from Louis Sledge, Esq., Manhattan Bi. C., New York.*

"BERKSHIRE" { "A sound, strong, all-round machine."—*The Indispensable*, 1880.
"The cheap yet trustworthy steed is the 'Berkshire.'"—*Wheel World, June*, 1880.

"TELESCOPIC TRICYCLE" { "Really *a* capital machine."—*Cycling, March*, 1880.

SPECIALTY FOR THE SEASON, 1881.

THE "PILOT" BICYCLE,

A high-class and highly finished machine of a different pattern from the "London" and "Timberlake," Ball Bearings to both wheels, broad hollow front and back forks, bent handles, *new spring with forward play and rubber bearings, etc., etc.* Descriptive Catalogue (containing Testimonials) free on application.

HICKLING & CO., MAIDENHEAD . . . ENGLAND.
{30 Queen Victoria Street, 1 Moor Lane, Fore Street, Sun Court, Milton Street,} . . . LONDON, E. C.

Agents, CUNNINGHAM & CO., 14 to 20 Pearl Street, Boston.

VOLUME ONE, 1879-1880,

BICYCLING WORLD AND ARCHERY FIELD,

NOW READY,

In Handsome, Dark-Green Binding.

IT CONTAINS:

History of the League, Organization and Rules L. A. W., Rules for Clubs, B. T. C. Rules and Organism, Complete Club Directory, 1880, *Brief History of Prominent Clubs, A full Account of the Amateur-Professional Difficulties, together with the decision defining an Amateur, Racing Records, Ladies' Bicycle Races, Descriptions of Bicycle Manufacture, Personal Interviews with Prominent Wheelmen, Instruction for Beginners, Articles on Wheeling on Ice, Effects of Bicycling on Health, The Visit of the English Professionals, and everything pertaining to Bicycling Literature of the Time.*

SENT, POSTPAID, UPON RECEIPT OF PRICE, $3.00.

E. C. HODGES & CO. - - 40 Water Street, Boston, Mass.

WILLIAM M. WRIGHT,

P. O. BOX 1227.



No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.

BICYCLES.

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T. and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

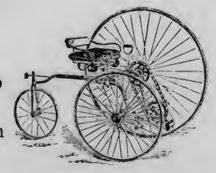
BICYCLE EMPORIUM RIDING SCHOOL



1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

THE LARGEST RIDING SCHOOL IN THE STATE.

Open from 8 A. M. till 9 P. M., Sundays included.



CHARLES R. PERCIVAL,

IMPORTER

Bicycle and Tricycle Agent for all Makes of English and American Machines.

The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms. Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

AND

TYLER'S PAT. RUBBER HANDLES.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

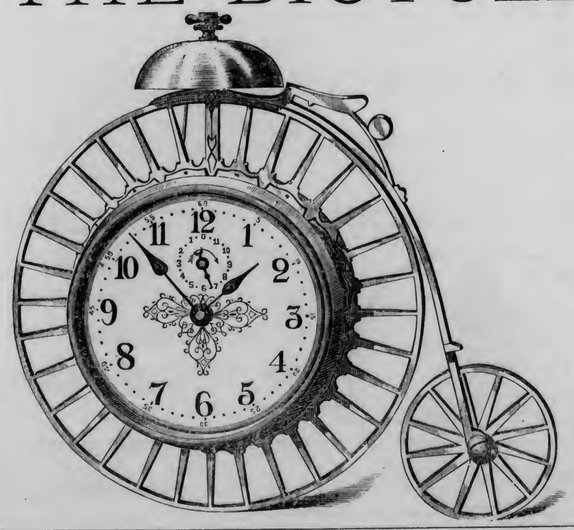
Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

THE LATEST NOVELTY IN THE BICYCLE WORLD,

THE BICYCLE CLOCK.



One Day, Lever, Time, Alarm,

MANUFACTURED *ONLY* BY

E.N.Welch Mfg.Co.

FOREST VILLE, CONN.

U.S.A.

WAREROOMS,

6 Warren St. . . New York.

69 Washington St., Chicago.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling & Archery World

$3.00 a Year. 10 cents a copy.

A WEEKLY JOURNAL OF POLITE ATHLETICS

Volume II. Number 17.

LOUIS HARRISON, Editor. E. C. HODGES & CO., Publishers.

BOSTON, 4 MARCH, 1881.

CHARLES E. PRATT, WILL H. THOMPSON, } Editorial Contributors.

VOL. II] CONTENTS [No. 17

Currente Calamo	257
Editorial—Bicycling World	259
Bicycle Racing	259
The Professor's Mount	259
Rights of Citizens in Highways and Parks	260
A Serious Epistle from President Bates	261
The League Meet	261
An Answer to "Rolain"	261
Ex Necessitate Rei	262
For New York	263
Glances abroad	263
The Otto Bicycle	263
Hill Riding	263
Herbert Liddell Cortiss	264
Editorial—Archery Field	265
Archery as a Pastime	265
Another Reason why	265
O. S. A. A. Annual Meeting	265
Highland Park Notes	266
The Archer's Song	266
Drift and Wag	266
Through an English Eye-glass	267
Lament of the Old Bone-Shaker	267
Records	267
Manufacture—Harvard Bicycle	268
The League Uniform	268
L. A. W.	269

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

NOTICE TO CORRESPONDENTS.

ALL COMMUNICATIONS INTENDED TO REACH THE EDITOR'S ATTENTION SHOULD HEREAFTER BE ADDRESSED TO LOUIS HARRISON, EDITOR BICYCLING WORLD. BUSINESS LETTERS TO E. C. HODGES & CO.

CURRENTE CALAMO

SPRING

HAS come.

HERE is some poetry on Spring:—

O'er eastern hilltops far away
Peeps the golden god of day,
Blushing with roseate light
As he awakes from the winter's night.
The trembling shafts of light descend,
And o'er the plains of earth extend,
And to every glad heart tidings bring
That this indeed is the morn of spring.

PUT up your revolvers: we will never do it again.

JUVENIS says that we lack proper poetical appreciation. We cannot properly appreciate his poesy, if he has any, but we can manufacture doggerel just as fast as he can: witness the above.

IF the League Directors cannot agree upon a location for the annual Meet, they should turn the matter over to those who are now making war on paper, and who are furnishing lots of entertainment and *material* for the editor. The hotter the discussion waxes the more articles we get. Go it.

THE fighting editor went out to inaugurate the spring riding, dressed in his new La-de-da uniform, and determined to cover himself with glory. He came back covered with Back Bay mud, and looking as if he had been swimming in a sewer. He has taken his clothes to an out-of-town carpet-beater, and is now laying for the men who wrote so enthusiastically upon *icycling*.

WE have received from William M. Wright, bicycle dealer, 160 Fulton street, New York City, a copy of *The Bicycle*, Vol. I., No. 1. The publishers very sensibly announce: "We are not, dear reader, trying to steal upon your affections in the guise of a newspaper. *The Bicycle* is an advertisement, nothing more nor less." The paper is illustrated with a number of comic sketches, is ably edited, and very nicely printed. We advise every reader of the WORLD to send for a copy, as it is gratuitous and well worth having.

"THE Lament of the Old Bone-Shaker," by "Tommy B.," is from that bright and entertaining monthly, the *Wheel World*.

THE activity in bicycling circles thus early in the season shows not only a wise foresight on the part of those who desire to be equipped for riding when the weather permits, but also foreshadows a booming business for the dealers, not unlike the immense demand for bicycles and tricycles created in England last year.

THE "Otto" bicycle, described in this issue, is in every respect a safety bicycle, as it is impossible for the rider to fall backwards. Whenever there is an occasion to walk with the machine, it is much more readily propelled than either the tricycle or bicycle. It is exciting a great deal of interest in bicycling circles, and we are informed that the show-rooms, at 118 Newgate steeet, London, E. C., have been visited by nearly three thousand people in one day to see the strange machine.

A FEW of the weaker clubs in the West have been unable to weather the discouragements of winter; have in fact shown a discreditable lack of backbone in breaking up so easily. The strong clubs in Boston, Brooklyn, Washington, Providence, and Worcester have, by providing club rooms and those little social gatherings which minister to cordial, friendly feeling among members, not only held their own, but have actually added to their membership during a season when bicycling interest was at its lowest.

THERE is a social form of tricycle on exhibition at the salesrooms of the Pope Manufacturing Company which is especially adapted for fat men and lunch baskets (much the same thing), and which may prove very useful on the occasion of club excursions. It is simply a union of three bicycles, minus the backbones and little wheels: one in front, fitted both with propelling and steering power, and two behind, side by side, having propelling power and brake. A trio of riders on

this machine should have their hearts and legs united by the bonds of harmony, as any disagreemant of mind or muscle would make a situation of about fifteen miles from home, upon a hot day, rather embarrassing.

THE gallant Massachusetts men talked very gravely at one time of setting apart a night for the entertainment of ladies at their club-rooms, that they might thus give the fair sex a glimpse of the mysteries of club life, and become acquainted with those ladies who have expressed an interest in bicyclers. But they have been ungallantly inactive in the matter, and the editor, feeling that if the ladies wait for an invitation it will be a cold day for them, takes the liberty of advising them to proceed in a body and take 40 Providence street by storm. They will meet with no resistance from the Boston club men.

TO BOSTON BICYCLERS. — There will be a bicycling team entered for the "tug of war" at the Union Athletic Club games at Music Hall, 23 March. Bicyclers of Boston and vicinity who weigh from 175 pounds upwards, and who desire to enter, are requested to send their names immediately to this office.

UNDER the heading "Récréation Vélocédique," *Le Sport Vélocipédique*, a bright little French paper, edited by our pleasant correspondent, who signs himself "The Devil," Mr. Paul Devillers, is publishing a series of "problems" that are exciting some interest among the mathematically inclined wheelmen of England, as well as of France. Here is one: A bicycler, A, pursues another bicycler, B, who is eighty-two turns of his wheel in advance; while A makes nine revolutions of his wheel, B makes thirteen, but three revolutions of A's wheel equal five of B's. How many revolutions of his wheel must A make in order to overtake B?

ENGLISH BICYCLES & TRICYCLES.
LANE BROTHERS, Liverpool, Eng.
BICYCLE DEALERS,
Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to
A. T. LANE, P. O. Box 1176,
MONTREAL.

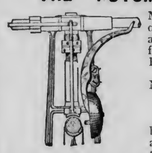
I have a few of BICYCLES my very nice BICYCLES
for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.
A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

THEORY AND PRACTICE OF ARCHERY.
BY HORACE FORD.
Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.
PRICE - - - - - $1.50.
E. C. HODGES & CO.,
40 Water Street, Boston.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.
Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.
SEND THREE-CENT STAMP FOR CATALOGUE.
Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,
HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES
deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

Brentano's Monthly,
"THE GENTLEMAN'S MAGAZINE OF AMERICA."
Brentano's Literary Emporium, Publishers.
A magazine, now in its fifth year of publication, devoted to a full and reliable record of Athletics, Rifle, Archery, Turf, Yachting, Rowing, Canoeing, Base-Ball, Cricket, Polo, Lacrosse, Bicycling, Billiards, Fishing, Coaching, Hunting, Kennel, and all health-giving pastimes by field and water. Its corps of contributors enjoy a fairly won distinction for their ability; among them, Col. Stuart M. Taylor, Prof. William Wood, Capt. Luce, U. S. N., D. S. Sargent, M. D., Stephen Fiske, etc.; and among its noms-de-plume of literary repute are Corinthian, Nauta, Cuttyhunk, Windward, Coxswain, and Devoted Oarsman.
The mission of the Magazine is to elevate the pastimes to which its pages are exclusively devoted.
As the only publication of its kind in this country, it relies with confidence on, and claims the support of, all organizations devoted to out-door sports.
A beautiful full-page illustration each month; also additional minor illustrations of the more important events.
A Billiard Department, an elaborate "Chess Department," illustrated each month with problems by the best amateurs and professionals in America.
Terms: 35 Cents a Single Number. $4.00 per annum.
Booksellers and Stationers may retain 20 per cent as commission.
BRENTANO'S LITERARY EMPORIUM,
No. 39 Union Square, New York.
Send 10 cents for Sample Copy.
Brentano's Monthly and the Bicycling World, together, — $6.00 a year.

THE AMERICAN BICYCLER,
By CHARLES E. PRATT.
New and Enlarged Edition for 1880.
276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.
THE TRADE SUPPLIED AT WHOLESALE RATES.
FOR SALE BY E. C. HODGES & CO.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

TO BE HAD,
Sent, postpaid, to any address,
THE VELOCIPEDE: Its History, etc., @ . . $0.30
STURMEY'S "INDISPENSABLE," @ . . $0.50
THE AMERICAN BICYCLER (2d edition), @ $0.60
LYRA BICYCLICA, @ $0.60
THE AMERICAN BICYCLING JOURNAL (bound), @ $4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @ $3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @ $1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth . $1.00
The Trade Supplied at Wholesale Rates.
Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

The Bicycling World & Archery Field

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America.—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 4 MARCH, 1881.

BICYCLE RACING. — A few riders of the wheel have stepped, or rather pedalled, to the front very rapidly during the past year, and will in all probability rank creditably, if not first, during the season of 1881; but they will have to improve in their work to hold their positions. The racing time in England, from mile records up, is much lower than in this country; not because they have better material than we, but because there has not been a large enough bicycling interest as yet in this country to call out our best material, and because experience and careful training have as much to do with lowering bicycle racing records as they have with the success of other sports. Time will bring out finer riders and greatly improve those we have.

Amateur bicycle racing is hardly to be compared with horse racing, as it partakes of none of the gambling element and the contagion of dishonesty this element always brings with it. Neither is it to be compared with the exhibitions of low, brutal strength which arouse an interest in a six-days' leg contest in Madison Garden.

The incorruptibility of the contestants, the disinterestedness of those who have charge, the demand for a large amount of brain work, and a refined patronage, all elevate bicycle racing to the highest place among exciting contests of skill, and will always appeal to the interest of the better class of Americans.

And yet, the exceeding closeness of most races, the new element of danger, and the wonderful speed shown, arouse the same form of enthusiasm that has so long been manifest in the racing of dumb brutes, or of those human brutes whose merits are gauged by the capabilities of their lungs and legs.

The inter-club matches promised for the forthcoming season will be watched with great interest by all riders of the wheel, and will do much to stimulate the attention to healthy living and physical training that are most productive of speed and endurance.

The club contests will be friendly ones, and while the winners will have some reason to feel a pride in their work, the losers will have an inexhaustible fund of other wheeling pleasures to fall back on for consolation. Thus there will probably be absent the ill feeling prevalent in other sports. Any one who has watched the dragging, spiritless boat races of modern times, or had an insight into their "crookedness," who has viewed with disgust the growing tendency to buy and sell every form of match-game and contest of skill, should welcome bicycle racing as a new and yet uncorrupted pastime, and should welcome it with the respect it deserves. The gentlemen who have thus far given it their support have sustained it with dignity and honorable conduct, and the best reward their followers can bestow upon them will be a care that bicycle racing is kept free from the dishonest jobbery of those who make a traffic of every other pastime.

THE PROFESSOR'S MOUNT.

A BICYCLING SKETCH. BY AUGUSTA.

"THAT looks very easy," said the Professor, meditatively.

"It is," replied my husband. "See, all you have to do is to place your foot lightly on the step, so, give a little spring, and there you are"; and suiting the action to the word, he vaulted gracefully into the saddle of the bicycle.

"I believe I could do that," came from the Professor's lips, but in a tone lacking confidence.

"Of course you could," we chimed in, my sister and myself, in the most encouraging manner; woman's keen perception scenting fun ahead. "You are not afraid to try it?" I added, knowing the remark would settle the matter.

"Oh! of course not," returned the Professor, "but do you know that a bicycle has always seemed to me such an unreliable thing? Perhaps," turning to my husband, "if you would hold it for me just a moment, I might find it easier to mount."

"Certainly," said Henry, and bracing himself against the machine, he awaited the Professor's movements. The latter was not quite up to time; but then, there was always a certain scientific deliberation in everything he did, from draining a glass of beer to calculating the pressure of so many pounds to the square inch. Besides, we had awakened his suspicions by our too manifest eagerness and exaggerated confidence in his skill, a rather unusual compliment for us to bestow upon him. He gave us an appreciative glance, and after examining the machine with half-closed, critical eyes, he carefully and feelingly placed the tip of his toes on the extreme edge of the step, grasped the wheel with both hands, and making a fearful lunge, brought his chin in sharp contact with the saddle, rasping his toes, and nearly upsetting my husband.

"Look sharp, Professor! you nearly broke my back then," Henry exclaimed.

Of course we tittered, and then coughed nervously to cover the offence; but not in time to deceive the Professor, who, red in the face, hatless, and with a generally demoralized look, drew heavily on his vocabulary of choice expletives, in an undertone.

Another frantic effort, and this time, after violent contortions of the face and body, he finally perched himself upon the saddle, grasping blindly the handles. This time we all laughed openly, his whole appearance was so helpless and woe-begone; bent over at an angle of forty-five degrees, both legs of his pantaloons hitched up, displaying very slim ankles encased in red striped stockings, and toes painfully turned in.

Let me here remark, that between my sister and myself on one side, and the Professor on the other, there was an outward semblance of peace that merely covered an armed neutrality. Really very good friends and mutual admirers, we had such diversity of opinions that our most amicable interviews invariably terminated in a tilt. He had a quiet, self-assured manner of nailing an argument and clinching it, that exasperated us beyond control; but when we would march boldly to the front, with our combined nagging forces, they generally gave us the vantage ground, and caused the Professor's hasty retreat.

Now we felt that he was in our power. What could a man do in his position: perched upon a huge wheel for the first time, and dependent upon another man for even the small amount of security there was, and entirely at the mercy of two women at a safe distance, on *terra firma?*

"You should turn *out* your toes," my sister exclaims; and I say nothing, but

quietly pick up his dusty hat and hand it to him. I know perfectly well, from long and careful observation, that there is not another man in existence who appreciates the power of silence in a woman as the Professor does.

He does not deign to notice me, so I silently change my base, and take a front view of him, remarking that "he does n't seem to be comfortable, and looks a *little* overheated."

This purely sympathetic observation produces a ferocious gleam in his eye, and he tartly calls out to Henry, "Are n't you ready yet?"

The latter quickly perceives the injustice of the remark, but makes no comment. Straightening himself up, he administers a little wholesome advice to the Professor: —

"Now put your feet squarely on the pedals, so; there, grasp the handles firmly, and above all keep your balance. Now, one — two — "

"Wait a moment," wails the Professor; "it seems to me that the thing wabbles."

"Not at all," replies Henry, his accent full of indignation at the implied slur upon his perfect bicycle, "if you only sit firmly and keep your balance."

"But, deuce take it!" interrupts the Professor, "that is just what I can't do!"

"Oh, yes you can," we chime in; "a man of your scientific attainments can surely ascertain the centre of gravity, and 'when found, make a note on.'"

The Professor smiled grimly to convince us of his perfect ease, conscious the whole time that we were aware of the deceit, and knew the exact condition of his inwardness and duly appreciated it.

One trivial explanation I have omitted.

We were all standing under the branches of an immense spreading elm, charmingly located on a grassy knoll; a delightful place to rest, but unfortunately the gravel walk leading from it had a decided descent clear to the wide-open gate, with the main road beyond. There was a rather sharp corner to turn, an innocent little ditch, and then the hard macadamized road. Our expert bicyclist cared nothing for this, but a novice could imagine nothing worse.

The preceding details had escaped our observation, as well as the Professor's.

Henry, impatient of delay, — for it is warm work bolstering up a bicycle, with a solid man on it, — cries, "One! two! three!" and at the same time gives an effective push, that sends the Professor spinning down the gravel.

For about thirty feet, there was a brilliant pyrotechnic display, as if an immense pin-wheel had broken loose. I never knew before what wonderful optical illusions velocity could produce. Arms, legs, coat-tails, and spokes were multiplied and magnified beyond belief. This bewildering vision was of short duration, for the sudden turn produced a transformation scene, giving a side view of the unfortunate rider at an acute angle, and finally the ditch presented itself, an insurmountable obstacle.

There was a violent upheaval of a helpless mass of humanity, a glimpse of the blue mountains beyond, and the Professor and the bicycle parted company forever.

With bated breath and beating hearts, we ran to collect the remains; but before we could reach them, the outraged Professor was up, and walking with frantic speed towards the village, deaf to our inquiries and indifferent to our anxiety. My sister, who has a tender heart and a very superficial knowledge of men, exclaimed, "Oh! he has injured himself, and is going for the doctor."

"Nonsense!" I said, "he has gone for a glass of beer." And I was right.

Henry picked up his bicycle, and finding no bones broken, expressed some sympathy for the unlucky rider.

We saw nothing of the Professor until lunch time, when he came in late, and without a word or look of recognition, took his accustomed seat at the table. We made no allusion to the recent accident, but took a mental inventory of results: a smudge on the right side of his beautiful aquiline nose, a gravel bruise on his left temple, a collection of dust, fine gravel, and small sticks in his hair, and a rent in his coat-sleeve. This was all we discovered, except a partiality shown to one hand, and a rigid stiffening of one leg as he sat down.

There was very little conversation during the meal, and the sardonic glances we occasionally encountered, for once kept us within bounds. The rest of the day he seemed depressed, and evinced marked preference for the hammock; and I noticed for days that he would not sit on the piazza at the side of the house where we usually assembled at sunset. Afterwards, I discovered that Henry kept his bicycle there.

Weeks after the accident, we were discussing the subject of volition one evening, in our customary animated manner, when the Professor, getting the better of us in an argument, provoked the following remark, delivered in my sweetest tones: "Have you ever noticed that free-will and velocity are diametrically opposed to each other, particularly on a stiff grade, with a ditch at the end of it?"

The moon went behind a cloud just then, and the Katydids sang vociferously.

My sister gave a supplicating little cough; Henry laughed aloud; while the Professor, after a pause, remarked gloomily that he would "take a walk," and it is to be presumed that he drowned his grief in the usual way, as he had an aroma of cloves about him when he returned. The result of his attempt to put into practice his theoretical control of the bicycle is, that he is far more tractable and more open to conviction in the scientific disputations that contribute to the instruction and general misery of our daily life.

We recommend every schoolmaster and theologian to try it.

Volume one bound handsomely in black cloth is now ready.

RIGHTS OF CITIZENS IN HIGHWAYS AND PARKS.

THE question of excluding one class of vehicles — to wit, bicycles — from the streets and parkways of Chicago having been at a late meeting presented squarely before the common council, a number of citizens who habitually ride the bicycle, in their business and otherwise, take this means of placing before the members of the council some of the more prominent principles of law and right affecting the question.

The riders of the bicycle in Chicago have no apprehension that they will, or can be, permanently or ultimately deprived of their legal rights as citizens on the streets and parkways; but they do not wish to be placed in the position of apparent law-breakers, nor be subjected to the seeming odium and needless expense of maintaining their legal rights. They do not think that the council will pass an ordinance discriminating against the use of the bicycle, as compared with other accepted means of locomotion on the highways, if they will first seriously look into the merits of the question.

1. A street is a strip of land reserved for and forever dedicated to common and public use, on equal terms, in passing from one place to another. Nothing less or other than this can be a public street. A private road has an individual ownership, and the owner may admit all, or exclude all, or admit some, as he chooses; a public road can exclude none.

2. In the sense of my unhampered use of it in common with others, I own the street and the park, because I am a citizen, and because I am taxed to support them. The municipality has no power to deprive me of this undivided and common *usus;* the Legislature has no power to authorize such deprivation. As well might a Legislature enact that red-haired men shall not use the streets as discriminate between different *classes* of vehicles.

3. This right is subject, however, to some limitations, under its very nature. I may not use a vehicle forty feet wide, or harness ferocious animals to my carriage, or convey nitro-glycerine or small-pox, or take my use in such manner as to necessarily exclude others from the street. Doing this, I should take their shares with my own; until I do so, my right to be my own master is absolute.

4. The power to reasonably regulate the use of streets and parks — as in the matter of speed — necessarily rests in a municipality, but the right to regulate is not the right to exclude. Such right must be reasonably exercised, and must not discriminate. Regulations as to speed, etc., must apply alike to all users of streets and parks.

5. The fact that horses already are in the street gives no special right of possession, nor does it in the least establish the doctrine that other instruments of propulsion are to be judged by their possible or their necessary effect upon horses. I cannot pre-empt the street, merely because I am there first with my horses, as against another who comes afterwards with some vehicle which the horse may not like. If I could do so, the street would become my private property, whereas it is my public property. I own my own share of its use, but I cannot touch my neighbor's share, though I may covet it.

6. Were it true that the horse has especial right in the street, by virtue of possession, the absurdity would follow, that no device, however superior, could ever supplant that animal. Progress and improvement in transportation would be debarred. Nothing to which he chose to object could be tested, except in private.

7. These propositions, which are only terse statements of elementary commonsense on the subject, are well sustained by judicial decisions. "Now the public street is a place in which all have a right to be, for streets are for the purposes of public travel," said the Maine Supreme Court. Said the Connecticut Supreme Court: "The highway shall be forever subservient to the right of every individual in the community to pass over the thoroughfares so created at all times." The New York Court of Appeals has said that "all persons may travel on the street or highway, in their own common modes of conveyance; the use is general and open to all alike." Said the Supreme Court of Illinois: "A street is made for the passage of persons and property, *and the law cannot 'define what exclusive means of transportation shall be used.*" Said Judge Cooley, in his work on Constitutional Limitations: "When land is taken or dedicated for a public street, it is unquestionably appropriated for all the ordinary purposes of a town street; *not merely the purposes to which such streets were formerly applied, but those demanded by new improvements and new wants.*" Said the Michigan Supreme Court: "The use of steam power for purposes of locomotion on the common highway is not unlawful, provided due care is observed, and a proper regard had to the rights of others. The fact that one, for a lawful purpose, takes into the highway an object which is calculated to frighten horses of ordinary gentleness, does not necessarily render him liable for any resulting injury. *Those who make use of the highway by means of horses have no rights superior to others,* and new modes of locomotion are perfectly admissible, provided they are reasonably consistent with existing modes."

A SERIOUS EPISTLE FROM PRESIDENT BATES.

Editor Bicycling World: — I notice that "Juvenis," of Boston, in a letter published in the New York *Wheel* of 12 February, referring to my recent statistical article, accuses me of "trying *not* to be funny." Correct. Did I succeed in not being funny? He thinks I succeeded wonderfully — for me. Thanks.

He accuses you of publishing "half a column of unrelieved trash." If you are guilty, own up like a man, and do so some more; because there are depraved and trivial beings who rather like occasional trash. I confess that I do; inconsequent and trifling creature that I am, I admire "Juvenis."

He says that you accuse even him of "trying to be funny." If you do so, you do him grievous injustice. I do not believe he ever tries to be funny; but he is deliciously funny without trying.

There are people who cannot discover any humor in statistics or figures. They don't like to take their jokes in conic sections, but prefer the angle of least resistance. I once saw a gentleman on the railroad car buy a comic almanac; and after carefully studying the first (calendar) half of it, composed of tables of figures, he turned to me and said, in an aggrieved tone, "Well, I don't see anything comic in this d—d thing!" Some people are born that way.

Some years ago I attended an exhibition of a lightning calculator, in company with a nice widow. The bills advertised the mathematical genius as "the most wonderful figurer in the world." The lady did not seem interested in the blackboard exercises, but maintained a constant flow of chat; but toward the close of the exhibition, she suddenly remarked, nodding her lovely head toward the red-haired and rather ungainly phenomenon on the stage: "Call *him* a wonderful figure? why, *your* figure is better than his!"

I am confident that "Juvenis" would dote on that widow; his "figure" is doubtless better than mine. "Two souls with but a single thought," mathematically. He would like that railroad gentleman, too.

I write, and you publish, a grave and profound argument, based upon and supported by pertinent facts and figures, exposing the delusion of that alleged diabolical invention, the bicycle. Has anybody dared to dispute our facts? Has anybody found any error in our figures? Has anybody pointed out any fallacy in our argument? No. But an inconsequent person (who probably is himself an owner and rider of the pestiferous bicycle) rises up and complains that our argument is n't funny! Perhaps he will claim that similar arguments — only not half so strong — made before the common council and park commissioners of New York and other cities, against the bicycle, are not funny. Possibly he may object to the mathematical demonstration, made by a distinguished British *savant*, that a steamboat could never cross the ocean, as not funny. Probably he thinks that the speeches of distinguished Congressmen, proving conclusively that the telegraph could not work, were not funny. No doubt he holds that the arguments of the New York public journals and common council, in 1851–3, which proved by statistics that to allow the use of the sewing-machine by clothing manufacturers would bring misery and starvation upon all the tailors and sewing-women in the land, were not funny. But his objection is an evident attempt to evade the issue. If, as I suspect, he is a bicycle owner and rider, and he desires to convince an intelligent public that the bicycle is not an invention contrary to good morals, destructive to life, appalling to horses and railway trains, especially horrible to venerable women of both sexes, and leading young men to levity of behavior, immodesty of apparel, and irreverent use of theological expressions, he must find some more pertinent and convincing reply than a complaint that the arguments against it are not funny.

As for me, it is impossible to be funny. By an accident, two months ago, I dislocated and broke my thumb, and sprained my funny-bone; and the latter will not work worth a cent for a long time to come. In order to avoid any more mistakes, permit me to observe that this latter is n't intended to be funny, — it is lugubriously serious. If you discover anything frivolous in it, strike it out. Let us maintain that dignity, courtesy, and decorum which befit the discussion of an important topic before a grave and venerable audience, in the drear waste and twilight of the winter season.

The time approaches when it will be lawful to laugh again; when the shining wheel will spin merrily over the spring roads, with flowers by country roadsides and birds in the budding branches. Within the past fortnight the wheelmen of Detroit have had a foretaste of the good time coming, in about a week of passable riding on our streets; but snow six inches deep has succeeded, and we are now as solemn as the stoniest critic could desire. I fear that my present virtuous sedateness will relax after the spring freshets, and I may even thaw gradually to the mellow depravity of a joke, though I never can expect to become as unconsciously amusing as some of the solemn brethren.

So far as I know, if the L. A. W. meeting is held in Washington, it will suit the Michigan wheelmen better than if it is held in New York: though but few of us can attend it in either city.

B.

THE LEAGUE MEET

AN ANSWER TO "ROLAIN."

Editor of the Bicycling World: — I desire to correct some statements made by "Rolain" in the WORLD of 25 February.

His letter begins with a sneer, and the false charge that certain gentlemen are trying to force the L. A. W. members to visit Washington.

The advocates of Washington, as a proper place for the League Meet, have written temperately, even when enthusiastically, and I defy any one to show any attempt to force the matter. The Wash-

ington member of the committee which chose that city says, in a private letter I have seen, that if another place is chosen he will submit cheerfully. Another League member of Washington, to my knowledge, says the same.

"Rolain" says, "The whole tone of their argument is on the *convenience* of the place," with an abundance of sneers to season his statement. The only answer which this charge requires is simply a denial of its truth, and a reference of every unprejudiced reader to the columns of the BI. WORLD. The very page which contains "Rolain's" letter has another which advocates Washington temperately and reasonably, on many other grounds than those of convenience.

The statement that throughout the whole West, from Ohio to the Rocky Mountains, there are fewer wheelmen than there are in the city of Boston, coming from one who writes about the *thousands of wheelmen* belonging to Boston, is simply absurd. Neither "Rolain" nor any one else can name, off-hand, the number of riders in the great West, and "Rolain" evidently knows nothing of their number anywhere in this country. He states that "there are less wheelmen in the combined cities of Baltimore, Washington, and Philadelphia than in the one little town of Cambridge." This, I am quite certain, is another wild assertion, without any knowledge of facts to base it upon. My own conviction is that Washington alone contains more riders than Cambridge, though I have no personal knowledge on the subject.

He says that in Boston the wheelmen are numbered by thousands. The BICYCLING WORLD, giving good authority and from actual study of the matter, says there are six hundred wheelmen in Boston. This is only a discrepancy of fourteen hundred from the minimum assumed by "Rolain."

Such recklessness of statement and injustice as characterize "Rolain's" letter give offence to every fair-minded member of the League. Men will differ in opinions and still respect each other, but this writer evidently writes in an angry or contemptuous mood. His intemperance of speech will carry no conviction with it. "A pound of honey will catch more flies than a barrel of vinegar."

I am not in favor of Washington for the meet, but I cannot see, either, the propriety of choosing Boston. I do not in the least believe, with "Rolain," that "we shall probably never see the L. A. W. meet in Boston in the future." Undoubtedly Boston will in future have the League assembly many times. Now, the question is not one of a huge parade, — the marshalling of the "thousands" of Boston would answer that purpose fully; but we want the greatest general representation possible. A hundred clubs represented is more to be desired with comparatively a few members than large numbers from one locality.

It is plausibly urged that we should select New York *because* the development of bicycling there has not been in proportion to that of other cities. I leave this for others to discuss. I am a member of a Massachusetts club, and Boston will suit me personally, but it is farther removed from other States than any place yet named. It is at the extreme eastern end of the most easterly bicycling State, and gives a maximum distance to travel for almost every club out of Massachusetts.

This is to be the first Meet of the League since its formation. We need the greatest representation possible of clubs. Pennsylvania and New York, to my personal knowledge, have many country clubs and unattached riders. Let us get them together and show them how strong the League is, and get up an enthusiasm for it. This is the real way to spread our noble pastime.

To conclude, let us have our Meet and parade for ourselves, and to strengthen and encourage ourselves. Let us not run off after the vain idea of a street exhibition for others. We need to discuss fully the constitution and work of the League. The missionary spirit should especially be encouraged and perhaps organized, and the member should go home with the prime idea of the strength of the brotherhood, and after that think of the parade and the dinner. U. S.

EX NECESSITATE REI.

Editor Bicycling World: — There seems to be a diversity of opinion as to what the League Meet is held for. One says it is held for display; another says that it is for the benefit principally of those who take part; another says that it is for the moral effect it will have upon the public; and another says that it is merely an annual gathering of the League members to mingle with the L. A. W business a pleasant social time, and the rare enjoyment of a grand run or parade. In truth, it is for all of these, and not any one to the detriment of the rest; or in a word, it is for the *members of the League of American Wheelmen*. I am afraid that my presenting the claims of Boston as the best location, as far as this general purpose is concerned, was as assertive as the recommendation of the L. A. W. committee on location, and with as little foundation. But I hope now to give it some substantial basis.

Personally I am in favor of New York City, as I think that the small difficulties encountered on entering the city should not weigh against the effect a magnificent bicycle parade would have upon a large part of the million inhabitants of that city. The importance of giving one grand impulse to bicycling in the metropolis cannot be overestimated; but the chances this year, in view of the general antagonism among bicyclers and the wooden-headed opposition from the Park Commissioners, do not favor the location. If the Meet is not held there, I think that the New York gentlemen who have worked so hard and received so little credit should be given a complimentary visit from wheelmen generally, upon some occasion later in the year.

My principal objection to Washington is that it is not a bicycling centre, and cannot, therefore, have so complete an attendance as Boston or New York. I have taken my file of the BICYCLING WORLD, and from the League lists have compiled a few statistics which may sustain my assertion. I leave out of the question foreign members and the San Francisco club, as they will probably not be represented.

In compiling my first table I divide the League members into two sections: those in New York, New England, and Canada, and those in other Eastern States, the whole of the South, the West, and the Northwest: the first, who for *convenience'* sake, should favor New York or Boston, and the latter, who are doubtful or in favor of Washington.

The Detroit and Grand Rapids clubs, I have learned in private letters, both favor New York or Boston; but as this may be a mistake, I will not add their names to the list. Their combined League membership is 27.

Club.	League Members.
Boston	44
New York	30
Massachusetts	38
New Haven	23
Crescent	23
Chelsea	16
Worcester	47
Hartford Wheel	15
Hartford Bicycle	17
Brattleboro'	9
Brooklyn	31
Harlem	4
Montreal	17
Providence	25
Menotomy	6
Framingham	6
Manhattan	20
Hermes	11
Waltham	40
Marlboro	12
Haverhill	7
Brockton	17
Albany	11
Saratoga	25
Centaur	3
New Britain	9
Roxbury	6
Buffalo	22
Total	534

Club.	League Members.
Lafayette	6
Essex	26
Philadelphia	34
Germantown	31
Elgin	9
Wilkesbarre	6
Louisville	20
Capital	28
Keystone	14
Cincinnati	12
Chicago	14
Baltimore	15
Milwaukee	20
Ariel	10
Chillicothe	6
Buckeye	5
Indianapolis	11
Yonkers	18
Total	285

L. A. W.

Unattached Riders in New York and New England	39
In other parts of the United States	9

The facts are these: Over four hundred L. A. W. members from New England, and nearly one hundred and fifty from New York State, are requested to leave their representative cities, and flock to Washington, when that city itself, together with Philadelphia, Baltimore, and the whole West, *will not turn out one hundred League members wherever the Meet is.* This at a heavy expense to all New England men.

I will faithfully abide by the decision of the League directors, and sincerely hope to see the Meet held where it will do most good. If I am led to speak earnestly upon the subject, it is because all along I have noticed a tendency of the Washington gentlemen to give their city an undue prominence in the discussion. I think that the above figures are eloquent enough without further comment from me.

. . . . . .

Since compiling the League list there have been some names added to it, and I also find that I have omitted the Mohawk Club, of New York; but these changes will not materially alter the totals. I find also upon second examination that there are one hundred and thirty-three League members in Boston, and nearly a hundred more within an hour's ride; but then, Washington is doubtless far more *convenient!* ROLAIN.

FOR NEW YORK.

Editor Bicycling World: — Permit me, a member of one of the oldest bicycle clubs in the country, also of the L. A. W., to have my little say as regards my opinion of the proper place for the coming Meet.

In saying the *proper* place I would state that I mean (apart from all prejudice, for I expect to attend, even if it should be held in Salt Lake City) the place which I consider will best promote the interests of the cause.

Now let us see what we require to promote those interests: —

1st. We require a large gathering of League and club members and unattached wheelmen from all parts of the country.

2d. We desire to overcome all prejudice in the minds of the public (if any exists), and to produce a favorable impression.

3d. We require for our best interests that the proceedings of the meeting should obtain the widest publicity, and that the Meet should be witnessed by the largest number of people.

The above reasons, I think, should be sufficient to obtain for us New York City as our place of meeting, as I will proceed more fully to explain.

As regards the first requirement, let me say New York is the handiest place (possessing also both the other requirements mentioned) to the largest number. It is equally convenient to Boston and Philadelphia, the two cities containing the largest number of wheelmen, and it certainly cannot be called unhandy for our Washington brothers.

We desire to overcome all prejudice: how can we do this if none exists? We all know that Boston and Washington wheelmen have all the privileges they require, and that there exists an unkind feeling toward the "Bi." in "Gotham," which we would certainly overcome by the Meet, as was done last spring at Newport.

New York papers are more widely circulated and probably influence public opinion more than any others published in this country, hence we see the advantage gained by us on this score.

Curiosity is a powerful incentive to most people, therefore I think that the bicycle being new in New York (I mean in large flocks) we would thus be enabled to draw together a larger number of people than if the Meet were held either in Boston or Washington.

One of your correspondents on the subject, and a New York State man at that, says, "New York City is nearly inaccessible for bicyclers as such," also that as the bicyclers of New York have n't "spunk" enough to stand up like men and demand their rights, they don't deserve the recognition that would be given them by holding a League Meet in their city.

Now, let me say a few words in regard to the above. I claim that any member of the L. A. W. who is not willing to put up with a little personal inconvenience (in the matter of handling his "wheel" after reaching New York) for the good of the cause, don't possess enough enthusiasm to do the cause any good by his presence, and had just as well stay at home, in which case it makes no difference to him where the Meet is.

I also claim that our New York brothers, being gentlemen, would not permit any of their visitors to be put to any trouble of that kind in the matter, but that ample provision would be made for transport across the city.

Our New York wheelmen certainly need "bracing up," having such "limpness of spine" (as your correspondent claims), and it surely would not be acting the "good Samaritan" to pass by on the other side (as it were) and leave them to take care of themselves.

Your correspondent says that bicyclers not being admitted to Central Park, we will have no place for a run. In answer to this I would say that no doubt by this time, temporary use of the Park for the occasion has been obtained; or if not, what does it matter? We are meeting for a social time and for the good of the cause, — not for a run only: thank fortune, we all can get runs outside of Central Park; and if by your own influence we could open the Park permanently to all bicyclers, we all ought to feel well paid for our visit in the influence it would have on other park commissioners, if personally *we* were never able to make use of the privilege.

Therefore, all objections in regard to New York, and all advantages in regard to Boston or Washington taken into consideration, I claim that New York still holds the fort as the most desirable place for the coming Meet of the L. A. W.

Yours, etc., F. C. S.

MORRISTOWN, N. J., 25 February, 1881.

GLANCES ABROAD

A CORRESPONDENT of the *London Sportsman* has inspected the wonderful "Otto" that has recently excited so much attention in England, and he thus describes it: —

The machine is undoubtedly a graceful one. It consists of two wheels, each the size, say, of the ordinary driving wheel of the bicycle roadster usually seen. These wheels have a seat between them on which the driver sits, and this is arranged so cleverly that it is hardly possible for the operator to slip backwards. At first sight the idea of any one balancing himself between a couple of revolving tires seems rather more absurd than the old-fashioned scholastic paradox about so many angels dancing on the point of a needle. The "Otto," however, rises superior to the laws of gravitation, and though the whole of the seat apparatus swings easily between the wheels, it does not swing over. To provide, however, for this contingency, which might of course occur with an unskilled rider, a steel curved spur, a little longer than an ordinary walking stick, projects from the hind part of the saddle, so that should the driver topple back it would check his progress earthward before he tilted six inches to the rear.

This safety arrangement, however, does not alter the truth of my first description of the "Otto," which is that it is virtually a bicycle, the rider sitting between two large wheels, and driving them by endless steel cords attached to both wheels, and communicating with the pedals. The pedals have a rotatory motion, and are hung low in front. This machine, it can be readily understood, will, if successful, enable ladies to "cycle" as well as riders of the sterner half of the population; for it is a machine exactly suited to the fairer sex, who are debarred from using the bicycle generally in use, and have had hitherto to fall back upon the tricycle, an always more or less cumbrous machine.

Whether the driving bands of the "Otto" will work easily either in very dusty or very wet weather seems to be a moot point; but the machine, as I can testify, runs easily, and hops over obstacles with the grace and lightness of a bird.

ON RIDING DOWN HILL.

BY JOHN BROWNING, L. T. C., V. P. T. A.

THE art of fencing has been wittily defined as the art of killing your adversary without being killed yourself. The art of tricycling, at any rate when road riding, might, I think, be defined as the art of getting all you can out of your machine, and taking as little as possible out of yourself. In riding up-hill knack and strength are everything; but in riding down-hill a little judgment will go further than a large amount of practice.

To begin with, have a tri. that you never need dismount on any hill. It should have a band brake that is put on by pressing it from you, as this helps to secure you in your seat. On coming to the top of what looks a dangerous descent, put your brake slightly on and take your feet off the pedals; hold firmly on to the brake and steering handles; lean well backward, and keep your eye sharply on the road. Do not attempt to steer out of the way of a few loose stones, — they will not upset you, but you may easily upset yourself in trying to turn too quickly so as to avoid them.

Discard any machine which does not steer perfectly when running swiftly down-hill; or which cannot be stopped in a few yards by the use of the brake alone.

On coming to a slight incline, particularly if it be a long one, work quickly for

a few yards before you take your feet off the pedals and put them on the rests, and you will find that you will run at a considerably increased rate of speed for a long distance. Should the incline be very long, and the speed slacken, pedal again quickly for a few yards, and then "feet up" again. By proceeding in this manner you may have ten minutes' rest for one minute's work, and travel quickly down a hill that the machine will scarcely crawl if you allow it to start and travel the whole distance by itself.

When touring do not be afraid of taking twenty-eight pounds of luggage. If it be carefully hung on the machine, *so that no additional weight is thrown on the small steering wheel*, the difference in the work will scarcely be perceptible, and the machine will run by itself down many a slight incline which, without the extra weight, you would have to work down.

UP-HILL RIDING.

And now, lest our indulgent editor should fear that I may ask for space for my remarks on riding up-hill, I will say, in a few sentences, all I wish to on that subject. When one of Abernethy's patients said to him, "Doctor, when I hold up one of my arms straight above my head, it hurts me very much," he received the characteristic reply, "Then what the devil do you do it for?" The reply would be still more appropriate to any one who complained of the fatigue caused by hill riding. Locomotive engines "have sinews of steel, and thighs of brass," yet railway engineers consider a rise of one in one hundred as heavy work. Road hills vary from three or four times to ten times as steep; they can therefore only be ridden *at a great mechanical disadvantage*. Then why ride them? Down-hill a tricycle will carry you; on a level, riding is much easier than walking; but hill climbing *on wheels*, whether on a bicycle or a tricycle, is harder work than running, and should, as a rule, be avoided.

As for luggage-carrying power, healthfulness, comfort, and safety, the tricycle is far superior to the bicycle. The number of riders of the safer machine will, in proportion, continually increase.

A few days since, a leading professional bicyclist told me that he should not ride his bicycle on the road again, he thought, for he had not done so since the new tricycle had been perfected. We may hope then, to hear of some astonishing distances and times during the next season being done on the "Humber" tricycle. Such performances can, of course, only be accomplished by exceptional men; but any man of the most ordinary powers of endurance, even a man who would consider ten or twelve miles a long walk, can, *after a few months' judicious practice*, ride through the livelong day, cover twice the distance he could in walking, and if he reserves himself in the manner I have described, he will find that he can ride the last ten miles quicker than the first. This I consider the true triumph of tricyling. — *Cyclist.*

HERBERT LIDDELL CORTIS.

No sport has increased so rapidly in public favor as bicycling. Ten years ago it was scarcely known; occasionally we saw some reference to it in the papers, but no one could have anticipated that it would so quickly have assumed the present gigantic proportions. It is calculated at the present time that there are about a quarter of a million lovers of the iron steed in Great Britain alone, and of these a large percentage are frequenters of the racing path. To be even in the first flight in such a large number is no mean honor; but to stand out alone as the greatest amateur rider of the day is a fact that must be the envy and desire of every person at all interested in the sporting world. The majority of our readers doubtless know that this is the position of Mr. Herbert Liddell Cortis, whose form and figure are so well known and so popular on the racing path.

Yorkshire has ever been renowned as being the birthplace of sporting celebrities, and it seems only right and proper that it should have a bicyclist amongst the number; Mr. Cortis having been born at Filey in that county, on 7 June, 1857. He is the son of Dr. Cortis, a well-known medical man in the south of London. The land on the other side of the Humber was not very long the home of the boy who in later years proved to be such an able expert on the bicycle. In his early days he was brought to the great metropolis, and since then the Modern Babylon and its environs have been his home. Cortis was educated at Merchant Taylors' School, and it seems strange that so many of our leading athletes should have been trained within its walls. During the last few years, in addition to that of H. L. Cortis, the names of C. L. Lockton, the London A. C. crack, and M. Shearman, the hon. sec. of the Amateur Athletic Association, and an ex-president of the Oxford University A. C., have figured upon its books. Unlike his schoolfellows, Cortis did not figure amongst the successful competitors at his school sports, perhaps solely from the fact that there was no bicycle race on the programme in his day.

Like all the original riders, Cortis first rode a "bone-shaker," and it was early in the year 1872 that he first commenced the pastime at which he has earned his reputation. In the following year he sported a 54-inch "Spider." For a season or two he was content to confine his amusement to road riding alone; but taking eagerly to the pastime, he determined to join a club, and in April, 1876, he was enrolled a member of the Wanders' B. C. It was not to be expected that he would be an inactive member, for whom the pleasures of road riding would be sufficient. Rapidly he improved in his riding, and he determined to test his speed against rivals on the racing path. No one, however, would have recognized in the novice that competed in a road race from Merton to Dorking, the fastest amateur rider of the present time, whose name is well known from John O'Groat's to the Lizard. This was his first race, but in it he was unsuccessful. On 16 June, 1877, Cortis made his first appearance at a recognized bicycle gathering. This was at his own club meeting at Caterham, where he won the first prize in the slow race, the first in the five-miles handicap, three hundred and seventy yards' start, and the second in the one-mile handicap with one hundred yards' start.

* * * * * * *

During his racing career, Cortis has contended in one hundred and thirty-three races; of these he has proved successful in sixty-nine events, being second eight times, third fourteen, and was forty-two times unplaced. H. L. Cortis has ridden every distance from three miles to forty-nine, in the fastest time on record, and undoubtedly is the best rider at all distances that ever crossed the iron steed.

For the last three or four years Herbert Liddell Cortis has been a student at Guy's Hospital, where he is well advanced in the study of the medical profession. We can only hope that his career through life will be as prosperous and popular as it has been in the bicycling world. He has gained his name by ability, and has always been anxious to meet any man that considered himself his equal in friendly rivalry on the bicycle. We hope that it will be a long time before he finally retires from the ranks, and that when he does, he will never regret the time when he was foremost rider of his day. — *Sporting Mirror.*

The *Cricket and Foot-ball Times*, edited by Mr. Stephen Richardson, London, is not devoted entirely to the sports named in its title, but takes up in a very interesting manner bicycling, swimming, and athletics generally. It is ably edited and published in handsome style.

The *Sportsman*, a leading English paper, and the only sporting paper published daily in London, devotes considerable space to bicycling, especially to correspondence descriptive of various prominent makes. To the readers on this side who are not posted upon English machines, — and their name is legion, — the paper will be very valuable.

Road Information Wanted. — *Editor Bicycling World:* — Kindly permit me to say through your valuable paper, that two members of the Cincinnati Bicycle Club, desirous of making a tour the coming summer from Cincinnati to Chicago, respectfully solicit advice from bicyclists acquainted with roads between the points named. All suggestions as to the most direct and satisfactory route, with information regarding condition of roads, or any communications addressed to the undersigned, with views relative to the tour, will be heartily appreciated.

Truly yours, Zelotes Loamie,
345 Race street.

Cincinnati, 25 February.

THE Bicycling World & Archery Field

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America, — clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to Editor of Bicycling World, etc., 40 Water Street, Boston, Mass. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 4 MARCH, 1881.

Archery as a Pastime. — The tone of most archery communications, like the tone of conversation among the best archers, is almost entirely upon the *technique*, or that part which applies particularly to the science of construction, and the science of rightly *using* archery implements. The practical part of any sport appeals directly to the average American mind; but in *this*, where there is such a stimulus to other faculties of the mind than the serious ones, where there is such a field for social pleasure, where there are such opportunities to be enjoyed by the gentler sex, the lighter and more generally attractive features should not be made entirely subordinate to the *science*.

The more accomplished archers are often annoyed at the want of active interest, at the seeming lack of respect for the sport among a certain class who take it up as they would any other pastime, to while away pleasantly their unemployed hours. To the tired business man who needs a light out-of-door diversion, it presents many attractions; and to the ladies, who need the fresh air and exercise, and who enjoy the society, it should never be put in the cold light of a science.

In one of the prominent Boston whist clubs, formed ostensibly for social meetings, and to afford men a pastime after business hours, there is a painful lack of the cordial, friendly feeling brought about by many other card games. The successful player, with a big score on the plus side, rates himself and everybody else according to their merits at the whist table, and thus establishes a caste, where there should be naught but democratic equality. He, intent on gratifying his greed with more points, and the unlucky player, sore over past defeats, sit down to watch the cards in moody silence, or to carp and disagreeably criticise each other.

Whist, like archery, has in it an element of science, — though a much larger proportion of luck, — and this makes the game an attractive pastime to those whose mental tendency leans toward nice and careful calculation; but the object of a game should not be forgotten in the game itself. Contrary to the views of some enthusiasts, there is very little useful end to be attained in becoming a skilful archer; an accomplished skater or a skilled card player is of just as much benefit to the public generally. If it *is* a pastime, and affords a chance for those whose out-of-door games are so few, — the ladies, — let every archer, in their presence, lay aside petty selfisness, and add greatly to his own enjoyment by contributing to theirs.

ANOTHER REASON WHY!

Editor Bicycling World and Archery Field: — If your readers are one half as kind as you have been to the ladies, I know that my reappearance in your pages will not be thought an intrusion; but I fear that after I speak my mind on the subject of archery, your lordly readers will elevate their noses higher than ever when woman's name is connected with aught that pertains to their sport, and that even you may think me *too* forward. I have had the misfortune to belong to an archery club. Two summers ago, our little lawn, which, shaded with old trees, forms a very pretty view from the back library window, was converted from an inglorious croquet ground into a noble and dignified "archery forest." A gay and festive target, looking not unlike a big and very disrespectful eye, stared at us from one end, while at the other was pitched a little tent, and a lot of camp-chairs were strewn around with methodical carelessness. I picked out a very handsome lemonwood bow with a red plush handle, and tied the buffalo-horn tips with rainbow-colored ribbons. I also selected some gilt-edged arrows, and a party of young gentlemen and ladies to use the grounds.

We all enjoyed the sport for a while, notwithstanding the fact that it made some very red fingers and killed a spectator named "Tommy," who was peacefully sunning himself on the back fence. The girls all wore very jaunty hats and short dresses, and the young gentlemen were "perfectly elegant," "just too nice for anything"; and in fact, we all looked well. On the warm summer evenings, *materfamilias* arranged a tea-table for us on the lawn, and we topped off with a little angel-cake, *bisque glace*, and animated conversation.

Upon one or two afternoons we procured an open road-wagon, and made a delightful excursion to a fine old mansion in Hingham, where we were treated to an elegant shooting ground and some imported champagne.

Thus we combined archery and enjoyment, without letting the former interfere with the latter.

One day there came into our ranks a young gentleman of quiet and haughty manners. He was very *distingue*, and a very fine shot. He condescended, after giving us an exhibition of his skill, to give us "points" of aim, — lateral points, nocking points, arrow points, and all the rest, — while we listened in stupid but respectful silence. This Paris, after throwing among us the apple of discontent, inflicted his society entirely upon the gentlemen, declining to contest with the ladies. As a consequence, the other gentlemen began to be scientific; and before another month had passed, we ladies, finding that except where tongues were the weapons we were at a decided discount, retired gracefully fram the club.

We were deliberately ignored, and we could n't stand it.

The gentlemen used the grounds for a while, but quarrelled so that they had to retire to a large vacant lot, where there was room for their voices. Soon after, they split on the subject of target valuations or some other fine "point," and thus the club vanished from mortal sight.

This is probably, like every other woman's reason, unreasonable; but I feel that it is the cause of a waning interest among the girls of my acquaintance, as one of them said that the mere mention of "points" gave her a genuine Sunday-afternoon headache. Madeline.

O. S. A. A. ANNUAL MEETING.

The annual business meeting of the O. S. Archery Association will be held on Wednesday, March 16, at 10 o'clock A. M., at the Gibson House, Cincinnati.

It is requested that a meeting of each society belonging to the Association be called, and a delegate be elected and qualified to represent it there, in accordance with Article IV. of the Constitution. Delegates should be instructed on the following points, which will come up for action: —

1st. Place of holding the next tournament: Dayton, Cincinnati, or elsewhere.

2d. Rounds at which the champion medals shall be shot for: —

For the gentlemen: York or American, or a combination of the two.

For the ladies: Columbia or National, or a combination of the two.

3d. The accompanying amendments to the Constitution.

Attention is also called to Article VI., Section 2.

Any other amendment which it is desired to present must be sent to the Secretary, in writing, before 1 March.

CHAS. WELKER,
Corresponding Secretary,
137 West Fourth street.

The following amendments to the Constitution have been handed in, and their adoption will be moved at the business meeting: —

1st. To amend Article V. by striking out from the clause relating to the choosing of the Executive Committee the words, "from the delegates present."

2d. To add to Article VI. another section, to read as follows: "Section 3: Each archer entering the competition for prizes at the Grand Annual Meeting shall, before shooting, pay a target fee of —— dollars. And each team entering the competition for prizes at the Grand Annual Meeting shall, before shooting, pay a target fee of —— dollars, the amount to be decided by executive committee."

3d. To amend Article VII. by striking out the last clause, beginning with the words, "by failing to be represented," etc.

4th. To add to Article IX., between "the American round" and "Columbia round," the following: "The Ohio round, consisting of 96 arrows at 60 yards, divided into four series of 24." Also after the specification of the Columbia round, the following: —

The "National round" (for ladies) consisting of

48 arrows at 60 yards.
24 " " 50 "

Total, 72 arrows.

5th. To so amend Article X. that it shall read: —

The Association shall establish the "Individual Archery Championship of the State of Ohio," which shall be represented by suitable champion and championess medals, to be contested for at each Grand Annual Meeting by members of this Association only; and also the "team championship for the State of Ohio," for teams of four gentlemen from the same club, and also for teams of four ladies from the same club, to be contested for annually.

The champion medal shall be awarded to the individual member making the greatest number of points at the Double York round, to be computed as follows: —

Greatest gross score 2 points.
" " hits 2 "
" score at 100 yds. 1 point.
" hits " " " 1 "
Greatest score at 80 yds. 1 point.
" hits " 80 " 1 "
" score " 60 " 1 "
" hits " 60 " 1 "

Total . . . . . 10 points.

In case of a tie in most hits or greatest score at any range, such point or points shall be equally divided. In case of a tie in points and score, the medal to be awarded to the archer who shall have made the greatest number of hits.

The championess medal shall be awarded to the individual lady member making the greatest number of points at the double national round, consisting of

96 arrows at 60 yards.
48 " " 50 "

Total, 144 arrows.

To be computed as follows: —

Greatest gross score 2 points.
" " hits 2 "
Greatest score at 60 yds. 1 point.
" hits " 60 " 1 "
" score " 50 " 1 "
" hits " 50 " 1 "

Total . . . . . 8 points.

Ties to be decided in same manner as in contest for champion medal.

The champion team prize shall be awarded to the team of four gentlemen making the greatest gross score at the "Ohio round," consisting of 96 arrows at 60 yards.

The championess team prize shall be awarded to the team of four ladies making the greatest gross score at the single "Columbia round."

6th. To strike out from Article X. the clause beginning "Winners of each day's prizes," etc., through to Article XI., and substitute therefor the following: —

"Handicaps will be based upon the individual scores for the medals at the same ranges. Each lady and gentleman will be estimated to score the same in the handicap as he or she scored at the same ranges on the first shooting.

"The lady or gentleman who obtain the highest scores at such ranges in the contest for the medals will lead the handicap, and the other archers will be given so many points to start with as will make the estimated score equal the leading scores."

HIGHLAND PARK NOTES.

THE first meeting of the Highland Park Archers for 1881 was held on Saturday, 19 February, at the house of Field-Captain Carver. The gentlemen's championship medal was presented by President Weston, with a speech appropriate to the occasion, short but to the point, and was responded to by the recipient, Homer S. Taylor, Esq., in a few happy remarks. Mr. Taylor took up archery in the month of July last, and from the start took rank among the first. He will be closely pressed this year, but will try hard to retain the club championship. Miss Denison, who won the championess medal, was not present. After the transaction of other business, the evening was spent in a social manner, including the partaking of refreshments; and eleven o'clock found us at our homes.

ONE of our members has fitted up his smoking room as an "armory." In one corner stands a bow-rack, containing all the bows of the family. There are cases provided for arrows and receptacles for quivers, score books, bow-strings, and all of the little articles entering into the pastime. On the wall hangs a target-face, surmounted by an Indian bow and arrows. The window lambrequins and sofa pillows are striped with the target colors, and on a table in the middle of the room is a delicate scale, used for weighing arrows.

THE first scores of the season of 1881 were made 22 February, by Mr. Hammond: —

24 arrows at 60 yards, 18 hits.....68
" " " " 96

He says it took him nearly all of the afternoon to dig his arrows out of the snow.

HARRY HUNTER.

THE ARCHER'S SONG.

(From field-notes in the possession of A. W. Havens, Esq., of the Oakland Bow Club.)

What a merry life the archer leads
From dawn to the shut of day,
As he bends his bow and sings, "Heigh-ho,
O'er the hills, lads, come away!"
And he winds his horn at early morn,
And the cows and the chickens hear,
And with cunning strategy, as we near the range,
The animals disappear.
Singing ho, for the archer's life!
Singing hey, for the mimic strife!
Pierce the bull's-eye now — shoot — the farmer's cow
Falls slain near the farmer's wife!

What a merry life the archer leads,
As the farmer comes amain,
And charges down on the bows from town,
With the hired man in his train!
Who frets or grieves as his arrow cleaves
The air with a hissing sound?
And if to impale the gold we fail,
We can all of us hit the ground.
Now a shot at the farmer's goat —
Well done! a shaft in the throat!
Up, lads, and run! for the farmer's gun
Makes a hole in the archer's coat.

What a merry life we archers lead!
And when the gloaming falls,
We unbrace the bow and homeward go,
Where dinner and duty calls.
And then we tell how long and well
We pierced the centre ring, —
Add a hundred or more to the archer's score
(For this is the usual thing).
And thus in the blooming spring
We take the public in,
For a hundred or more to an archer's score
Is the way to get up a string.

D. O'C.

DRIFT AND WAG

SOME of the California archers are talking of coming on to the tournament at Brooklyn.

MR. J. W. AUTEN, JR., has returned from Iowa, and is getting down to archery again, in New York.

THE N. Y. A. C. has its regular shoots on Wednesday afternoons and Saturday evenings, in the Eighth Regiment Armory. On 13 February, Miss Emma T. Morton won the ladies' club badge, by a score of 486 with 90 arrows, at 40 yards. On the same evening the gentlemen shot the same round, Mr. J. W. Auten, Jr., scoring 497 and 514; Dr. H. T. Elliot, 349 and 520; Mr. S. S. Roper, 490; and Mr. G. D. Pond, 449.

THE SONG in another column has the initials of Mr. Daniel O'Connell, of the *Pacific Life*, president of the Merry Foresters.

OUR thanks and sympathy are drawn upon by those who aid us in the way of subscriptions, oftener than our cash is for commissions.

ARCHERY.

THE Executive Committee of the National Archery Association of the United States is now in session at the office of the Corresponding Secretary, Mr. G. F. E. PEARSALL, No. 298 Fulton street, Brooklyn, prepared to receive applications from archery clubs in any State of the Union, for admission into the National Association.

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary, who will afford all necessary information, with copies of the Constitution, By-Laws, etc. — *Com.*

THROUGH AN ENGLISH EYE-GLASS.

THE following, a letter to the London *Sportsman*, is a characteristic Englishman's idea of "Yankeedom": — "In this morning's (6 January) New York *Herald* are the following few lines: 'A party of English bicyclists propose to visit the principal cities of the United States on their machines. If they come, great will be the rejoicing of blacksmiths along the route. The boys should inform themselves about our roads before they buy their tickets.'

"Respecting the above I should like to say a few words. America is not England, and whilst the bicyclists could travel hundreds of miles at a time in England, Scotland, or Wales, he could not travel ten miles straight on any road in America. There is no such thing as a good road for any distance throughout the United States.

"In New York City he might be able to ride the great distance of two miles on a good road, — that is, a road on which a bicycle could travel; but the streets in American cities generally are a disgrace to civilization, and what can you expect of country places? If a tricycle or bicycle can be made to go into deep ruts, and out again up steep hills, like the side of a house, two feet deep in mud, then let the 'cyclist undertake the journey, not otherwise.

"Let the 'cyclist also remember that our cities are hundreds of miles apart. As regards the bicyclist's personal comfort, let me strongly advise him to bring the following with him, as he can never see them here: Bread, butter, matches, and fusees. The stuff sold as bread is of a spongy substance, and a man could easily eat a loaf of it without knowing it. The butter is mostly made in Chicago of tallow, or rather suet. There is only one kind of light sold, and that is the match made out of a rough piece of wood, with brimstone at the end, exactly the same as used in England twenty or thirty years ago, while fusees are unused here.

"After you leave New York, comfort is unknown. The bicyclist on his journey through the States will hear as much, if not more German spoken than English; so he had better lay by a good stock of this language. During his journey he will meet with the greatest kindness from the inhabitants; the Americans are a most kind-hearted and thoughtful people. He will see the most magnificent scenery if he goes from New York to the wondrous city Chicago for instance. If he wants to see beautiful cities he must visit New York, Chicago, Cincinnati, and Denver. He will then view magnificent mansions, but bad streets.

"If he goes West he must not be afraid of being shot. This is a friendly way they have of greeting each other as you go westwards. He must not be struck at what he would consider cheek in England. In America all are equal, and the English bicyclist may often come across a cowboy who is so well educated that he can speak, read, and write four or five different languages."

THE LAMENT OF THE OLD BONE-SHAKER.

I 'st a very ancient jigger, and they say my end is near;
But I'm proof against oppression, and I smile at those who jeer.
I was built in '68, sir, so I've seen some funny goes, —
Ah! who says I'm doomed for firewood? Fie! some one, — just pull his nose.
I s'pose it's one of those spiders; but, you baby, you forget
I'm a very old bone-shaker, and I'm hale and hearty yet!

Oh, I recollect the morning that I was called complete,
And the master — oh, so proudly! — conveyed me to the street;
In the middle of the pavement, crowds of wond'ring passers-by
Surveyed me with admiration, till they nearly made me cry.
I'm a weak and lorn old party, and I know I should n't fret,
Tho' I am an old bone-shaker, full of life and vigor yet.

I was painted bright and sparkling, all in yellow, red, and green,
With a saddle like a sofa, soft enough for any queen;
And my wheels were tired with iron, and with sundry bits of brass, —
All about my graceful figger I shone brighter far than glass.
Oh, then I was young and giddy, and the wealthy people's pet,
But now I 'm an old bone-shaker, tho' with lots of beauty yet!

Ah, my speed was something awful — just four miles and a half an hour;
How I 'd whiz along like lightning! how the "bussies" all would cower!
For I 'd always keep beside 'em, and I 'd laugh to hear 'em say
They were "going to chuck me over in a trick or two, you lay";
But my master he would pedal, and away we 'd pirouette,
Would this very old bone-shaker, who is gay and frisky yet.

How I passed from one to t'other; how the years appeared and went;
How these cocky, skinny spiders, meddling people did invent;
How my former friends despised me, and consigned me unto gloom,
In some damp and dirty out-house, or some frowsy lumber room, —
I do wish I 'd time to tell you: but with all, I won't regret,
For I 'm still an old bone-shaker, and I 'll do some journeys yet!

But I ask your leaves to utter just a mild and small protest
Just against those blessed spiders, in such goodly finery drest.
There are now such awful croppers and such lots of broken bones,
For they tumble over hair-pins, and they funk at sight of stones.
Soon young men will gladly see 'em; then they 'll turn at once, you bet,
To this very old bone-shaker, who is fleet and graceful yet!

TOMMY B.

RECORDS.

Editor Bicycling World: — Here is the road record of a racing man, made in 1879 and 1880, over roads in New Jersey, New York, Massachusetts, New Hampshire, Rhode Island, Vermont, and Canada. It includes all his "training" on the wheel, except a couple of hundred miles of track-work in New York, in the winter of 1879-80, and about two hundred and fifty miles run on the path while racing.

	1879. Days Out.	1879. Miles.	1880. Days Out.	1880. Miles.
January	3	19	3	58
February	6	71.75	3	50
March	17	235.25	10	111
April	14	181.50	15	176
May	16	206.75	10	103
June	10	157.50	20	356
July	11	172	12	177
August	11	143.50	15	152
September	18	192.25	24	300
October	19	124.50	22	284
November	11	89	16	178
December	4	50	12	79
Totals	140	1,643	162	2,030
Total, both seasons			302	3,673

First mounted a wheel in January, 1879.

IXION.

21 FEBRUARY, 1881.

Editor of the Bicycling World: — I saw in your issue of 28 January, a record of road riding which compares better with mine than any I have heretofore noticed; and I have concluded to send you a schedule of the distance I rode from March, 1880, to January, 1881.

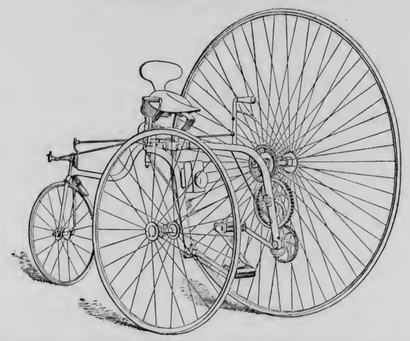
All the clubs here are very quiet now; but I occasionally ride out a short distance.

I am trying to persuade the members of our club to join the League.

	Miles.	No. times out.
March	173	19
April	265	26
May	277	26
June	202	20
July	193	27
August	74	9
September	214	21
October	211	23
November	192	22
December	61	14
Totals	1,802	207

Yours truly,
F. F. AMES,
Captain Lennox Bi. Club,
791 5th avenue, New York.

THE HARVARD TRICYCLE.



MANUFACTURE

SOME TRICYLES. I.

MANUMOTIVE carriages, except for cripples and invalids, are no longer in vogue. The feet are man's especial instruments of locomotion, and his legs carry the appropriate muscles for working them; and they are the instruments to be supplemented by any successful mechanism in the way of velocipedes. Experience has taught this as well as some other things. The bicycle (*the* bicycle of the genuine species) remains, and is likely to remain, the king of velocipedes. It will hold ever wider sway amongst the alert, the strong, and the brave. But it does require more gumption and pluck to ride with it safely and well, than it does to ride with some other things. Hence some will prefer the so-called "safety" contrivances — mongrels, like the Xtraordinary, or perhaps the American Star — and tricycles, and such. And truly there are not only time and place, but also people, for everything.

In 1878 there were two or three tricycles of English make in this country; and in England there were a few score in use. Now they are not only numbered by thousands abroad, but here with us there are many in use, and the demand for them is rapidly increasing. They are brought already to a good degree of mechanical excellence of construction, are accessible almost anywhere, and are within reasonable price. There are a great many styles and different makes, and they might easily be classified according to similarity and diversity in features of construction; for instance, according as their propelling mechanism is by crank action or lever action or clutch action, or as their steering wheels are in front or in rear, and so forth. It is not the writer's purpose at present, however, to go into a discussion of tricycles, and the methods of constructing them: but to describe a few, and especially those that are in the American market, and that the writer has examined and tried.

I take up the Harvard tricycle (sold by Cunningham & Co., of Boston, and made for them by Bayliss, Thomas & Co., of Coventry, England) first; not because I have one, and have used it most, and like it, but because it has at present the lead in this country. It is pretty exactly represented in the picture, from a photograph, and in its present form, differing in a few details from the well-known Excelsior of the same makers was introduced here last autumn. The framework is of tubular steel, consisting of three curved reaches, bearing the seat above their intersection; two of these reaches are in front, just alike, and bend downward, terminating at a bearing on each for a double-cranked axle, working between them, and by means of which the tricycle is propelled. The other reach curves downward, and then backward, and terminates at a steering head, attached to which are the forks in which are held the rear steering wheel.

On the left side of the machine is a large driving wheel; the axle of which is fixed to the reach; and attached to the inner end of the hub of this wheel is a toothed wheel, corresponding in size and shape to a toothed wheel, fixed on the left end of the cranked axle below; while axled to the reach midway between these two is an open gear wheel, meshing with both, and by means of which motion is transmitted from the cranked axle to the large driving wheel. Opposite the latter, and axled to the right reach, so that the top of the frame shall be level, and the tread of this be opposite the tread of the driving wheel, is a smaller supporting wheel, made smaller principally for saving weight and expense. There are rubber pedals, foot rests, and a lamp clip; and a rear-wheel spoon-brake, operated by connecting rod and levers, and a handle just beneath the stationary hand rest at the top of a fixed rod on the left reach. Opposite this left-hand rest, on the other reach, is a vertical rod, having a toothed wheel which acts upon a rack on a rod reaching back to a short lever on the steering head; and at the top of this vertical rod is a handle, which serves both as a right-hand rest and a steering handle. The seat is either a pointed saddle with back, or a cushioned seat clamped to an elliptic spring, which rests on a vertical rod adjustable as to height in the section of the reaches.

This adjustment of the seat makes it unnecessary to have more than two sizes of the tricycle, in one of which the driving wheel is fifty inches in diameter, and in the other it is fifty-six inches; and the other wheels and parts are proportioned accordingly. The relative proportions of the wheels appear in the cut. The hubs of the wheels are of gun-metal, as are the gear wheels.

The three travelling wheels run in ball bearings, and the pedal bearings are plain. The weight of the 56-inch size, with inch rubber tires, direct spokes, and saddle and other parts all on, is eighty-five pounds, and the weight of the 50-inch size is about seventy-five pounds. The price of the former is $145, and of the latter $135. It may be added that the machine is a trifle over three feet wide, the rear wheel follows midway between the tracks of the others, and the pedal action is like that of a bicycle, so far as propulsion and back pedalling are concerned. The workmanship appears to be first-class in all respects, and the finish is good. The 50-inch size is well adapted for ladies' use. C. E. P.

THE LEAGUE UNIFORM.

Mr. Editor: — The country is full of unattached riders who wish to ride at times in uniform, and nothing seems more proper than for the L. A. W. to adopt such a dress as will be fit for work at all times and seasons.

The clubs will certainly have handsome dress uniforms, therefore let the L. A. W. adopt a plain one, fit for work, and which can be made anywhere.

To accomplish this, the cloth must be a standard article, such as is made and sold everywhere in the United States. It should be simple in cut, and not easily soiled, and should be of good material and color for all seasons.

My personal preference is for a medium, or a little darker than medium, gray cloth, stockings, and hat or cap. This color is made from mixture of natural wools, and for a given quality of fabric, is cheaper than any other. It is good on account of dirt, and is warm in cold weather and cool in warm weather. A dark cloth on a man's back, in a warm day, however light it may be, absorbs heat and roasts the wearer.

For coolness, health, and comfort, no hat should ever be made of a dark color.

If the League will adopt a standard stocking, and urge all its members to buy of one dealer, I doubt not that we may be able to get some knitting company to furnish them for two thirds of the present retail prices. I think that, for the uniform, it would be well to attempt the the same thing. Perhaps we could find one manufacturer who would furnish us with one standard article of cloth, at a low rate, and perhaps we could get one tailor in each State to undertake the making at a lower than ordinary price. GRAY.

L. A. W

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

ARROW BI. CLUB, Richmond, Ind. — Charles F. Street, 115 South 11th street; Harry F. Miller, cor. 15th and North B streets; Charles C. Perry, 26 North 7th street; Charles P. Buchanan, Jr., 210 South 4th street.

CHELSEA BI. CLUB, Chelsea, Mass. — Joseph F. I. M. Brown, Elmer Wentworth, Charles E. Walker, and Lee C. Ashley.

UNATTACHED. — Robert W. Parmeter, Lima, Ohio.

L. A. W. CONSULS NORTHERN NEW JERSEY. — I make the following appointments to consulships of Northern New Jersey, that part being under my directorship: —

Newark. — Herbert W. Knight, E. Bi. C., 766 Broad street; Edward R. Bellman, E. Bi. C., 584 High street.

Orange. — Warren J. Smith, Orange Wanderers' First National Bank.

Red Bank. — Dr. C. F. Marsden.

Plainfield. — Geo. T. C. Smillie, E. Bi. C.

Princeton. — Wm. P. Field, E. Bi. C., Princeton College.

Other appointments pending.

LLEWELLYN H. JOHNSON,
Director L. A. W. for N. J.

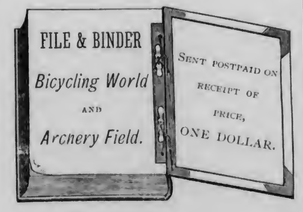
BICYCLERS or clubs not already members of the League should remember that unless they wish to "bring up the rear" of the great procession of wheelmen on Decoration Day, no time shou'd be lost in making application for admission to the L. A. W.

SPECIAL NOTICE.

AN attempt was made by a rival importer very discourteously to reflect upon Chas. R. Percival, in a previous issue. The card of Cunningham & Co., disclaiming connection with Chas. R. Percival, was uncalled for, as the latter has not even had their agency for some time; but, as advertised for the last five months, has been in business entirely independent of them.

Chas. R. Percival has obtained full license to import for the United States, and intends to put into the market a high class of machines at a small profit. A large supply of the new bicycle, "The Boston," is on hand, and he is ready to meet all demands from this date. Send three-cent stamp for circular. Machines all in stock. No importation delays.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES,
1783-85-87 WASHINGTON STREET,
AND
96 WORCESTER STREET,
BOSTON, MASS.



DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.

NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA
H. B. HART,
813 Arch Street.

PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

English Bicycles and Tricycles are the Rage.
Send for Price List.
PERFECTION BICYCLES & TRICYCLES,
Cheapest and Best in the market. All crates free. Lists for 1881 now ready.
C. GORTON.
TALBOT WORKS . . . WOLVERHAMPTON, ENG.

HICKLING & CO.

PATENTEES OF THE CELEBRATED

Rack-and-Pinion Brake, Undetachable Tires, Etc.

MANUFACTURERS OF THE

"LONDON" { "One of the 'Gems of the Metropolis.'"—*The Indispensable*, 1880. "The whole machine is finely finished, and a splendid roadster, reliable, strong, and easy running." —*The Bazaar, December*, 1880.

"TIMBERLAKE" { "Sound, safe, reliable and handsome."—*The Indispensable*, 1880. "A thoroughly strong and trustworthy machine."—*Bicycles and Tricycles of the Year*, 1879-80. "The patent brake is very firm, and has enabled me to ride hills where others had to dismount or their Bicycles would have run away with them." —*Letter from Louis Sledge, Esq., Manhattan Bi. C., New York.*

"BERKSHIRE" { "A sound, strong, all-round machine."—*The Indispensable*, 1880. "The cheap yet trustworthy steed is the 'Berkshire.'"—*Wheel World, June*, 1880.

"TELESCOPIC TRICYCLE" { "Really *a* capital machine."—*Cycling, March*, 1880.

SPECIALTY FOR THE SEASON, 1881.

THE "PILOT" BICYCLE,

A high-class and highly finished machine of a different pattern from the "London" and "Timberlake," Ball Bearings to both wheels, broad hollow front and back forks, bent handles, *new spring with forward play and rubber bearings, etc., etc.* Descriptive Catalogue (containing Testimonials) free on application.

HICKLING & CO., MAIDENHEAD . . . ENGLAND.
{30 Queen Victoria Street, 1 Moor Lane, Fore Street, Sun Court, Milton Street,} . . . LONDON, E. C.

Agents, CUNNINGHAM & CO., 6 and 8 Berkeley Street, Boston.

VOLUME ONE, 1879-1880,

BICYCLING WORLD AND ARCHERY FIELD,

NOW READY,

In Handsome, Black Binding.

IT CONTAINS:

History of the League, Organization and Rules L. A. W., Rules for Clubs, B. T. C. Rules and Organism, Complete Club Directory, 1880, Brief History of Prominent Clubs, A full Account of the Amateur-Professional Difficulties, together with the decision defining an Amateur, Racing Records, Ladies' Bicycle Races, Descriptions of Bicycle Manufacture, Personal Interviews with Prominent Wheelmen, Instruction for Beginners, Articles on Wheeling on Ice, Effects of Bicycling on Health, The Visit of the English Professionals, and everything pertaining to Bicycling Literature of the Time.

SENT, POSTPAID, UPON RECEIPT OF PRICE, $3.00.

E. C. HODGES & CO. - - 40 Water Street, Boston, Mass.

WILLIAM M. WRIGHT,

P. O. BOX 1227.



No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.

BICYCLES.

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. Second-hand Bicycles for Sale.
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T, and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

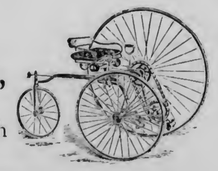
BICYCLE EMPORIUM RIDING SCHOOL



1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

THE LARGEST RIDING SCHOOL IN THE STATE.

Open from 8 A. M. till 9 P. M., Sundays included.



CHARLES R. PERCIVAL,

IMPORTER

Bicycle and Tricycle Agent for all Makes of English and American Machines.

The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

AND

TYLER'S PAT. RUBBER HANDLES.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105 00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

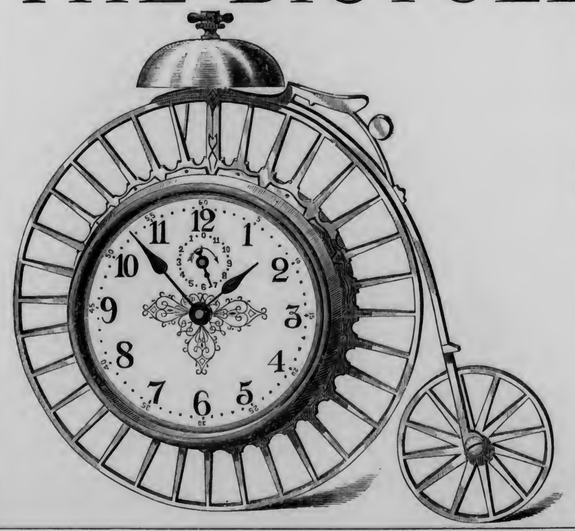
Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

THE LATEST NOVELTY IN THE BICYCLE WORLD,

THE BICYCLE CLOCK.



One Day, Lever, Time, Alarm,

MANUFACTURED *ONLY* BY

E.N.Welch Mfg.Co.

FOREST VILLE, CONN.

U.S.A.

WAREROOMS,

6 Warren St. . . New York.

69 Washington St., Chicago.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling & Archery World

$3.00 a Year. 10 cents a copy. — *A WEEKLY JOURNAL OF POLITE ATHLETICS* — Volume II. Number 18.

LOUIS HARRISON, Editor. E. C. HODGES & Co., Publishers. | BOSTON, 11 MARCH, 1881. | CHARLES E. PRATT, WILL H. THOMPSON, } Editorial Contributors.

VOL. II] CONTENTS [No. 18

Currente Calamo	273
Editorial — BICYCLING WORLD	275
Why Bicycling is the Best Form of Exercise,	275
The First American Bicycle Tour	275
The Extreme of Prudence	277
Roads, — From a Boston Standpoint	277
A Winter Night's Revery	278
Glances Abroad	278
Commencement of the French Racing Season	278
After-Dinner Speeches	279
Cycling Items	279
A Model Club Meeting	279
Union Velocipedique de France	280
Club Racing	280
Editorial — Archery Field	281
The Grand National Meeting	281
Archery From an Easy Chair	281
Storage for Tricycles	282
Some Tricycles	282
Stanley Bicycle and Tricycle Show	283
A Word for the Tricycle	283
L. A. W.	284
The Sentiment in Washington	284
Wheel Club Doings	284

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

FOR SALE.

A 54-inch "LONDON" BICYCLE. Roller Bearings. A Good Roadster. Been run between 600 and 700 miles.

Address W. D. E., P. O. Box 3598, Boston, Mass.

CURRENTE CALAMO

RISING temperature.

CLOUDY skies in the west.

PARTIALLY cloudy weather in the east, but a cheerful and promising barometer.

THE probabilities are that the lady contributors to the BICYCLING WORLD will all ride tricycles this year.

THE probabilities are that those gentlemen who are putting off ordering a machine will not get one until a month or more after the riding season has begun.

THERE will be some very handsome uniforms worn at the League Meet, and as many of the clubs have utilized the winter days in drill riding, the parade will undoubtedly be a grand one.

THE Ethiopian heathen will now recover from their dark and benighted condition. The Pope Manufacturing Company have certainly done good missionary work in filling an order for bicycles from Port Elizabeth, Africa. It is rumored that a certain joyful punster will accompany the bicycle and explain it to his fellow-natives.

THE married man who enjoys a fifteen-mile spin on his bicycle by way of mild recreation will become faint and exhausted at the bare thought of wheeling his baby-carriage half way around the block.

WHAT 's the difference between a tailor and a header? One puts the "stuffin'" all around you, and the other knocks the "stuffin'" completely out of you. Copyright secured.

THE bound volumes of the BICYCLING WORLD are gotten up in very attractive style, and will form a handsome addition to any wheelman's library. They contain a full account of wheeling matters during the year ending November, 1880.

BILLY BERNHARDT came into the office yesterday, and slapping his wet umbrella down on a desk full of "Currento Calamo," in the crude state, said: "Why does a bicycler cross a car track at right angles?" We looked at him with that calm but omnibus glance which is so well known at most of the police courts, but said nothing. "Why *does* a bicycler cross a car track at right angles?" asked Billy cheerfully. We carefully laid aside our paper cuffs and imitation moss-agate sleeve-buttons, carelessly dropped one hand on a 15-pound paper-weight, but made no reply. Billy continued: "The reason, — he, he! — the reason a bicycler crosses a car track at right angles is because — because — he wants to get over to the other side." Billy's remains are on ice, awaiting the arrival of his relatives.

ONE of the pleasant features of the Union Athletic Club games, to be held at Music Hall 23 March, will be the drill parade of the Providence Bicycle Club. Those who saw the exhibition of drill riding at the skating rink in Providence on the occasion of the fall races will vividly remember what a bright and attractive spectacle it presented. To those who know but little of the possibilities of the bicycle, this hall parade of a finely drilled club will be a revelation.

THEY have a couple of Indian clubs in Calcutta.

MESSRS. HICKLING & Co. have issued a handsome price list of fifty-six pages, bound in an attractive colored cover.

WE will be pleased to receive notice of the formation of any new club, with list of officers, and if possible the character of uniform decided upon. We will also welcome, from club secretaries or others, all wheeling intelligence pertaining to their organization, as bicyclers generally watch with no little interest the comparative progress of the various clubs.

IT IS rumored that there are to be some portraits of the publisher and the editor in a succeeding issue, to be followed in turn by sketches of various prominent wheelmen. The rumor is not substantiated, hence you need not discontinue your subscription as yet.

LONDON W., who stirred up the discussion on the League Meet, had the honor also of opening the riding season, by a spin with Mr. Kempton from City Point to the Boston and Massachusetts Club Headquarters.

IN the Massachusetts Club statistics read by President A. S. Parsons, at the annual club dinner, he stated that there were two Harvard machines used in the club, instead of twenty as reported in our issue of 11 February.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown 4to, printed on best paper and ably and tastefully edited,*

BY WALTER D. WELFORD,

Hon. Secretary of the Bicycle Touring Club.

Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS:—Post Free, 12 months, $1.00. Post-Office Orders to be made payable to

WALTER D. WELFORD,
66 Grey St., Newcastle-on-Tyne, England.
g.g.t.p

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

ENGLISH BICYCLES & TRICYCLES.
LANE BROTHERS, Liverpool, Eng.
BICYCLE DEALERS,

Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to

A. T. LANE, P. O. Box 1196,
MONTREAL.

I have a few of my very nice
BICYCLES BICYCLES
for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.

A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,
40 Water Street, Boston.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from **CUNNINGHAM & CO.**, or their authorized agents.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of "The Indispensable," | AND C. W. NAIRN, Author of "The Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,
TALBOT WORKS . . . . WOLVERHAMPTON, ENG.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

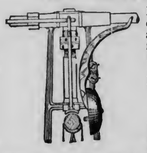
New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

TO BE HAD,

Sent, postpaid, to any address,

THE VELOCIPEDE: Its History, etc., @	$0.30
STURMEY'S "INDISPENSABLE," @	$0.50
THE AMERICAN BICYCLER (2d edition), @	$0.60
LYRA BICYCLICA, @	
THE AMERICAN BICYCLING JOURNAL (bound), @	$4.00
THE BICYCLING WORLD AND ARCHERY FIELD, Vol. 1 (bound), @	$3.00
FORD'S THEORY AND PRACTICE OF ARCHERY, @	$1.50
CYCLING SKETCHES. Paper, 50 cts. Cloth	$1.00

The Trade Supplied at Wholesale Rates.

Address E. C. HODGES & CO., 40 Water Street, Boston, Mass.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston Mass.

The Bicycling World & Archery Field

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 11 MARCH, 1881.

WHY BICYCLING IS THE BEST FORM OF EXERCISE.—The advantages of a fine physical form are underestimated by a large class of people, who have a half-defined impression that any considerable addition to the muscles and general physique must be at the expense of the mental qualities. This mistaken impression is so prevalent that many professional literary people avoid any vigorous exercise for fear that it will be a drain upon their whole system, and thus upon their capacity for brain work. The truth is, that such complete physical inertness has the effect of clogging the action of the blood, of retaining the impurities of the system, and of eventually bringing about a host of small nervous disorders that induce in turn mental anxiety — the worst possible drain upon the nervous organization. When one of these people, after a year or two of sick headaches and dyspepsia, comes to realize that healthy nerves cannot exist without general physical health and activity, he joins a gymnasium, strains his long-unused muscles on bars and ropes, or by lifting heavy weights. The result usually is that the muscles, so long unaccustomed to use, cannot withstand the sudden strain imposed upon them, and the would-be athlete retires with some severe or perhaps fatal injury. But occasionally he finds some especial gymnastic exercise suited to him, and weathers the first ordeal. He persists bravely, and is astonished to find that his digestion improves, his weight increases, and his mind becomes clearer and brighter. He exercises systematically, and cultivates a few special muscles,—perhaps those of the shoulder, to the hindrance of the complex muscles of the neck and throat, or perhaps those of the back and groin, as in rowing, to the detriment of chest muscle and development; and although his condition is greatly bettered, he is apt to become wearied from a lack of physical exhilaration, or a lack of that sweetening of mental enjoyment which gives bicycling such a lasting charm. If a man has no heart in his exercise, he will not persist in it long enough to get its finest benefits.

In the gentle swinging motion above the wheel, there is nothing to disturb the muscular or nervous system once accustomed to it; indeed, it is the experience of most bicyclers that the motion is at first tranquillizing to the nerves, and eventually becomes a refreshing stimulus. The man who goes through ten hours' daily mental fret and worry will in an hour of pleasant road-riding throw off all its ill effects, and prepare himself for the effectual accomplishment of another day's brain-work. The steady and active employment of all of his muscles, until they are well heated and healthily tired, clears the blood from his brain, sharpens his appetite and insures him a night's refreshing sleep.

In propelling the wheel, all the flexor and extensor muscles of the legs are in active motion; while in balancing, the smaller muscles of the legs and feet and the prominent ones of the groin and thighs are brought into play. The wrist and arms are employed in steering, while the whole of the back, neck, and throat muscles are used in pulling up on the handles in a spurt. Thus the exertion is distributed more thoroughly over the whole body than in any other exercise. A tired feeling in any one part of the body is generally occasioned by a weakness caused by former disuse of the muscles located there, and this disappears as the rider becomes habituated to the new motions on the wheel. With an experienced bicycler the sensation of fatigue does not develop itself prominently in any one part of the body, but is so evenly adjusted as to be hardly noticeable.

The wretched habit of riding with the body inclined forward has produced an habitual bent attitude with several riders, and given rise to a prejudice against the sport itself, as producing a "bicycle back." Nearly all oarsmen have this form of back, and it has not proved detrimental; but it is ungainly, and the methods by which it is acquired on a bicycle are entirely unnecessary. Erect riding is more graceful, develops the chest, and adds an exercise to the muscles of the throat and chest that rowing has not.

The exposure to out-of-door air, the constant employment of the mind by the delight of changing scenery or agreeable companionship, add their contribution, and make bicycling, to those who have tried practically every other sport, the most enjoyable, healthful, useful exercise known.

Most bicyclers become sound, well-made, evenly balanced, healthy men, and bid fair to leave to their descendants some such heritage of health and vigor as descended from the hardy old Pilgrim Fathers to the men who made this country what it is.

THE FIRST AMERICAN BICYCLE TOUR.

IT is difficult to say where it began or where it ended, but it was a delightful four-days' experience. We had tried to start several times before, but for various reasons had failed either to agree upon an engagement, or to keep one when made. Finally, two of us agreed that on a certain Wednesday morning in August, 1879, we would be with our wheels at East Watertown station, a few miles west of Boston, at eight o'clock, prepared to be absent until the following Sunday, and that we would notify the rest to that effect: that was the programme, and all there was of it (except the condition that a start should be made at precisely the hour named, whoever was on hand), and so it happened that three of us formed a company,—the president of the Boston Bi. Club, the captain of the Massachusetts Bi. Club, and the secretary of the Massachusetts Bi. Club. That is what we were then, no matter who we are now.

Our comrades who had been invited were one way and another prevented from arriving at the time and place mentioned. One of us had ridden about nine miles, and the others lesser distances, to reach the point of departure. One rode a 48-inch Harvard, one a 54-inch Columbia, and the other a 50-inch Newton Challenge. On each was a *multum in parvo* bag, in which was packed a change of merinoes, a flannel shirt, a pair of stockings, a towel, handkerchiefs, and

the usual toilet indispensables, and a pair of shawl-straps. It afterwards appeared that in one of them there was a small flask of cordial, and in another several bunches of cigarettes; and in another several pages out of Osgood's Guide to New England, two or three maps, etc. Each machine had a cyclometer attached, and a tool bag containing oil can, wrench, lock and chain, a little cotton waste, and some string. Each of us carried a large whistle. As to costume, there was not uniformity. One wore a suit of brown flannel with pantaloons buttoned close at the bottom on the outside, and a loose top visor cap of the same material, with low shoes and cotton socks, the coat being a reefer jacket, and a brown flannel shirt worn underneath, with celluloid collar and brown tie. The other two wore long stockings, knee-breeches, cut-away coats and flannel shirts; shirts and stockings being of a brownish gray, and coats and breeches being of a snuffy brown. One wore a straw hat, and the other an immense ventilated felt helmet. The coats proved very serviceable evenings and mornings, but in the daytime were rolled and carried, either attached by a belt or shawl strap, so as to rest across the hips of the rider, or else, which was found to be a better way, strapped to the *multum* bag. One, however, persisted in winding his coat inside the driving wheel of his machine. So much for the outfit. It was the warmest part of the season, and our plan was not to go any fixed distance; the absence of a programme made it unnecessary to maintain any particular pace, or to take any particular direction, or to reach any particular point. We were free as the wind, and as indifferent as vagrants, plus a few dollars in pocket. We did not care to make a toil of our pleasure, and so we set out to stroll northward and eastward from Boston, as far as we found it convenient, and so as to return to our homes on the following Sunday. In general, however, our day's programme was to start early, between six and seven, after a light lunch,— usually an egg beaten in milk, a slice of bread, and a cup of coffee; to ride for two or three hours, and then stop for breakfast; then, after waiting awhile, to saunter along during the middle of the day, frequently sight-seeing or resting in some enjoyable place. After it became cooler, we would quicken our pace, and ride until supper-time. Then, after a bath and change of merinoes, we ate a hearty meal, enjoyed an hour or two of the evening, and retired for a good night's rest. These meals were supplemented, however, by frequent calls for milk at farm-houses, and either fruit from orchards passed or from fruit-stands atthe villages.

So we started from Watertown about eight o'clock, and after riding through Arlington and Medford, stopped at Malden for breakfast; and after a rest for digestion, rode leisurely through Saugus, Lynn, Peabody, Danvers, and North Beverly to Wenham, where we stopped for the night. The day had been full of pleasing scenes and agreeable incidents and conversation; most of the roads had been good, and our cyclometers registered about forty miles. Of course it was a stroll. It should be said that Wenham has no hotel. It is a charming little country town, with a bright little village, and to find hospitality in it was the question then presented. We were told that a certain Mr. N. usually entertained travellers; accordingly we halted before his mansion, and the president was delegated, as the most sedate and dignified, to go forward and make a favorable impression.

We met a repulse. Mr. N. was not at home. Mrs. N. evidently did n't exactly know what wheelmen were, but from their looks after a dusty day's ride, evidently took them to be a new species of the genus tramp; for when the dignified president addressed her blandly, whether we could be entertained, she curtly said we could n't. The president urged that he had been informed that travellers were usually entertained at the house, and that we were travellers a long distance; and that as it was now dark, we sought any hospitality that the village might afford. Still peering by the slightly opened door, she replied that she could n't entertain us. Could she take two of us? "No." One? "No," she could n't. Did she know where we could be entertained? "No," but we might at Ipswich. Now, Ipswich was several miles away, and had both a hotel and a jail; and which the woman had in mind as appropriate for our entertainment, we never knew. The prospect looked dark, and the evening was growing darker. The captain roused himself at this point, and said he would find a place; and the determination that shone in his face reassured the president and the secretary. House number one was a failure. House number two nearly ditto; for though the lady kindly offered to prepare us some supper, she could not provide us lodging. House number three was a grand success, for Mrs. C. found a place for us, and we were well provided for with comfortable rooms, stabling for our dusty steeds, and generous hospitality. We had our revenge upon Mr. N. One of our M. I. P. bags needed mending, and Mr. N. was the village harness-maker; so after supper we all went over to attend to the repairs. We found Mr. N. rather disconsolate, for he had more regard for either bicyclers or their money than his good wife, and was somewhat troubled at having lost three lodgers. He gave us the use of his shop, however; and while one of us was making the repairs, the secretary, seeking information, asked our friend about Wenham politics. The reply disclosed that we were in the presence of a champion of Gen. B., candidate for governor; accordingly we suggested some opposition sentiments to Mr. N., who at once began a vigorous defence of the general, in tones that brought about quite an assembly about the doors, and only the end of the repairs ended the discussion. We afterwards learned that Mr. N., and the politicians who were accustomed to assemble at his shop, were dubbed the "Western Senate."

The next morning, after our light luncheon, we were early in the saddle, and rode through Hamilton, Ipswich, and Rowley to Newburyport, eighteen miles, and then stopped for breakfast. The most of this day we spent in a visit to Amesbury, where we all enjoyed the kind hospitality of a sister of the president, and her husband. A shower hindered our afternoon start until after five o'clock, and then we had to struggle till dark with about ten miles of the worst road that a bicycle ever encountered; but it was almost the only poor road we met with. This was soon accomplished, and we found ourselves, just at dark, in a comfortable hotel in Hampton. Our evening bath, change of clothes, and supper made us in good spirits for the evening.

It was the height of the season, and the hotel was filled with summer guests bent upon having a good time. So we sat upon the broad piazza, and were entertained by their songs, dancing, and games, and some readings given by one of the young lady guests. A good night's rest and an early start the next morning were the order. Our ride this day proved to be the most delightful, as the scenery we passed through was as beautiful as might be found. Three miles brought us to "the broken lines of Hampton's shore," and our ride then was for miles in sight of the ocean, and the road led by fine farms and woods. We passed Hampton Beach, Little Boar's Head, and rode to Rye Beach, where we stopped for two or three hours.

In Whittier's "Tent on the Beach" in the poem "The Wreck of Rivermouth," is a very vivid picture of the scenery along that shore, that we so much enjoyed. Our stopping-place was at one of the large hotels at Rye Beach. After breakfast we went down to the shore at the bathing hour. The many enjoying the water tempted the captain and secretary to follow their example. The first plunge made our bones shake and our teeth chatter, as if we had jumped upon an iceberg. After a minute or two, we became a little used to it, and managed to have a swim of fifteen minutes, when we were glad to retreat. It is said that after being at the beach a few days and getting accustomed to the water, it is more enjoyable. The result was invigorating to us, but the treatment was decidedly heroic. After our return to the hotel we mounted our iron steeds and started again. Ten miles of good road brought us to Portsmouth. Now we found our bicycles were more of a novelty. We were obliged to exercise more care in the passing horses. Wherever we halted we were made the centre of a curious crowd who fairly deluged us with questions. At one place, a seedy individual pulled out a rule from his pocket, measured the

wheels and cranks, and went through quite a speech to the bystanders. One of us approached and asked him if he understood the machine. "Oh, yes," said he, "but I 'm trying to splanify to these wooden-heads."

From Portsmouth we took the road to Dover, which led along the beautiful valley of the Cocheco. The first few miles were ascending, and when we reached the summit there lay spread before us a wonderful panorama of mountain, river, forest, fields, and villages. On this road we crossed the river by a toll-bridge, and when we approached the gate the keeper gazed at us with eyes and mouth wide open, struck with astonishment. Only when we asked, "How much," did he recover his speech, but he could only answer, as he gazed at his schedule of rates: "By G—, I have n't got you on my list." The captain closed a bargain with him, and we were passed as foot passengers. The secretary had a slight *contretemps* upon this road; he was riding in advance when we overtook a carriage driven by a lady. He cautiously advanced and inquired, "Is your horse afraid, madam?" The reply was, "Why, how do you do, Mr. S.?" His response was a *salaam* more lowly than ever greeted an Eastern prince, for just then his machine went into a sand hole, and he took a "header." This road of eleven or twelve miles from Portsmouth to Dover is one of the most picturesque and enjoyable, and will repay riding a long distance to find. At Dover the captain and secretary stopped for the night, while the other went on a few miles to Rochester, returning the next morning in the beginning of a rain, which proved to be continuous and drenching. This was Saturday, and we took the morning train along as far as Biddeford, where we again took the road and rode in the twin villages of Saco and Biddeford, until we found the genial Mr. F., who took his wheel and escorted us to a dinner.

We met two or three others who were wheelmen, but not mounted; and our recollection of Mr. F., with his graceful and easy mount, and a Japanese umbrella spread above his head, and held by socket on the head of his machine, for a shade in the sunshine and a shelter in the rain, is very vivid. The roads from Biddeford to Portland are only fair, being mostly of a sandy nature; and the streets of Portland in a rain-storm are not conducive to enjoyment, when paraded with a bicycle and a multum bag. But we made the steamer that Saturday evening, got dry ourselves by drying our machines, and had a night ride to Boston.

It was very quiet as we rode up from the wharf over the Belgium pavements in the early Sunday morning, and looked in vain for any open door where any cup of coffee might be obtained. The greatest speed of the four days was made by the captain on the Back Bay streets, in pursuit of a milk wagon, which, when overtaken, furnished the wherewith to drink our parting healths, and we dispersed to our homes in the suburbs, for the usual brown bread and beans.

We met, scarcely acquainted; and we parted, made fast friends by this delightful tour. Our enthusiasm for bicycling was greatly increased from what we had learned by our own experience of the capability of the machine for a pleasure trip.

There were three other things we learned, or became more completely satisfied of, which may be worth adding, namely: That it is not only practicable, but enjoyable to ride on the bicycle away on the country roads, as you find them in at least three of the New England States: and you may start with your wheel just as you would with a horse and buggy to go anywhere, without misgivings.

That until one has roamed for a two or three days' excursion, and learned the varieties of travel and the art of meeting them, he is not an accomplished wheelman. One almost invariable returns from such an experience a better rider and a better companion.

That the bicycle affords the most economical conveyance with which to take a vacation travel. It actually cost us for the four days and four nights, taking sometimes entertainment at high-price hotels, taking some car fare, steamboat travel, and all the incidents, $11.50 apiece. We are satisfied that men may travel for weeks in New England on wheel, comfortably and delightfully, on an average expense of $2.50 per day each; and at the same time, see more and recuperate more and enjoy more than in any amount of railroading, or other conventional modes of passing vacations. If you can have a week, or two days, or a month off, take it on wheel, with a good companion or two.

BI-WROTE.

THE EXTREME OF PRUDENCE.

Editor Bicycling World:—The favorite topic of conversation among bicyclers now is the desirability, if not the positive need, of a perfect form of safety bicycle. It is a very entertaining topic. There is in it the same opportunity for the employment of exhaustive speculation and ingenious invention that existed so many years in the untiring attempts to create mechanical perpetual motion; there is the same strange interest and utter uselessness in the character of both inventions. When the present form of a bicycle is proved to be unsafe, there will be an urgent need, and with it an urgent demand for the "safety"; but until then, the latter will serve only to gratify those abnormal tastes which would not be satisfied with a well-accepted, symmetrical form, even in a tricycle, or to be utilized by those who have more timidity than wheeling experience. I know that it conflicts with the best form of modern logic, to begin an argument with a statement; but I will venture to say that not one of the bicyclers who talks so profoundly upon the Facile, the Xtraordinary, the Club Safety, or the Otto, experiences any personal need for such a machine. Careful inquiry will reveal that their interest is only that of curiosity, or that it springs from a solicitude in behalf of some friend who is about to take up wheeling. Almost every skilled bicycler can, when turning over the leaves of his memory's log-book, find a record of a few disastrous headers which did him no harm, and yet which filled him with apprehension for others that may have to go through such an experience. At the time, he felt nothing more than a little mortification, or perhaps, if he received a bruise or two, regarded his punishment for carelessness about as seriously as he would a cut finger or a cold in the nose. But as time passes, and he becomes a careful and capable rider, he looks at his past headers through the magnifying glass of memory colored by imagination, begins to regard them as dangerous, and at last becomes nervous enough to talk seriously of safety bicycles.

Bicycling has, as every other sport has, an element of hazard in it, and if pursued recklessly may be attended with ill consequences; but experience has thus far shown that in it recklessness and daring can be carried to an extreme with less disastrous result than in any other form of sport. The art of riding, once acquired, places the control of the machine completely in the hands of the rider. To encounter danger, he must seek it. The man who rides day after day and month after month over miles of country roads, through crowded streets, upon slippery pavements, up and down steep hills, without any such fall as the "safety" assumes to obviate, should not feel that he must sacrifice speed, beauty, symmetry, lightness, strength, and durability in his machine, for the small additional element of safety he might gain on a lumbering Xtraordinary, or an ungainly Facile. The man who is about to learn to ride should know that a moderate amount of care in his early riding will provide for his safety quite as much as the monstrosities now in the market for that purpose; and that should he purchase one of the latter, he purchases with it a considerable additional weight to carry around with him, a grotesque contour of machine that will everywhere make him disagreeably conspicuous, a greatly increased friction to overcome, and a machine with less endurance coupled with a greater liability to get out of order.

ROLAIN.

ROADS, — FROM A BOSTON STANDPOINT.

In the BICYCLING WORLD of 25 February, page 252, "Whele" discourses very interestingly and suggestively, though somewhat despondently, on that, to bicyclers, most important subject, — roads; but it is of roads from a Brooklyn, N. Y., standpoint, which is doubtless a discouraging one.

Come to Boston, friend "Whele," and we will show you some New England roads not so far behind Old England's roads as to leave much to be desired. I doubt if we favored residents of Boston and vicinity, who ride the wheel, realize our advantages, and the hard lot of our fellow wheelmen in other sections; and had the original American bicyclers happened to be New-Yorkers or Brooklynites, instead of Bostonians and Brooklinciites, the introduction of the bicycle into any extended use in America would have been postponed several years.

It must require some pluck to be a wheelman in New York. Miles of cobble-stone — or other stone — between home and even decent roads; Park gates firmly barred against them; and the roads reached, one runs the gauntlet of suburban "small boys" and dogs and sights and sounds for miles, before the glorious country air and scenery are attained. Even after this struggle after a good time, the roads are not fine; I take it, to a Boston or English rider, they would be only "fair to middling."

No wonder that "Whele" fears that the wheel may not prove permanent, that "the bad roads will kill it yet," perhaps, for he looks at it as we all view things, from our own surroundings. No Boston rider of the wheel doubts for a moment the permanency of its use, for no Boston man is obliged to walk a quarter of a mile from his door before he can mount and ride, north, south, or west, for fifty miles or so, over dozens of magnificent roads, through charming scenery, and with never a thought of legal interference. Even the dirtiest small boy is more likely to give him a cheer than a sneer, and the horsemen give him his half of the road, with a pleasant word or kindly greeting. Here we do reach the "ideal bicycle use," as "Whele" says, — "you mount at your door, and ride whither and as far you want to go." It is probably safe to say that within reach of the Boston rider there are a thousand miles of road as good for bicycling as the best ten miles of road that any other city in the United States can furnish. And yet there are only about one thousand bicyclers in Boston and its suburbs! Can anybody tell why there are not ten thousand?

But I started to write of roads, and I have fallen to "blowing" for Boston. Pardon me, — we can't help it; it is born in us! but really, the Boston bicycler has the right to "blow." We may *possibly* not be ahead of all the rest of America in art, music, literature, business, and culture, but in roads we certainly are. And what is the result? What *will* be the result as the bicycle extends its sway over the land, — as it is bound to do?

Here I reach the economic feature of good roads, which, as "Whele" says, it is the duty of every bicycler to teach to the public. We must be apostles of good roads, not for our own use simply, but on the broad ground of political economy. We must remind the tax-payer that the highway tax, his share of which may be one dollar, will save him ten dollars in repairs or wear and tear to carriages and horses.

We must show that while the first cost of a good road is large, it costs less in a series of years to have good roads than it does to have poor ones. A poor road is like a poor bicycle: you may get it cheaply, but the repairs will swell its cost above that of the best.

After the L. A. W. has established the right of a bicycler to ride anywhere and everywhere that any vehicle can go, I hope to see it publishing tracts upon "The relation of good roads to the prosperity of a people," "Roads as an index of civilization," etc., for free distribution to city and town governments. Until then we must all keep preaching the gospel of good roads as conducive to good morals and good manners, and our influence is sure to be felt.

But there are indirect benefits from good roads, and it is these as affecting Boston which I wished to point out. It was my pleasure to meet in Milwaukee, last summer, some of the enthusiastic members of the Milwaukee Bi. Club; which is, by the way, one of the most flourishing and wide-awake clubs in the country. Talking of roads, a young member said, "The fame of Boston roads has reached us, and some of us are likely to decide upon entering your Institute of Technology rather than the Rensselaer Institute, for this very reason, we want to take our bicycles and enjoy the Boston roads"; and three Milwaukee young men are here pursuing their studies, who were largely influenced in their choice by our roads.

Harvard students have told me the same thing; and rival institutions of learning will soon find that not only must they have equally good professors, but equally good roads in their vicinity, if they wish to secure the most manly young men of the country.

And this is not all. At this moment a gentleman of wealth and culture, and an ardent bicycler, is seeking to buy a house in the vicinity of Boston, and bring his family from a neighboring State to take up his residence here, the great attraction being our Boston roads.

These are only illustrations that come under the observation of one person. There must be many such, and with the increase of bicycling interest they will become more frequent. Of course every student or person sojourning in a city makes a new customer for butcher and baker and tradesman, and tends to the prosperity of the place.

But I think that the roads of this country are better than they are supposed to be from the Brooklyn and New York standpoint. Correspondents of the bicycling press have warned the English wheelmen, who it is rumored are coming here, of the dreadful fate which awaits them on our roads; but witness the excursions of Messrs. Tolman and Doe, from Worcester to New York, of Mr. Parmenter and friend from Lima, O., to Boston, of Mr. Hausmann and friend from Washington, D. C., to Boston, not to mention others, as proofs of better roads than these writers would indicate.

I close this too long article with a little preachment on my old and favorite text. If you want good roads, *keep off the sidewalks*. What right have you to demand good roads if you don't use them, but the sidewalk? Use the roads, and use all the influence you possess to have them made better, and "more wheelmen will make better roads," and "better roads will make more wheelmen." The bicycle HAS "come to stay," — and the tricycle is coming. A. S. PARSONS.

A WINTER NIGHT'S REVERY.

VERSES BY MADELINE.

A WINTER night,
Solemn and sublime,
The moon full bright,
The stars sharp outlined.
So serene, and charmed
By the songs in mournful time,
The swinging trees, bare-armed,
Sing to the sighing wind.

There is a miserere
In these voices of the night;
And yet some spring-time fairy
Will cast on them a spell,
And turn their lusty roaring
To harmonies so bright,
That their great voices soaring
Will heaven's anthems swell.

There is a sad, sweet story
In this music weird and dreary:
A song of summer glory,
Past, to return no more;
Of verdant hills and meadows,
Bird songs that never weary;
Of brooks where dancing shadows
Mirror the sylvan shore.

A summer's day,
With flowers richly blooming;
The hours drone away
In soft, enchanting dreams.
Sweet grasses and blossomed trees
The heavy air perfuming;
While a southern gentle breeze
Ripples the idle streams.

And then refreshing eventide,
That choicest cycling hour,
When silently I glide
Through cooling wooded glades;
The vista of western clouds,
Which stately elms embower,
With richest golden light enshrouds
The sun which sinks and fades.

A sense of rest the earth o'erspreads,
And fills the world with blest content;
While in the sky a soft light sheds
From stars that one by one outsteal.
There cannot be too high a praise
Of such a time so happily spent;
Life centres in those halcyon days,
Those happy days a-wheel.

GLANCES ABROAD

COMMENCEMENT OF THE FRENCH RACING SEASON.

NOTWITHSTANDING the bad weather, a large crowd assembled on Sunday, 6th inst., at three o'clock in the afternoon, on the South Racing Ground at Perrache. Although the track was soaked from the rain of the preceding evening and the showers during the day, the races, organized by several Lyonnese amateurs, were exceedingly well led by M. Toguet Tenne and other skilful and elegant cyclists.

Contrary to the memorandum of the administrative council of the Lyons B. C., preventing its members taking part in racing in any form, it was noticed that ten of the members of this society were on the ground, showing their approbation in a pecuniary manner.

The following are the results of the racing: — 1*st Bicycle Race*, 20 rounds, exact distance 4,200 metres. Nine entries; five started. 1st prize (Centaur), in 8m. 30s, Centaur Co., Coventry (all plated); 2d (Bolide), in 8m. 31s., Sechehaye et Grenet, of Geneva; 3d (Fernand), in 9m. 25s., Fageot, of Lyons; 4th (Star), in 9m, 47s., Tissier, of Lyons. Spider, not classed. — 2*d, Tricycle Race*, 10 rounds, distance 2,100 metres. Six entries; three started. 1st prize (Centaur), 5m. 15s., Centaur Co.; 2d (Bolide), Centaur Co.; 3d (Fageot), machine with two guiding wheels. — The third race was to be on bicycles, but it did not take place, owing to the barriers being taken away before it commenced, when the track was invaded by the public, who were satisfied with what they had seen, and were very enthusiastic at the new mode of locomotion introduced by the tricycles. — *Cyclist.*

AFTER-DINNER SPEECHES.

Dear Wheel World: — May I ask you to insert the following in your valuable magazine? I have been lately to two or three club dinners, hoping to find some amusement there, and to indulge in a friendly chat with brother riders. But things are changed, and bicycle club dinners, instead of partaking somewhat of the free-and-easy element, and being "feasts of reason and flows of soul," have become stuck-up, starchy, and slow. Once on a time the toasts were few, the speeches short. Perhaps the secretary indulged for a few moments, or a popular officer convulsed his companions by some funny allusions to club events; but this was all. Nowadays, I am grieved to find all the *bonhomie* is gone. One man after another enters the room. In complete evening dress, starchy collar, etc., all complete, he sits primly at table, and works his way steadily through a *menu* of kickshaws, drinking a bottle or two of hock or champagne. Then, having dipped his dainty fingers in rose-water, he addresses himself to the business, for it is business, of the evening. The toast list — O Festivity, what crimes are committed in thy name! how bore after bore gets on his hind legs and reels off yard after yard of senseless platitudes, "Pleashaw, aw — aw, unexpected, aw — this evening, aw, the —— Bicycle Club, aw; prominent position, good fellows, aw, splendid riders, aw, popular racing men, aw, aw," and so on, for twenty minutes. Sometimes a little novelty is introduced by a row, otherwise the senseless speechifying game goes on. I do not deny for one moment that we have orators whom we are glad to hear; a succinct speech from a well-known man on some subject of general interest will always command attention, but I do object to the multiplicity of toasts. The officers are given, and then, seriatim, the captain, the sub. the Hon. secretary, the treasurer, and so on, *ad lib.* Then a new fad has crept in: the visitors used to have *one* spokesman; now a dozen respond, one after the other, each declaring that the former has taken the words out of his mouth. O Mr. Editor! please aid us, and let us try to eliminate this last phase of boredom and buncombe from the cycling world. No one cares twopence to know what Tom, Jack, or Harry think of the ladies, the army, or the church. Do they, now! eh? — *Correspondence Wheel World.*

BETTING with some men is like drinking, — an irresistible passion. And there are cunning, shrewd, calculating fellows who prey upon this passion, and in fact live by it, — lazy blackguards who never work, never produce anything, and perform no useful function whatsoever. The intrusion of these gentlemen at bicycle meetings has been the subject of comment lately, but without much effect. Suppose it be made the object of resentment. Let two or three good wheelmen, sound of wind and strong of limb, with well-shod extremities, take these gentry in hand, and I 'll bet, for the first time in my life, that very few professional bookmakers will venture to follow their calling on the bicycle path. It is only the difference of a letter, but the bookmaker does not like a too intimate acquaintance with a cyclist's bootmaker. "There 's nothing like leather," well tanned, and judiciously applied; and if protected by a little cold iron, so much the better. Like Hosea Biglow, I am a man of peace; but when I hear of betting fellows intruding themselves among young men at athletic gatherings, I feel the blood circulate in my finger tips and toe ends, and — but this will not do; I'm getting into a passion. — "CYCLOPS" in *Cycling.*

TRICYCLING. — The Finchley held their annual meeting on 23 December, when they re-elected all the officers. The secretary (Boverton Redwood) has sent us a nicely printed "Secretary's Report," into which we dip for the following extracts: "Since its establishment on 6 April, 1880, the club has steadily progressed, and now numbers thirty members, notwithstanding that the rule governing the election of candidates is of a stringent nature. The attendance at club runs has throughout the season borne a not unsatisfactory relation to the numerical strength of the club, though the counter attractions of the Finchley Lawn Tennis Club have at times exercised a marked effect. It remains to be seen whether the club runs can be continuously rendered attractive, or whether, on the other hand, the experience of the Finchley Tricycle Club will gradually assimilate to that of the majority of bicycle clubs. Several members have used their tricycles for touring purposes in different parts of England during the autumn, and have derived much enjoyment as well as benefit to health from this pleasant mode of travelling. Towards the close of the season the club appointed three representatives — viz., the president, the captain, and the secretary —to confer with a similar number of members of the London Tricycle Club, in reference to a contest for the amateur bicycling championship. — *Cycling.*

A MODEL CLUB MEETING.

THE meeting of the Classic Club, of Chelsea, was held at their palatial quarters, last evening, to consider the question of a club uniform, and other important issues; Mr. Deacon in the chair, Frank Bragg secretary, and Boots stenographer. The meeting was called to order promptly by Mr. Deacon, who then called upon the nearest man to take the chair while he made a few remarks on order. After an eloquent harangue of an hour and a half he returned, and Mr. Bernhardt got up and stated the object of the meeting. Mr. Bernhardt said: —

"You all understand, gentlemen, that we are to have a brief but calm deliberation upon the subject of a uniform, and that a few moments of serene and temperate discussion will dispose of the matter. The committee recommend for your adoption a uniform of sulphur yellow, trimmed with vermilion red."

Mr. Blush arose, and said in a constrained manner: —

"I-ah-I-ah think yellow is a-ah-a fine color, but as it is the Orangemen's color don't you think it would-ah-expose us to unkind remarks from Land Leaguers-ah, yes ah-don't you think it would-ah?"

Mr. Bernhardt remarked, sotto voice, that they had better "boycott" that objection.

Mr. Kicker then arose, and after looking a whole library at the president, said, gently: —

"I object to the heathenish Chinese color, and wonder at the ill taste of the committee in omitting a dragon chest-protector, and a serpentine liver-pad. I think that a quiet and refined color for the uniform would be a brick red with a mother-of-pearl fur collar, and Hamburg edgings around the knees of the trousers. I move an amendment to Mr. Bernhardt's motion in favor of this color."

President Deacon resigned the chair for a few moments to second the motion.

Kol Kron then arose, and after apologizing for interrupting the proper conduct of the meeting, stated that he was in favor of having four uniforms: one for parade, one for road use, one for a bathing suit, and one for a night dress.

President Deacon resigned the chair for a few moments to say that there might be added to these a green uniform, to have some influence on John Kelly and the Park Commissioners.

Mr. Knick O'Bocker moved a reconsideration of the previous question.

Mr. Ixion requested Knick to state in brief what *was* the previous question.

"The previous question is concerning the adoption of a red uniform."

"I object to red uniforms," said Mr. Kicker.

Mr. Deacon resigned the chair for a few moments to state that Mr. Kicker proposed a red uniform himself.

"I did not propose a red uniform," exclaimed the wrothy Kicker.

Mr. Deacon resigned the chair for a few moments to ask what he did propose.

"I submitted to the consideration of the assembled members the idea of a *brick* red uniform," said Mr. Kicker, triumphantly.

Mr. Deacon was squelched. He was heard to mutter, "I am exhaust. I can no more."

Mr. Rolain arose with great dignity, and said that the principal objection to the color was its strong resemblance to Mr. Kicker's complexion, and suggested that pure claret color would be more harmonious with the coloring of his proboscis, — of his frontispiece as it were.

Mr. Kicker arose with a heated look and said: —

"I consider that an insult, sir."

"*Anno Domini, pro bono publico, pax vobiscum, requiescat in pace*," quoth Juvenis.

"You 're another," shouted Kicker.

Juvenis pulled off one of his boots and held it up to Kicker's nose, causing the latter to faint immediately. Frank Bragg then arose and said, modestly: —

"But for me this club would not have been in existence [applause, and cries of 'go sit on yourself']. I have done more than any other man for bicycling in this country, and I [great applause] I [renewed applause] I [cries of 'go out in the back yard and throw stones at yourself'] I" — here a strongly scented embryonic chicken, thoroughly smashed over his face, induced him to abridge his speech.

At this juncture Knick O'Bocker stepped quietly forward, folded Juvenis up carefully, and used him during the rest of the meeting for a chair cushion, *à la* Peter Cooper.

During the calm deliberation that followed, some forty-five resolutions were laid on the table, and every member but one either laid on the floor or under the table. The *one* member was the fighting editor of the BICYCLING WORLD, who, plucking the chandelier out by the roots, dispersed the meeting *sine die*. We understand that while Knick O'Bocker was packing up his chair cushion to send it to President Bates, of Detroit, it was heard to squeak mournfully, "*O tempora! O mores!*" TWO CHROMOS.

IN the Union Athletic games at Music Hall, Boston, 26 March, there will be a representative team of bicyclers in the tug of war, and an exhibition of drill riding by one of the best trained clubs n the country.

UNION VELOCIPEDIQUE DE FRANCE.

4 RUE DE LA BARRE, DIEPPE, 21 Fevrier, 1881.

To the President of the L. A. W.: — On 6 February, 1881, a bicycle congress was held at Paris, at which the twelve following French bicycle clubs were represented by a delegate: Le Sport Velocipedique Parisien: Le Lyon Bicycle Club; Le Cercle Velocipedique de France; Le Veloce Club de Tournus; Le Velo Sport Parisien; Le Veloce Club de la Reole; Le British Residents Bicycle Club; Le Veloce Club de Mont di Dier; La Societe Velocipedique Rouennaise: Le Veloce Club de Saumur; Le Cosmopolite Veloce Club de Calais; Le Velocipede Club Dieppois. The object of this congress was to determine clearly and precisely the professional and amateur questions, and if it was necessary to institute a French bicycle union on the model of the L. A. W., — *i. e.*, a bicycle union and bicycle touring club amalgamated. The congress adopted this definition of a professional and of an amateur in France: A professional is one who, 1st, races for money; 2d, competes in a race where the amateur definition is not carried out; 3d, infringes in a foreign country (after the 6th of February) the rules of the bicycle union of that country; 4th, performs feats of skill in public, and for money; 5th, competes (after the 6th of February) with a professional, according to the preceding rules, except at a meeting specially sanctioned by the Union Velocipedique de France. An amateur is one who is not included in the above definitions. The congress judged it necessary for the good of bicycling in France, and for its advancement, that these rules should have no *retroactive effects* either on French bicyclists or bicyclists of any other nation at that moment domiciled in France. In the absence of any restrictive definition of an amateur, none of these bicyclists considered members professional for having competed either in France or elsewhere for money prizes. The opinion of the French bicycling world required this condition (*no retroactive effects*), and the congress thought fit to establish in France perfect equality to all competitors, and to give every one the option of being an amateur according to the new definition. Thus the Union Velocipedique de France has been established and its executive committee elected. I have the honor to bring these facts to your knowledge by order of the U. V. T., whose desire is that your amateurs may have the right of competing with theirs in France, and theirs, as such, be admitted in the United States to race with yours. The U. V. T. hopes this proposal will be accepted by you, as it asks in the interest of the sport a favor which it would not itself refuse in a similar case to a foreign representative body. Awaiting your reply, which I beg to send to M. Paul Devillers, president U. V. T., 36 Rue Monge, Paris,

I remain, dear sir, yours very truly,
Par ordré le Sécretaire de l'Union,
A. M. HOFFMANN,
Velocipede Club Dieppois.

CLUB RACING.

ALTHOUGH bicycle racing has been frowned upon by many devotees of the sport, it has a great deal to recommend it. It brings out the qualities of the rider and appeals to the sympathies of the public, and it shows the capabilities of the wheel, and brings it to the notice of a great mass of people who would not otherwise know much about bicycling.

A man who will not read of a tour, or a discussion of the relative merits of different makes of bicycles, will peruse an account of a contest between different riders. Papers which will not publish accounts of runs, or club dinners, will always print whatever they can learn in regard to a race. If races between individuals are of interest, if they create an enthusiasm among bicyclers, so much more so will inter-club races. Every man takes an interest and pride (or ought to) in his club, and will do all he can to sustain its reputation; while he might not desire to race for his own sake or his own honor, he would enter into a contest in which his club was pitted against another. A very good form of inter-club racing is to choose three men from each club, taking the average time of each team. This makes each contestant strive to do the best he can in order to reduce the record of his team. In regard to the distance, I think ten miles is sufficient, as it brings out both the speed and endurance of the riders, and does not require that amount of training which a race of twenty miles or more does. The club could have races among its members for the purpose of choosing the three who would represent the club with the greatest amount of honor.

As the number of races increases, so will the interest among its members. I feel certain that the club which adopts the plan of holding frequent races will be the club which will flourish the most.

It would be well for a club to have races of different distances, thus giving every man in the club a chance to ascertain for what distance he is most fitted. While a man may be good for one mile, he may make a poor showing for five or ten.

The hold which racing has taken in England among the amateurs is of itself sufficient to warrant any club in expending a good deal of its force in instituting races. Any club would be proud to have one of its members compete in the League championship, but they would want a fast rider; and the only way to secure this, and to ascertain who is capable of best representing the club, is to have plenty of races among the members, create a friendly rivalry, and thus bring out the qualities of each rider. When this is done, we will be able to show some records which will compare favorably with those of the English bicyclers.

LONDON W.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America, — clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 11 MARCH, 1881.

THE GRAND NATIONAL MEETING. — The breezy letter of "C. H. G.," from Highland Park, in which he hints of the warlike preparations of his society for the National contest at Brooklyn, is the first warning bugle-note for the gathering of the clans. Well done, Highland Park! We are rejoiced to find you to the fore as in other days. It was fitting that such a fine old club should sound the assembly. It was a short blast, but sharp, and like Tennyson's bugle song, the

> "Echoes roll from soul to soul
> And grow forever and forever!"

Only a little while and we will hear the din of preparation. Southerly winds and sunny weather, laughter of ladies, and the benign smile of big-faced targets, in places

> "Full of great trees
> And color of glad grass."

Every one will make bigger scores than ever before. There will be club contests, matches between individuals and between different societies; and then will come the Michigan State tourney, in which our good friend DeGraff will go down before some new star in the Michigan firmament of archers; and Mrs. Church will sigh sadly over the loss of the bright little bauble which she won so splendidly "a year ago"! We always knew that Apollo was a fickle god, smiling now upon one, now upon another of his followers; but for Diana to be so cruel is too bad, too bad!

Could n't expect anything better, though, of a goddess who killed poor Actæon for nothing!

And now, the skirmishing over, the knights and ladies are gathered together to the grand conflict — the Austerlitz — the Waterloo — the Armageddon of Archery! Only think of the "night before the battle"! The scenes in the great hotel! "Why, Hussey, old friend, how are you?" "Weston and Kyle and Hall, as I live!" "Glad to see you, Peddinghaus!" "Sidway and Walworth, how much good it does one to meet you again!" See! yonder comes Major Constable! Ah, what a powerful grip in his good right hand! And here come Burnham and Wilkinson and Horsman and Hoyt! "Hands all round! Come, let us look up Hyatt and Willard, — I see they have registered, — and we 'll take Harry Wright and Adam Gray along with us. Upson, my dear fellow, how do you do?"

Here we stop to shake hands with that big-hearted archer, Henry C. Carver, and as the crowd becomes more dense, we are unable to proceed, and subside in an ecstasy of unadulterated bliss.

And the next day! Ah me! Like Swinburne's ecstatic thought of the advent of his ideal love, "Both lips grow dry with dreams of it."

W. H. T.

ARCHERY FROM AN EASY CHAIR.

I HAVE been dozing in my chair for nearly a year, but writers in the ARCHERY FIELD have waked me up, and I would like to talk to them on several subjects before settling down for "a little more sleep." The "racket" that most disturbed my slumbers was this "ghost" of "Banquo" that "will not down," — in other words, the determination of a few archers to change the manner of scoring. I wish to put myself on record as one opposed — "first, last, and all the time" — to the proposed change, for the following reasons: —

1st. The history of archery, so far as we have any, is written in the 1 to 9 language, which is as easy to understand and not more cumbersome than any other combination of figures.

2d. Archery is not one of the exact sciences: to make it so (were that possible) would divest it of its greatest charm; but if our present mode of scoring is really too far from the truth, our consciences not able to bear the strain, then some plan should be put forward that would partially remedy the evil instead of adding to it.

3d. I am opposed, on general principles, to changing that which has been handed down to us by those grand old archers of the past, who, through long lives devoted to the noble pastime, found no fault with the present mode of scoring, never doubting when they missed the target that it was a poor shot.

4th. I am opposed to infants teaching their grandmothers. We are young in archery, and have not conquered the rudiments yet. When we can equal the scores left us by the "heroes of a hundred tournaments," we shall be much older than we are now, and let us hope wiser.

Suppose we grind the hieroglyphics from the venerable face of the Obelisk and have it recut in more modern characters; or insist on the Sphinx sporting a stovepipe hat and a paper shirt-collar; or — well, let us drop the subject.

During one of my waking moments, unless I dreamed, I heard several archers discoursing of bows, and I learned by patient listening that each archer had a bow made from the only suitable material, by the only reliable maker on earth. Now, so long as one holds that opinion he ought to be happy, and probably will be, so long as he is content with *holding* it; but when he begins to lay his favorite bow over the head and shoulders of some less fortunate brother, who dares to be happy in the possession of some less aristocratic brand of bow, and perhaps (oh, horrid thought!) American-made at that, is it any wonder that there is "music in the air"? For those who loose on the draw, no doubt a fine yew bow, by any good maker, is the best — until it breaks. Of course there are bows that will last longer and stand more hard usage than a self yew, or a yew-back yew; the latter however, being softer of pull, with less, recoil, and *possibly* may cast farther, but this I doubt. I have seen a statement that a fine yew bow owned in this country has shot six thousand arrows. That speaks well for its staying powers. However, there is a bow with which I am acquainted that has shot over eighteen thousand arrows within the past year, and casts as sharp to-day, apparently, as when first strung up.

I respect that bow for its intrinsic merit: not because a certain name is stamped on it, not because it was imported, or because it was n't, not because it was seasoned five years or because it was made up green; but because it has shown itself to be "a stalwart among weaklings." This is not the best bow in the world, — it is only one of the many good ones, and will no doubt be heard from again in time.

I have learned among other things that archers are trying to keep Ford's memory green by drawing, aiming, loosing, and hitting the target in the manner practised by that incomparable archer. To those that can do this, even in a mod-

ified form, I feel like taking off my hat; for after long and patient practice I have had to modify to that extent (especially as to hitting) that I fear there is but little of "Ford's style" left. I am compelled to draw the arrow to the head before aiming, instead of making the pause during the draw, aiming and loosing on the completion of the draw.

In this respect I have to do just what Mr. Will H. Thompson says he cannot do, but with any other method I can get no uniform results. Mr. Thompson's arrows fly with so flat a trajectory, or he holds his right hand so low, that he aims twenty feet short of the target at sixty yards, while, I am sorry to say, I have to aim from two to six feet over the target at the same distance. I have tried to change the draw so as to remedy this, but have been driven back to the old method by the wild results. This fault is not so hard on my 60-yard shooting as at the 80 and 100 yard ranges, at both of which distances the target is invisible. I have one trouble that no archer has spoken of, that I remember, all seeming to carry the idea that they aim directly over, on, or under the gold, except in case of wind. Not one in three of my arrows can be so aimed with any prospect of hitting. Not over one out of five of any arrows I have been able to get hold of will make a line shot if held in line, the greater number flying from one to five feet to the left in sixty yards. I have this to contend with, and nothing can be done except to learn the variation of each arrow and make its own individual allowance, which, with all other allowances, makes the result rather problematical. I would be very glad to learn whether other archers are more fortunate in this respect than I am. Those who profess to give us the science of the complex action of the string and bow on the arrow say the tendency to fly to the left is counteracted by the tendency to fly to the right, and between the two the arrow will make a line shot. As I find it so only in exceptional cases, I would like to know whether other archers' arrows get bewildered in this way.

LOCKSLEY.

ARCHERY.

THE Executive Committee of the National Archery Association of the United States is now in session at the office of the Corresponding Secretary, Mr. G. F. E. PEARSALL, No. 298 Fulton street, Brooklyn, prepared to receive applications from archery clubs in any State of the Union, for admission into the National Association.

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary. — *Com.*

STORAGE FOR TRICYCLES.

Editor Bicycling World: — I have an idea, and like the old lady who found a missing sixpence, and called in all her neighbors to congratulate her, I wish to lay it before the court of public opinion and the chief judge of manufacturers' pockets.

How many young men of the suburbs do business in the Hub "bi."-less, the Lord only knows. I know of one, at all events. Not from any lack of *go* do these sad wayfarers plod along the streets in silent anathematization of horse-cars and balky horses, when time is precious and fleeing fast away, and awful ghosts of a cut salary loom in the near future.

Many a man would mount a "tri." and travel back and forth in the cool morning and evening air, gaining strength and laying up stores of wisdom and happiness to and from his daily work, but for one great hindrance. What shall he do with his horse?

A tricycle won't go comfortably into a three-by-four closet, especially when you have n't the closet. You cannot hang it up on a hat-rack, nor stand it up in the corner with the brooms, particularly when you happen to be a three-by-four clerk, and starting in life, not the proprietor and monarch of all you survey.

Now it has been said, time out of mind, that the thing is a practical road machine. So it is. Given a place to put it in, and a suburb man can lay by for his tin saving bank ten cents a day at the least on his car fares for rather more than half the year, and perhaps some weeks out of the other half.

That is a pretty high rate of interest on the first outlay, as any one may figure out for himself, and this is *practical;* not sentimental saving of half-hours, which is of course money, but the money itself. No objection to the half-hours being counted as well; but I am confining myself strictly to the *tangible.*

But right here the hydra sticks his head in, when you are looking for a resting-place for your beloved, with the infernal question, "What are you going to do about it?"

That 's the aggravation. You can do nothing. All your "*figgers*" have come to naught, and your *practical* machine became a luxury for holidays and after-tea exercise, and your tin bank is busted.

I can see but one remedy. If some one else can do better, let him speak.

Hire a hall. Or better, let some enterprising manufacturer do it, in the centre of the business part; all that is needed is a large room. It can be a back room all well as any other, and cheaper accordingly. Let our "Peggys" be stabled there, with an appropriate celestial hostler to dust, etc., and have a system of checks for safety. Let a nominal sum be charged, enough to pay the rent, but not enough to eat up the proposed interest to be gained. If done by a manufacturer, he would be reimbursed by the gain to his business, and he might have a salesroom adjoining, and under that head should be in a position even to offer a premium to tenants. If he doubts the success of the enterprise, as to the number of young men desirous of such an arrangement, let him open a subscription list; and he can then judge by the number of applicants, if it is properly advertised in the daily papers, whether there are enough to make it pay.

How many do you think would not jump at the chance to enjoy a morning spin, with the feeling that they are not taking money for their own pleasure away from those at home, perhaps dependent on their exertions for their daily bread? How many more who would refrain, knowing that on the contrary, they were actually saving from their slender salary?

The 'cycle, whether bi. or tri., must prove itself, before these can venture their money; not from mercenary thoughts, has absolute necessity. I trust no one will say that "if they can't afford it, they have no business to think of it. It is for the rich and upper-ten." I have too much faith in American spirit and self-respect for that.

PARK ST.

SOME TRICYCLES. II.

MORE than fifty years ago the French gave to a three-wheeled velocipede the name of "tricycle"; and the term has since had a pretty definite meaning. Not everything having three wheels is a tricycle A freight barrow is n't, for instance, or a three-pulley block, or a boy's velocipede having two rear wheels, or a toy cart. The original tricycle was a velocipede having two wheels on one axle, between which the driver sat on a seat, and one in front for a guiding wheel; having a socket head for the fork, and a tiller by which the rider steered with his hands, while with his feet, on treadles operating the two rear wheels, he propelled his carriage. But though one might say in general terms that a tricycle is a velocipede having three wheels on the ground, propelled by the feet and guided by the hands of a rider who sits between two of the wheels, and behind or before but not astride of the other, yet it is true, as observed in my last paper under this head, that there is great diversity in details of construction of tricycles. For instance, to refer to another English tricycle which has reached this market, the Challenge Tricycle No. 1, made by Singer & Co., of Coventry, has one driving wheel constructed just like a bicycle wheel (42-inch for ladies, and 46, 48, or 50-inch for gentlemen), with oppositely projecting cranks to its fixed axle, whereon instead of pedals are pivoted connecting rods to lever treadles. This driving wheel forms the rear of the machine, and is connected by a framework to two smaller wheels in front thirty-six inches apart, taking bearings in forks, above which are swivel heads, each with a short bent handle by which the rider, sitting immediately in front of the driving wheel and propelling with his feet on the treadle levers between these front wheels, steers with his hands. These two steering wheels are connected by jointed rods, and both turn at the same time and to the same extent; and they are also so held in the jointed frame that they may be adjusted inwards toward each other, and the plane of the driving wheel extended, until the width of the machine is but twenty-two inches. This "folding" of the machine to a narrower width is to enable it to be taken through any doorway. The weight and price of this tricycle are about the same as of the Excelsior or Harvard.

The same English firm also makes a "double tricycle," with two seats and two pairs of pedals, between two large driving wheels, and a small steering wheel in front. The pedals are on double cranked axles, and the power is converted and transmitted by toothed wheels and endless chains. It must be very jolly for a lady and gentleman, and costs but about one third more than the Challenge No. 2. This latter is a single tricycle, better in some respects than the No. 1, though less expensive; and I propose to describe it, with the aid of a cut, in a future paper. Meanwhile I may mention that the Pope Manufacturing Company furnish Singer & Co.'s machines for the American market, and that the Challenge Tricycle No. 2 is a lively competitor of the Harvard, which is provided by Cunningham & Co. It may also be noted in passing that Singer & Co. make an excellent alleged "hand tricycle" for those who cannot use the feet. But with all due respect for the makers I beg to say that a three-wheeled carriage constructed to be propelled by hand is not a *tricycle*, nor a velocipede either, properly speaking; it is a manumotive carriage, — a *voiture de malade.*

But that reminds me of an American device described in a circular sent me not long since. I ought to begin on American tricycles with something easy and simple, and lead up to the wonderful; but this "old arm rocking chair" movement combination manu-pedimotive vertibristering thirty-mile-an-hour *voiture de Giles* of Chicago is truly fascinating.

"The QUICK SPEED," says the circular, "is operated by the hands and feet, giving nearly double the power of that obtained in the bicycle." Well, as a man gets for power in the latter all he can weigh and lift and pull and kick, (that is about all the power a man has), it would seem that the Quick Speed, in "giving nearly double the power," imparts power to the rider, which *is* a novelty in mechanics. It has two 48-inch wheels in front, and a smaller one some distance behind them, swivelled and connected by a reach and framework bearing a seat between the forward wheels. The wheels are of wood, or of steel wire, as preferred, and the framework is of "cast steel." "The steering is effected easily and gracefully by a slight swaying of the body of the rider," especially pleasant and safe on a rough road or down grade, or at a high rate of speed! Another opportunity for "swaying of the body" is afforded by the method of propulsion. The forward axle is bent to form four cranks, two of which are operated by levers connected with a foot-bar or treadle, and two of which are connected by rods to the middle of two levers for the hands. If you push with the feet and pull with the hands at the same time, you come to a stop; if alternately, then you lean forward to operate the treadle, then lean backward to pull on the handles, and so on, doubling and straightening like a boy with acute stomach-ache. For narrow-gauge it is forty-five inches wide, but the usual width is same as that of a street-car track. But the "speed" is a remarkable part of it. Mr. Giles's circular runs almost as swiftly: "A good operator will readily ride it at the rate of thirty miles an hour; and even faster speed is said to have been made on smooth roads." Well, that is "quick speed!" — 24,720 backward and forward lunges an hour, or nearly seven belly-aches a second! — to say nothing of the "swaying movements" from side to side in steering! I should like to meet that "good operator." I should like to ask if the breeze was n't invigorating. Really, Mr. Giles, did you ever attempt to ride *anything* against a wind of thirty miles an hour, or to *stand* up, even, against such a gale?

If the Quick Speed is a blizzard for speed it is also a "high-low-jack-and-the game" for patented protection.

Mr. Giles says: "We have five patents on the Quick Speed of our own invention; but to protect ourselves *broadly* and perfectly, we bought up fifty-eight different patents from the inventors"; and further, "we claim that it is impossible to invent a three or four wheel vehicle, (to be operated by man-power), and that it is of great merit, without infringing upon one or more of our sixty-three patents."

It has been difficult for some time to invent anything new in these vehicles, so many have been built and described and patented in the last hundred years; and now it will be no use to invent, for Mr. Giles, with those sixty-three patents and a gait of thirty miles an hour, holds the field.

There are some others making an effort to meet the American demand for tricycles, however; and in a future paper I shall try to describe some of them.

C. E. P.

THE STANLEY BICYCLE AND TRICYCLE SHOW (ENGLAND).

Editor of Bicycling World and Archery Field: — A grand show of bicycles and tricycles (designated the Stanley) of the different makers in England was held in the Town Hall, Holborn, London, yesterday, and will be continued to-day and to-morrow.

The sight was pretty indeed. Some special features of the show were the exhibition of a "Dandy Horse," of 1825, or thereabouts, and a French machine of a very peculiar shape. Let those people that long for the olden days see the class of machine in use then, and compare with those now used; and if they be bicyclists, I think they will readily agree that the present is as good, if not a better age to live in than the past was.

Bicycles and tricycles of three hundred different kinds were exhibited, among the principal being found the following: —

Messrs. Hickling & Co., of London, — "London," "Timberlake," "Pilot," and "Berkshire." This firm is notorious for its *really* good machines.

Stanley & Sutton, of Coventry, show some well-finished "Meteors." Some machines, which I think are popular in America, called "Invincibles," were shown by the Surrey Machinist Company, of the Borough.

J. Stassen, whose machines are called after himself, showed some roadsters.

Goy, the well-known athletic outfitter, was well to the fore.

Gorton, of Wolverhampton, shows some cheap-rate machines which are good.

Hillman, Herbert & Cooper show some A 1 machines, notably their "D. H. F." (Double Hollow Forks), and too much cannot be said in favor of these machines.

It is impossible to particularize every machine; but among the remainder the following deserve mention: "Coventry," "Marriott," "Special Club," and a ladies' tricycle called, not inappropriately, the "Matrimony," made by J. Sparrow, of Brompton Road, London.

The executive and honorary secretary are deserving of great praise for the pains they must have taken to make the affair a success.

C. LOCKYER.

A WORD FOR THE TRICYCLE.

"WE are not quite sure what a 'tricycle' is, but are charmed to hear that Queen Victoria was lately so struck by the rapidity with which a lady was propelling one along the Ventnor Road, in the Isle of Wight, that she has ordered one of the same sort to Osborne for the good of the younger princesses. From this we may hazard the guess that the 'tricycle' is a bicycle with a side-saddle attachment; but whatever it may be in substance, we may be sure, from its name and the royal favor, that all good church and state men — and women — will quickly become persuaded that a 'tricycle' is what no well-ordered household can decorously be without."

The above is clipped from the editorial columns of the New York *Evening Post*, which has heretofore only grumbled, and sometimes most unbecomingly, at the bicycler. We find there is a great change in tone with the press generally, as the interest in the wheel is spreading so rapidly; and we do not doubt the prediction that erelong every "well-ordered household" will possess not only a tricycle, but a bicycle also.

R.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

CONSULS for League of American Wheelmen of West Pennsylvania: —

Pittsburg. — O. H. Allerton, Jr., East End Stock Yards, residence Hiland avenue, E. E.; Thomas L. Owen, Eliza Furnace, residence Hazelwood, 2d avenue; Charles E. Wilson, 49 5th avenue, residence Lawrenceville, 46th street.

Franklin. — David D. Grant, postmaster, residence 16th street.

Johnstown. — George W. Hamilton, Cambria Iron Company, residence 129 Lincoln street.

Williamsport. — Jo. Schneider, residence No. 32 Willow street.

Respectfully submitted,
E. I. WARING, *Director.*

A SPECIAL meeting of the Board of Officers L. A. W. has been called by President Pratt, to be held at eight o'clock P. M., on Saturday evening, 19 March, at 40 Providence street (B. and M. Bi. C. headquarters), in Boston. This will be an important meeting, as the question of where to hold the May Meet will be decided, and some other matters of interest will be transacted. This will probably make an April meeting unnecessary. All directors and officers who can possibly be there should be present, and those who cannot be there should correspond with the corresponding secretary before that date. It is expected that an adjournment may be taken that evening, if necessary, to the following day.

Per order,
A. S. PARSONS,
Corresponding Secretary.

DIRECTORS OF THE L. A. W. are earnestly desired to send in names of consuls as rapidly as possible. The season for riding is now at hand, and it is very essential that consuls be appointed and enter upon their duties at once.

BICYCLE CLUBS not now members of the League should give the matter early attention, and those that have joined should report new names at an early date.

THE SENTIMENT IN WASHINTON.

Mr. Editor: — I have just received a letter from the secretary of the Capital Bicycle Club, of Washington, D. C. It is so different in tone from that of "Rolain" in your issue of 25 February, that I beg leave to give its substance to your readers.

The club still think Washington a most desirable place for the Meet, but as so much opposition has been expressed, have determined to say no more about it. They prefer to give up rather than run any risk of injuring the League. This sentiment is strongly expressed.

As between New York and Boston they prefer the latter city for the next Meet, fearing that the long distance from the railroad stations to any possible meeting place, and the great inconvenience and expense of moving bicycles so far by hand or express wagons, would seriously affect the success of the meeting and parade. The club will, however, cheerfully submit to the decision of the majority, and do all it can for the benefit of the League.

My correspondent adds, that in Washington there is no question of city transportation of bicycles to be considered. Machines can be stored, if desired, close to either depot, and the procession could start from the same neighborhood, or from any central point, without the least inconvenience to riders. Parades can be made through all parts of the city, with no fear of rough riding or interference from business or other cause.

Last Friday the club had a run of fifteen miles in one hour and fifty-five minutes, with twenty-six machines in line.

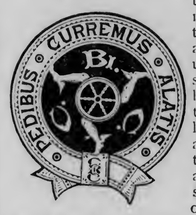
I think I know enough of the sentiment of the Arlington Club of Washington to assume that they would indorse the above sentiments with respect to the Meet, and will be found unselfish and loyal to the L. A. W., even if they do think Washington more desirable than New York for a place of meeting. H.

OUR next issue is upon the day appointed for the special meeting of the L. A. W. officers; writers upon the question of the Meet will therefore have but one more chance.

WHEEL CLUB DOINGS

CHICAGO NOTES.

AMONG the few trifles which tend to put a "gilt edge" on a bicycle club, I think the badge the most important. It serves to identify members with their "calling"; and if gotten up in elegant shape, and of handsome and tasty design, leads outsiders and the unattached to have a species of respect for the organization, of which this is the symbol.



I present herewith the badge of the Chicago Bi. C., the design of our esteemed honorary member, Edwin Lee Brown, Esq., the father of one of our 58-inch young men who help fill the active ranks. The badge is gotten up on a gold plate, with background of black enamel, and has just Latin enough to be ornamental as well as useful.

Would it not be an excellent plan for clubs to attach *fac-similes* of their badge to their machines? This could be done by the wax and acid process of etching, and would look very handsome. In this way the identity of machines, as well as riders, is readily established.

Bicycling in Chicago is three feet under snow, and therefore wheel matters are dull. The centre of attraction is now at Fairfield's, where a large invoice of elegant, all-bright, direct-spoke "Premiers" has just arrived from Coventry, among which many of our members will find their special orders, the result of a year's experience in wheelmanship.

It will be safe to say that by the opening of the season scarcely a member of the C. Bi. C. will be riding the same machine used last summer, and nearly all traces of the "greenness" incident to amateurdom will be effaced. This change is due in great measure to members getting wheels that were too small for them in the first place. There is also a disposition to get better machines, and I will also mention that there is a universal disgust for cone bearings. Inside of one year several of our members have changed machines three times, in each instance getting from one to two sizes larger; and one who started at the foot a year ago with a 46-inch is now towering aloft on a 54.

The worst misfortune that can befall a club is to have its members undersized. In fact, a man mounted on a bone-shaker of the most primitive pattern is infinitely more graceful than a badly undersized bicycler; yet it is only six months ago that I was persuading myself that my 50-inch was too large for me, and now I ride a 54-inch wheel with perfect comfort. The experience of the C. Bi. C. during the past season will redound to its benefit this year, and we will "company front" with a square, military trim, nearly every man with a maximum wheel, fitting like a glove, the average of which is now above 54 inches; and it is our captain's special lookout that prospective members shall not lower this showing.

STENO.

ÆOLUS CLUB. — The necessity of a second club in Worcester has been apparent for some time; but there has been no one willing to take the lead in establishing it. Recently, however, a half-dozen gentlemen resigned from the Worcester club and formed a new organization, called the Æolus Wheel Club. It was done with good feeling prevailing among all. The officers of the new club are: F. W. Blacker, president; Steve E. Green, vice-president; George H. Murray, secretary and treasurer; Theo. P. Brown, captain; Frank E. Estabrook, first lieutenant; George A. Bigelow, second lieutenant.

This club has already some fifteen members.

PHILADELPHIA Bi. C. — *Editor Bicycling World:* — At a stated meeting of the Philadelphia Bicycle Club, held 8 February, 1881, the following resolution was passed: —

Resolved, While the members of the Philadelphia Bicycle Club would prefer Washington as a place of meeting for the L. A. W. in May, 1881, they are of the opinion that the best interests of wheelmen would be served by holding the meet at New York, believing that a larger attendance could be had by meeting there; and that a copy of this resolution be forwarded to the League of American Wheelmen. Yours truly,

H. A. BLAKISTON, *Sec'y P. Bi. C.*
PHILADELPHIA, 13 February, 1881.

BOSTON Bi. CLUB. — At the two monthly meetings of this club, held on Monday evening 7th inst., there were two new members admitted, — Thomas H. Wakefield, Esq., and ——. Amendments to the by-laws were ratified, limiting the active membership of the club to 60 members, and raising the quarterly dues to $2.00. The uniform committee was authorized to contract for costumes.

THE HARVARD Bi. CLUB second annual dinner was held at Young's Hotel, on the evening of 7 March, and was very enjoyable and successful. It is indeed noticeable that these annual dinners of wheel clubs grow better and better in each succeeding year. The Harvard Bicycle Club has a present membership of 135, has a hall in which to keep up some winter practice, and is stronger in interest than it has ever been before. It will be heard of during the coming season in several ways. At this dinner, about thirty-five members participated, representing all the four academic classes, the Scientific School, and the Bussey Institute; a fine, manly company it was, and all in faultless evening dress, and in the best of humor. They gathered at 7.30, and at about eight o'clock began to peruse a dainty special bill of fare, and test its merits. There was an unturned plate for President Pratt, of the Boston Bi. C., L. A. W., etc., but no guest, until Mr. Pratt appeared shortly after nine o'clock. He was received with a double round of hearty Harvard cheers, and the warmth of his welcome was continued all through the evening, as he joined in the speaking; his references to inter-college contests and the need of this club in the League of American Wheelmen were heartily responded to. President Sturgis, Secretary Thorndike, Captain Taylor, Ex-Secretary Storer, and many others created much enthusiasm with their remarks. Toasts were eloquently responded to and wittily proposed, and the accomplished chorister and his musical confreres made much mirth, and added greatly to the enjoyment of the occasion with songs and choruses. Soon after twelve o'clock the gentlemen dispersed, and the other hundred who missed the opportunity will have to wait a year at least for another like it.



The "Indispensable"
BICYCLIST'S HANDBOOK for 1880.
BY HENRY STURMEY.
186 pages, fully illustrated. Paper covers. By mail, postpaid, 50 cents. Address
E. C. HODGES & CO.
40 Water Street . . . BOSTON MASS.

PHOTOGRAPHS
OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.
Every club should have one.
Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00 Address
E. C. HODGES & CO.,
40 Water Street, Boston.

DIRECTORY
OF
BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.
SAN FRANCISCO.
OSBORNE & ALEXANDER, 628 Market Street.

CONNECTICUT.
HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO. 98 Crown Street.

ILLINOIS.
CHICAGO.
JNO. M. FAIRFIELD, Cor. State and Van Buren Sts.

MASSACHUSETTS.
BOSTON.
CUNNINGHAM & CO. 6 and 8 Berkeley Street.
C. R. PERCIVAL, 96 Worcester Street.
THE POPE M'F'G. CO. 597 Washington Street.

MONTANA.
HELENA.
W. E. NORRIS.

NEW YORK.
NEW YORK.
WM. M. WRIGHT, 160 Fulton Street.
SCHUYLER & DUANE, 189 Broadway.

OHIO.
LIMA.
GALE SHERMAN.

PENNSYLVANIA.
PHILADELPHIA
H. B. HART, 813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY, Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.
PROVIDENCE.
CHAS. T. HANDY, Union Hall, 135 Broad Street.

HICKLING & CO.

PATENTEES OF THE CELEBRATED

Rack-and-Pinion Brake, Undetachable Tires, Etc.

MANUFACTURERS OF THE

"LONDON" { "One of the 'Gems of the Metropolis.'"—*The Indispensable*, 1880. "The whole machine is finely finished, and a splendid roadster, reliable, strong, and easy running."—*The Bazaar, December*, 1880.

"TIMBERLAKE" { "Sound, safe, reliable and handsome."—*The Indispensable*, 1880. "A thoroughly strong and trustworthy machine."—*Bicycles and Tricycles of the Year*, 1879-80. "The patent brake is very firm, and has enabled me to ride hills where others had to dismount or their Bicycles would have run away with them."—*Letter from Louis Sledge, Esq., Manhattan Bi. C., New York.*

"BERKSHIRE" { "A sound, strong, all-round machine."—*The Indispensable*, 1880. "The cheap yet trustworthy steed is the 'Berkshire.'"—*Wheel World, June*, 1880.

"TELESCOPIC TRICYCLE" { "Really a capital machine."—*Cycling, March*, 1880.

SPECIALTY FOR THE SEASON, 1881.

THE "PILOT" BICYCLE,

A high-class and highly finished machine of a different pattern from the "London" and "Timberlake," Ball Bearings to both wheels, broad hollow front and back forks, bent handles, *new spring with forward play and rubber bearings, etc., etc.* Descriptive Catalogue (containing Testimonials) free on application.

HICKLING & CO., { 30 Queen Victoria Street, 1 Moor Lane, Fore Street, Sun Court, Milton Street, } MAIDENHEAD . . . ENGLAND. . . . LONDON, E. C.

Agents, CUNNINGHAM & CO., 6 and 8 Berkeley Street, Boston.

VOLUME ONE, 1879-1880,

BICYCLING WORLD AND ARCHERY FIELD,

NOW READY,

In Handsome, Black Binding.

IT CONTAINS:

History of the League, Organization and Rules L. A. W., Rules for Clubs, B. T. C. Rules and Organism, Complete Club Directory, 1880, Brief History of Prominent Clubs, A full Account of the Amateur-Professional Difficulties, together with the decision defining an Amateur, Racing Records, Ladies' Bicycle Races, Descriptions of Bicycle Manufacture, Personal Interviews with Prominent Wheelmen, Instruction for Beginners, Articles on Wheeling on Ice, Effects of Bicycling on Health, The Visit of the English Professionals, and everything pertaining to Bicycling Literature of the Time.

SENT, POSTPAID, UPON RECEIPT OF PRICE, $3.00.

E. C. HODGES & CO. - - 40 Water Street, Boston, Mass.

WILLIAM M. WRIGHT,

P. O. BOX 1227.



No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.

BICYCLES

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T. and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM RIDING SCHOOL

1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

THE LARGEST RIDING SCHOOL IN THE STATE.

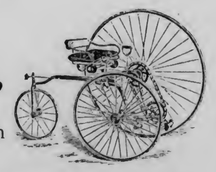
Open from 8 A. M. till 9 P. M., Sundays included.



CHARLES R. PERCIVAL,

IMPORTER

Bicycle and Tricycle Agent for all Makes of English and American Machines.



The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

AND

TYLER'S PAT. RUBBER HANDLES.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

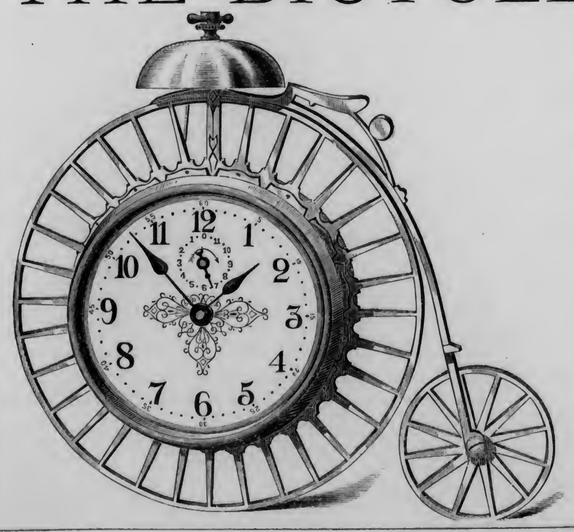
Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

THE LATEST NOVELTY IN THE BICYCLE WORLD,

THE BICYCLE CLOCK.



One Day, Lever, Time, Alarm,

MANUFACTURED *ONLY* BY

E.N. Welch Mfg. Co.

FOREST VILLE, CONN.

U.S.A.

WAREROOMS,

6 Warren St. . . New York.

69 Washington St., Chicago.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 19.

LOUIS HARRISON, Editor. E. C. HODGES & Co., Publishers. BOSTON, 18 MARCH, 1881. CHARLES E. PRATT, WILL H. THOMPSON, } Editorial Contributors.

VOL. II] CONTENTS [No. 19

Currente Calamo.
Editorial — BICYCLING WORLD 289
The Annual Gathering 291
A Tour in Europe 291
A Bicycle Exhibition in the United States . . 292
Glances Abroad 292
Winter Amusements 292
Bicycle Ride to the Pyramids . . . 293
Wheel Club Doings 293
Records — Kol Kron 294
The Hampton Court Meet 294
The League Meet 294
The Eleventh Hour 294
Washington 295
From New York State 295
Philadelphia 295
New Haven 296
Measurement and Simplicity *versus* Area (?) and Injustice 297
Archery in the White Mountains 299
New York and Spuyten Duyvel 299
L. A. W. 300
Portsmouth Notes 300
Brockton Bi. Club 301
No Slipping Tires 301

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENE. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

FOR SALE.

A 54-inch "LONDON" BICYCLE. Roller Bearings. A Good Roadster. Been run between 600 and 700 miles.

Address W. D. E., P. O. Box 3598, Boston, Mass.

CURRENTE CALAMO

FROM the notices in some of the daily papers one would be led to think, because the Park Commissioners have granted the freedom of Central Park to the L. A. W. for a parade, that the decision of the directors in favor of New York City is a foregone conclusion. This is by no means true, as the committee on location have strongly recommended Washington, and there is also a growing popular sentiment in favor of Boston. One or two dark horses have come to light, and may, in the absence of perfect agreement among the League officers, be of service as a means of friendly compromise.

THE addition of the accomplished archer and journalist, Mr. Will H. Thompson, to the editorial staff has been effected so quietly, that although his name has added to the cluster on our title-page, and his genial presence has brightened the gathering gloom of the Archery Department for several past issues, we have had very little evidence of a general recognition of the change. The archers seem, however, to be conscious of a transformation in the editorial tone, and will without doubt welcome as cordially as do we the presence of this best of bowmen, whose contributions to archery literature are always pointed and well aimed.

THERE is in prospect a delightful party to be given by one of the well-known Boston clubs, one that has already demonstrated its ability to entertain in the best of style, which will be looked forward to with pleasant anticipations by the invited guests. These social festivities do much to bind the bicyclers of a club together by associations that they do not meet with on the wheel. They are also very valuable in large cities as a means of making wheelmen well acquainted with each other, and what is better than all, of interesting the ladies in the "selfish pastime."

THE Pope Manufacturing Co. have recently received orders for bicycles from Havana, Cuba, from England, and even from far-off Honolulu. Their riding rink is filled with tyros all day long; and from the activity in their trade thus early in the season, it may be fairly inferred that the number of bicycles in use will be doubled, if not trebled, before the end of the year.

THE bicycles of Hickling & Co. excited a large share of attention at the recent Stanley Bicycle Club exhibition in England. The Pilot roadster, a light and rigid machine, with all the latest improvements, and a special feature in the shape of a new spring, with both a forward and a lateral play, received general praise. Their Timberlake and London machines are too well and favorably known to need mention, but it is worthy of remark that

WE MAKE

SPORTING GOODS

A SPECIALTY



And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G.W. SIMMONS & SON,

OAK HALL,

BOSTON - - - - MASS.

there was exhibited a London which had been ridden upwards of 8,000 miles, and was in remarkably fine condition.

THE Brockton Club men have had it. We have all had it, or have got to have it some time, for no one man will agree to wear a head-dress unbecoming to him simply because it is becoming to ninety-nine other men. There is, however, in this club, as in the Montreal Club, and in fact nearly three quarters of the bicycle clubs heard from, a unaminity of sentiment in favor of Boston for the League Meet.

THE conundrum nuisance is becoming almost unbearable. Yesterday a patient, sad-faced man waited outside of our sanctum door two hours and a half, while a man was trying to sell us a portable folding chair that could be carried on the backbone of a bicycle; and when the agent departed, covered with perspiration and profanity, the sad-faced man entered and sat down directly opposite us. After scribbling off a line or two of Calamo, we looked up with a resigned expression of inquiry, and found him staring at us fixedly, and indulging in a stony grin.

"Why," he began, and then the editor sank back in hopeless despair, "why are bicycle spokes like the ladies?"

"Because there are a great many fine ones around the Hub, and they are very much attached to attire, and — and — they hang on to the felloes. There, will that do for to-day?" And yet the ungrateful wretch went out with a scared, vacant look on his face, as if he was n't satisfied.

THE Corresponding Secretary, L. A. W., is certainly the hardest worked and the least thanked gentleman in the League. Nothing but the most persistent enthusiasm would carry any man through the arduous duties of the office, as there is attached to it abundance of responsibility, unending hard work, and very little compensation of either honor or thanks. The editor has had opportunity of reading many L. A. W. business letters, and is impressed that some of them, because of their discourteous tone to the *ever*-courteous secretary, are very discreditable to the writers. At present Secretary Parsons has added to the cares of private business and his official duties the pressure of severe illness in his family; and if his correspondents do not receive replies promptly, it will at least be considerate in them not to manifest impatience to him.

IT has been grossly and venomously insinuated that the editor's recollection of his speech at the Boston club dinner was so dim, that when cross-examined the next day at his room by a seductive reporter, he could only say, "For mercy's sake [or somebody else's sake] give me another wet towel. I seriously think that my head will soon explode." The falsity of such a statement is stamped on the face of it, for the speech had been carefully written out and rewritten thirteen times, and a full-dress rehearsal held before the mirror every day for several weeks previous; *and* upon the occasion of the reporter's visit, the thirteen copies of the speech, and the mirror, were both in the room. The speech was: —

"Mr. Pres'nt and Genlm [prolonged applause]. I am very happy t' see you on this suspicious occasion [some applause]. I 'sure you I had no intentions of delivering this speech when I wrote it [faint applause]. I did n't expect to be called upon when I came here, but I *will* say [great silence] I *will* say-ah [silence so intense that you could hear a gum drop] ah-ah—" and just here the speech faded gently away like some exquisite fairy rainbow before the steady rays of the sun, or like a bicycler's enthusiasm the day after his first road ride.

THERE is in preparation a very handsome pictorial number, in which there will be a full illustrated description of the most extensive bicycle manufacturing establishment in the world. Great care will be taken to secure an accurate and attractive account of the works, and no expense will be spared in producing the illustrations. News agents desiring extra copies should send their orders at once. There will be a very large edition, but the greater portion of it is already spoken for.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

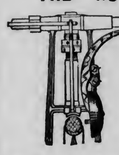
SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction:

IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

I have a few of my very nice

BICYCLES BICYCLES

for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.

A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

BICYCLE FOR SALE.

NICKEL Plated full, Hollow Fork, Ball Bearings, Double Thumb Brake, Harvard Pattern, Coventry. Good as new.

Price $85. Cost $130. 42-inch Wheel.

Address DR. H. G. APPLEBY.
18 W. Eagle St., BUFFALO, N. Y.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . . WOLVERHAMPTON, ENG.

ENGLISH BICYCLES & TRICYCLES.

LANE BROTHERS, Liverpool, Eng.

BICYCLE DEALERS,

Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to

A. T. LANE, P. O. Box 1196,
Orders cabled free. MONTREAL.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 18 MARCH, 1881.

THE ANNUAL GATHERING of bicyclers, under the management of the L. A. W. officers, is near at hand, and a location for the grand Meet will probably be fixed at a meeting of the League Directors this week. In the general discussion of the matter, three cities, Washington, Boston, and New York, have presented strong claims for this first celebration of the L. A. W. birthday; and so imperative have been the demands of these cities that a compromise "dark horse" will find very little favor. There is a strong attraction in the magnificent streets, the thorough provisions for comfort, and the generous welcome bicyclers would have in Washington. The public favor and protection bicyclers receive in Boston; the near presence of a majority of L. A. W. members and of a large number of other wheelmen, and the fact that bicycling interests at present centre in this city, are considerations which should have the careful attention of the L. A. W. officers: while, after all the general opposition to New York, the effect of a large procession of bicyclers upon so extensive a non-bicycling community may be thought the best result to be obtained by the Meet, and may decide the matter in favor of the metropolis.

Wherever the Meet is held, it is very desirable that there should be a full and complete attendance of L. A. W. members; and in the parade, all the neighboring riders, not members, should be allowed to participate. It is time now to show the public that bicycling is not a mania, an eccentric sport, with a few hundred devotees. It is time to show the large proportions which it is assuming, especially to the public in the West, which is in almost total ignorance of the development the pastime has received in the East. This occasion of the League Meet is certainly a golden opportunity for discovering the organization to those who have no knowledge of its existence, and of giving to outside bicyclers some practical evidence of its strength.

In almost every city where bicyclers have shown themselves amenable to law and discipline, there has been a growing public respect for them; and in many places they are not only accepted as an established fact, but are also regarded with great interest by a class of people whose respect is worth having.

Without public opinion in their favor, the League members will be subject to much unfair criticism, both from the people and the press; and the Meet may serve little better purpose than to advertise bicycling unfavorably.

Wherever the Meet is held, it is the duty of every bicycler who has any genuine fondness for the pastime to lend the encouragement of his presence, lay aside all personal prejudice, and to look, act, and ride his best. The matter is in good hands, and if the officers make a mistake in their choice of location, it must be remembered that every place has had a fair representation, and that the decision is as disinterested as all the L. A. W. work done has been. The distinguished bicyclers who have been building up the League organization have done a great deal of thankless labor, and should receive the generous support from the League they have so faithfully given it.

A TOUR IN EUROPE.

LAST summer, Mr. Maurice Espéron, a young man residing at Bordeaux, in France, made a remarkable journey on his bicycle from Bordeaux, through portions of Italy, France, Switzerland, and Germany, visiting a large number of places and cities that crowds of English and American tourists are ever visiting by the usual means of conveyance, — coach and boat and car, — to satisfy their sight-seeing propensities. His trip was made so hastily that he could not have devoted much time to cathedrals and museums; but the fact that he passed through so many interesting places in such quick time suggests the possible pleasures and delights of a bicycle trip, over the same ground, by a party devoting twice as much time to the excursion. Mr. Espéron left Bordeaux the 2d of August, and journeyed through Toulouse, Narbonne, Montpelier, and Nimes to Marseilles. He reached Genoa on the 12th, having passed through Toulon and Nice. Continuing his route, he passed through Pavia and Milan, by the lake of Como, through the very heart of Switzerland, into Austria for a little distance, then back into Switzerland. Leaving Vaduz 18 August, he wheeled along the shores of Lake Constance; then, entering the Grand Duchy of Baden, he followed the Rhine to Strasburg; and then, turning toward France, he passed through Nancy, and arrived at Paris 23 August. Here he was dined and wined by the members of the *Cercle Vélocipédique de France*, who held him for two days, and then gave him a send-off for Bordeaux, where he arrived the 29th.

Thus in less than thirty days Mr. Espéron accomplished a journey of probably not far from 1,500 miles. As he covered about 50 miles per day, he must have found excellent roads everywhere; and as the entire route is through charming country, and interesting, curious cities, one cannot imagine a more delightful vacation tour than this for a little party of bicyclers having two months' time to devote to it. The cities in Southern France, along the shores of the Mediterranean, are charmingly interesting, and the occasional orchards of oranges and lemons with their wealth of fragrant blossoms, and the many fertile gardens and thrifty vineyards, would doubtless prove particularly pleasing to any Americans who might attempt this tour.

Think of the novelty of riding on your wheel into that quaint, curious old city, Genoa, with its long lines of stately marble palaces, looking, perhaps, now, much as it did some hundreds of ago when Columbus, a visionary youth, strolled about its streets, dreaming of voyages to unknown lands. Pisa is hardly more than a good day's run from Genoa, so unless much pressed for time you could hardly resist the temptation to wheel down the shores of the Mediterranean, and take a look at the "Seventh Wonder" of the world,—the leaning tower,—and the other attractions of this city on the Arno.

At Milan rare delights would await you. You would see the rich tomb of San Carlo Borromeo, in the greatest of all marble cathedrals; would see Leonardo da Vinci's famous painting, "The Last Supper"; could sit in the beautiful arcade, built by the late King Victor Emmanuel, and flirt with the pretty, dark-eyed Italian girls, while eating an Italian ice, or sipping a glass of real *Chartreuse*

and smoking a long, rich, black cigarette, all to the time and tune of real Italian music. You would regret to leave a place like this even to visit the charming Lake of Como, where you would almost expect to be welcomed by some happy "Claude" and "Pauline"; but you could not tarry in even this lovely mountain retreat, for you would feel that your wheel must carry you on over the Alps, down through the wonderful Swiss valleys, amidst scenery unrivalled for grandeur and magnificence. How your blood would tingle and bound as you sped along through this beautiful country, breathing the invigorating air fresh from the snowy Alpine heights; and what appetites the air and the exercise would provoke, and how delightful to stop at some little Swiss cottage, and be helped to bread and milk and honey by some pretty Swiss maid in dainty cap, short sleeves, and black bodice!

Leaving Switzerland, you would get a glimpse of life at the German watering-places; would stroll with the gay crowd in the garden and *kursaals*, where orchestras as fine as that of Theodore Thomas discourse sweet music daily; you would hobnob with Hans and Alphonse and Carlos, for all nationalities are there; would drink your beer and Rhine wine (unless you are a "Massachusetts Club" man), with a satisfaction never before known, and vow you never were so happy.

In that interesting Franco-German city, Strasburg, you would see the famous clock, and wonder why it is so famous, and you would climb to the top of the battered tower of the great cathedral and view the city from above; you would note the stupid-looking storks standing on one leg in their nests on the chimney-tops, and you would see much else amusing and instructive before turning your wheel toward France. From Strasburg you would journey through a pretty pastoral country, and if historically inclined, ruminate over the bloody scenes that have been enacted on these very peaceful-looking fields in times gone by.

Once in Paris, the "American's Heaven," the fascinations of the gay capital might well terminate your little trip.

We Americans can never enjoy such an excursion as this in our own country, for everything is lacking; but to those of our wheelmen who make an occasional trip to the Old World, a vast amount of enjoyment is in store if inclination starts them on a long European bicycle tour.

CARL.

A BICYCLE EXHIBITION IN THE UNITED STATES.

WE learn from the *Cyclist*, that the Stanley Bicycle Club, of London, early in its existence, "began holding those discussions on 'bags,' 'brakes,' and other kindred bicycling subjects," which tended much to make the club a prominent one.

In 1878 this club, for the first time, gave an exhibition of bicycles. This was so successful that it has been repeated annually ever since, and the last show of this kind has just passed, having taken place on 22, 23, and 24 February last. This undertaking of a single club has grown so in importance, and has become so popular, that it is looked forward to, among bicycle men, as one of the most important events of the year.

The leading manufacturers send their finest machines, both bicycles and tricycles, to be exhibited, and display, also, the vital parts dissected and exposed to view and criticism. The manufacturers of saddles, lamps, bags, uniforms, and other bicycling necessities send their wares for exhibition. In fact, everything pertaining to the bicycle and tricycle can be found at this annual display. The event is looked forward to with the greatest interest, and the manufacturers advertise, weeks in advance, that their wares will be found at the Stanley show. The new patterns of machines and novelties of the season here first come to light.

This is becoming more and more important. The manufacturers learn the taste and requirements of the public, and the public sees the latest productions of mechanical experts. The benefit is mutual, and tends to the development and perfection of the bicycle and of the appliances of bicycling.

With this view of the Stanley show, I beg leave to suggest that we have an exhibition of bicycles in the United States. It would gratify the curiosity of a very large number, and the desire for information of many who have no means of keeping abreast with the progress of the day.

Our manufacturers and importers could, I suppose, furnish a large variety of machines, including tricycles, and no doubt many riders who own fine machines would be willing to have them exhibited. As an individual, I know that I should be delighted to see a variety of lamps, bells, saddles, and other small wares, from which I could choose, in imagination, a perfect outfit. Even if I could not afford many such luxuries, I should know how to choose in future, or to answer my neighbor's queries on such subjects.

Women have more taste than men, and appreciate the beauty of a machine even which does not enter very much into their relations with the world. Would not such a display have some attraction for the gentler sex, and lead a few of them, possibly, to think of using the tricycle? At any rate, such an exhibition would certainly be graced by their presence and encouragement.

If such an exhibition can be brought about, it seems to me that the meet of the L. A. W. offers a most excellent occasion. The number of wheelmen there assembled would furnish an excellent body of spectators, and the show would, perhaps, draw some to the Meet who might not otherwise attend. At the same time, gentlemen having machines to exhibit might be more willing to bring them at such a time than any other.

There are many things to be considered and acted upon, in order to make this a success. We can hardly look for such a show as the Stanley, as we have nothing like the number of riders and makers to be found in England. In that country distances are so small that it is not a serious matter for a man to travel half its length; but here, under the most favorable and attractive conditions, we can never hope to get together any large number of riders from the extremely remote States.

The L. A. W. might take hold of this and make the exhibition a success by officially protecting it; or some energetic club, located at the place chosen for the Meet, could do it. Perhaps others may suggest still further means of providing for such a display. I do not attempt to solve the problem; I only suggest the idea, and hope others will take it up and throw more light upon it. H. M.

GLANCES ABROAD

WINTER AMUSEMENTS.

THE Canonbury Bicycle Club, to which belongs, if we remember rightly, the honor of initiating the "Danger Board" movement, have, we are happy to note, made another new departure from the somewhat monotonous lines hitherto followed by clubs in providing winter entertainment for members and their friends. We see one leading metropolitan club giving a successful ball, another bicycling institution astonishing the world of wheels by an admirably performed comedy, while three or four clubs have confined their efforts at winter entertainment to concerts so carefully prepared and thoroughly carried out as to be altogether above the ordinary mark of socials, and immeasurably beyond the monotonous and cloudy level of those entertainments known as "smokers." Recognizing the fact that the tendencies of "smokers" are not beneficial to the youngsters who form club majorities, the Canonbury committee has determined to show that an evening's amusement may be provided, which, while it perhaps does no more for the intellect than is accomplished by "beer and bacca" entertainments at public houses, is calculated to benefit bodily those who take part in it by inducing them to preserve that admirable physical state brought about by bicycling in the spring, summer, and autumn. This Assault-at-Arms business appears to be naturally allied to the wholesome sport of bicycling, and the wonder is that some other influential club has not ventured on the new road now taken by the Canonbury. We are pleased to see this attempt made to substitute for the eternal "smoker" a more manly entertainment, in which the youngest of our clubmen may take an active part with advantage. The proposed entertainment comes just at a time when some effort

of the kind is urgently required, and we know, by complaints which reach us week after week, that hundreds of riders, and friends of riders, would be glad to see the Canonbury lead followed by other clubs in the metropolis and elsewhere. It is very frequently remarked that in the winter months clubs seem only to exist for the benefit of the gentlemen at whose houses their sing-songs are held, and we are quite prepared to believe that the ordinary run of "smokers" are entertainments the reverse of elevating, mentally or physically. When, then, a club like the Canonbury ventures to set other clubs a good anti-"smoker" example by enlisting clubmen in an athletic class of winter entertainment, it is beginning for bicycling a good work, and ought to be certain of securing general support. — *Bicycling News.*

A BICYCLE RIDE TO THE PYRAMIDS.

MR. E. F. ROGERS writes us from Cairo, on the 4th inst., as follows: "I was much interested with the article on 'Cycling Missionaries' in your issue of the 19th ultimo, and wish, with you, that all those who may 'be called away to foreign lands' would carry their steeds and 'missionary influences' with them. I came out to this country in October last, and as I had bought a new 'Stanley' only two months before, I determined to bring it with me. I was rather disappointed at not finding other cyclists in this town, and at first did not use my machine at all. The news, however, soon spread that I had a bicycle with me, and several people came to see it and have it explained to them, and I at last took to riding short distances, in order to gratify their curiosity, the natives standing about the path and road watching me. Last week, however, I made up my mind to have a longer trial of the roads here than I had hitherto had; so, on Friday, at 8.45, started for the Pyramids. I found the roads very fair indeed, though in some places large stones protruded, which I had to avoid; and for the last mile I had to drag my machine through sand several inches deep. About half-way I was joined by some Arabs, who ran behind me the rest of the way. I arrived at 10.30, and — but I need not describe the ascent of Cheops and the demands for *backsheesh*, as they must be too well known to your readers. Suffice to say, I had a pleasant ride back in the cool of the afternoon. I think any 'cyclist coming here might well bring his 'wheel,' as, although the roads are not particularly good, they are at least ridable, and we have *no hills*." — *Cyclist.*

WHEEL CLUB DOINGS

BUFFALO BI. C. — The annual meeting of the Buffalo Bi. C. was held at headquarters on West Eagle street, last evening. It was one of the largest and most successful gatherings ever held by the organization. A number of new members were elected, and the roll now contains the names of forty active members, all young gentlemen and each the owner of a wheel. It is evident the club is in a very flourishing condition. During the winter months the members practise once a week indoors; and as soon as snow disappears and the roads are in condition, they will be seen spinning along the highways and byways daily, mornings and evenings. The new officers elected vie with each other in bicycling enthusiasm, and it is safe to say that they will maintain the high standard of the organization, stimulate the interest in the healthy sport, and increase the membership of the club the coming season. They are as follows: Edward M. Bell, president; James O. Munroe, secretary and treasurer; Dr. H. T. Appleby, captain; William P. Walker, sub-captain; George F. Chavel, Frank W. Caulkins, John B. Newman, and Frank F. Williams, club committee. — *Commercial Advertiser.*

THE ARLINGTON AND CAPITAL BI. C.s, of this city, took a short run together Saturday afternoon, through some of the principal streets. After the run the Arlington Club proceeded to the space in front of the Arlington Hotel and gave an exhibition drill in the presence of several of the distinguished guests, and were warmly applauded. — *Washington National Republican.*

MARLBORO' BI. C. — Secretary Ellis sends us word that the club is prospering, and that the prospects for the coming season are most favorable. At a recent meeting of the club, Lewis P. Frye was chosen captain, Geo. E. Whittaker sub-captain, and F. W. Ellis secretary and treasurer.

THE ROCKINGHAM BI. C., Portsmouth, N. H., is the fortunate possessor of a rink to drill in. The officers of the club are: President, L. W. Brewster; captain, C. A. Hazlett; secretary, C. F. Shillaber.

ESSEX BICYCLE CLUB. — The third annual meeting for the election of officers was held in the rooms at Newark, Monday evening, 7 March The following gentlemen were elected for the ensuing year: —

President, Walter J. Knight; vice-president, Edw. H. Snyder; secretary and treasurer, E. R. Bellman; captain, Llewellyn H. Johnson; senior sub-captain, A. C. Bedell; junior sub-captain, H. W. Knight; bugler, C. A. Knight; consul, H. W. Knight; committee, L. H. Johnson, chairman; J. Lafon, H. W. Knight, W. J. Smith, H. Douglas.

The question of a new uniform was discusssed, Mr. Lafon, the chairman of the committee on new uniform, submitting samples. It was found upon taking a vote, that the meeting was evenly divided on dark-blue and light-brown, — the Wanderers present not voting. Several ineffectual ballots having been taken, the matter was tabled.

At the close of the meeting, the president invited the club to participate in a supper, and the Essex Club were soon seated around a table so long and so heaped with good things that the president at one end and the captain at the other could only catch occasional glimpses of each other's auburn locks. A very jolly evening was passed, with toasts and songs, jokes and wheel reminiscences; and it was after twelve when, with three cheers and a "Royal" for Essex president, the assemblage broke up. S. X.

Editor Bicycling World: — THE NAIL CITY BI. CLUB, of Wheeling, W. Va., held its annual election on Thursday night, 3 March, and elected the following officers: Frank Stamm, president; T. A. Hoge, captain; and R. W. Hazlett, secretary and treasurer.

Although we have had no accessions to our ranks since organizing, our little seven have some extensive plans cut out for the coming season. Three or four of our members will make a two weeks' tour during the fore part of July, Cincinnati being the objective point. I notice in your columns an inquiry from Cincinnati in regard to roads, etc., between that city and Chicago. This is certainly a very sensible inquiry, and I trust will be a step toward a more general information on roads in our Western country. I would like very much to hear from our Ohio brethren, and more particularly Columbus, Springfield, Dayton, and Chillicothe. These towns will be on or near our line of march to Cincinnati. Would also like to know what our Cincinnati brother has to say about roads leading into Cincinnati from the direction of Columbus.

FORTY-SIX.

GRAND RAPIDS BI. CLUB. — *Editor Bicycling World:* — At the annual meeting of the Grand Rapids Bi. Club, the following officers were chosen for the ensuing year: President, Dr. J. C. Parker; vice-president, Charles H. Leonard; secretary and treasurer, Harry T. Stanton; captain, Edward P. Thayer; sub-captain, Harry C. Ellis; consul, Chas. E. Allen.

The club enters upon the new season with increased membership, and sufficient enthusiasm to make a *good time* certain. Six additional machines have been already ordered, including a variety of styles, — "Yale," "Club," "Special Columbia."

Several of the members are contemplating a tour down through Ohio and across Kentucky some time during the spring; and if half of what is said in praise of the roads and country through Kentucky is true, an excellent time can certainly be expected. How is it, Kentucky wheelmen? RAPID.

MONTREAL BICYCLE CLUB. — *Editor Bicycling World:* — Knowing what a kind interest you take in the prosperity of all bicycle clubs, I am sure you will be glad to hear that we have carried through an arrangement which will probably give us the finest headquarters of any "wheel" club in the world.

By increasing our subscription to $10 per annum, and pooling our funds with those of the Montreal Lacrosse and Snow-Shoe Clubs, we have all become members

of an organization formed by those two and our own club, the headquarters being the Montreal Gymnasium, on Mansfield street. This building contains, in addition to the gymnasium proper (which is, I believe, as well appointed as any on this continent), a large billiard-room, shooting-gallery, bowling-alley, library, and chess-room, and smoking and club rooms, nicely furnished with piano, etc.

In addition, we have the use of the cinder-path on the Montreal Lacrosse Grounds, which makes a first-class riding-school.

Of course this arrangement has largely increased our membership, all members of the association being members of each individual club; our active list will consequently be in very small proportion to the total, which will, I think, reach something like three hundred; still we live in the hope of converting not a few of these to the worship of the 'cycle.

THE CLUB DAWG.

P. S. — When the League Meet is held in Boston, count us in.

RECORDS

KOL KRON'S RECORD.

To the Editor of the Bicycling World: — My first ride in 1880 was on Monday, 19 April, when I went out to Orange and accomplished 21 miles; my fifty-eighth and last was on Thursday, 16 December, when I rode 23 miles in the upper part of the city. Between the start and finish thus named my cyclometer registered 1,474 1-4 miles, say an average of 26 1-3 for each day I got astride the wheel. In 1879, I rode 742 miles on 47 different days between May and December, or an average of not quite 16 miles a day.

My shortest ride last year was 3 1-2 miles, at Newport on that rainy May Sunday; my longest was 73 miles, on Friday, 17 September, when I started at a farm-house about 20 miles beyond Buffalo, and finished at the hotel in Erie, Pa. On the previous day I had ridden from Niagara Falls, 38 miles, and on the following day I went to Ashtabula, O., 45 miles, making 156 miles for the three successive days.

The above-described was the best record of my vacation jaunt of 495 miles, beginning on the tow-path at Schenectady, on Monday, 6 September, and ending here at Washington square, eighteen days later. This was an averge of 33 miles, for on three days I did not mount. My shortest record was 8 1-2 miles, made on my afternoon at Niagara, where I found very good fun in spinning back and forth across the suspension bridges.

Previous to this tour, my longest ride without a dismount had been 14 miles, in two hours, on the New York boulevards, 14 August. From Niagara I went without stop, 16 1-2 miles, in two and a half hours; and but for a mistake in judgment at Black Rock, where I took to the side-walk after crossing the canal instead of continuing in the rough roadway a few rods farther and then taking the street to the right, I might easily have kept the saddle till I got to the City Hall, in Buffalo, 20 miles. The wind was against me, and the clay road was far from smooth; but there were few inclines to contend against, and no teams to force me from the track.

At Orange, on 22 November, I rode two hours and twenty minutes, when I had to dismount on account of the arrival of the time at which I had agreed to take lunch with a friend. The distance was just 20 miles, and it remains my longest ride to date. In the afternoon of that day I did 23 miles more, making the tenth and last time in 1880 when I rode as many as 40 miles in a day. On 9 December I rode the length of Fifth avenue, from Washington square to Ninety-sixth street, without stop, though the pavement of the first 2 1-2 miles is of square stones, not very smoothly laid, and there are half a dozen lines of car tracks to be crossed. In 1879 I could hardly have done such a thing.

My swiftest and pleasantest day's ride of the season was on 20 September, Erie to Dunkirk, 47 miles, which I made in seven hours and a half, with about two hours' stops on the way. The wind was at my back, and the road in perfect shape, whereas I had the wind against me all the day of my 73-mile ride on the same track *towards* Erie. On the return spin, my hour's ride ending at Westfield covered 11 1-8 miles, just 6 miles being done in the last half hour, — for a horse caused one brief dismount. This is by far the fastest hour's ride I ever yet took, for 8 miles an hour is unusually good going for me, on my 46-inch. An expert bicycler on a big wheel could have whizzed along my road that day at a really marvellous pace.

The last four days of my trip were from Binghamton to Great Bend, 17 miles; Port Jervis to Delaware Water Gap, 41 miles; thence to Stanhope, 30 miles; and thence home to Washington square, 53 miles. This gives an average of a little over 37 miles for the five successive days between Erie and New York; and a good deal of walking had to be done on those last two days among the Jersey hills.

My last summer's rides, "Through Long Island," and "From Springfield to Meriden," have been described in detail in previous issues of the BICYCLING WORLD; and I have been hoping for months past to prepare for the same a full report of the roads encountered in my long autumn tour. Such a report might appropriately precede the present summary; but as it still remains to be written, and as I am about to begin my third season's wheeling by trying the Washington pavements on Inauguration day, and as all the other wheelmen are rushing in to you with their records, I sadly realize that unless I want to "get left," I must send you my summary now. So here you have it. KOL KRON.

WASHINGTON SQUARE, N. Y., 23 February, 1881.

THE HAMPTON COURT MEET.

To the Editor of the Bicycling World: A meeting of the representatives of the principal bicycling clubs was held at the Guildhall Tavern, Gresham street, London, on Thursday evening, 25 February, to consider the question of the Hampton Court monster meeting: whether it should be held as in former years.

This meeting of bicyclists is undoubtedly the largest annual one of the world.

Mr. Beningfield, of the Pickwick Bi. Club, was in the chair, and stated that there were only two clubs that expressed a desire for the abandoning of the Meet, these being the West Kent and London Wanderers.

It was therefore decided, by an overwhelming majority, that the meeting be held as usual.

Propositions were made to the effect that a limited number of each club should be represented, and also to debar unattached riders from taking part, but both were unsuccessful.

It was also decided, after a deal of discussion, that Saturday, 14 May, should be the date, and the time fixed for the formation of the procession as 5.30 o'clock, and that as usual it be held at Hampton Court.

Mr. S. Fussell, Pickwick Bi. Club, was elected Hon. Secretary unanimously.

The committee was formed, the following being elected: —

Messrs. J.W. Beningfield, "Pickwick"; C. Crute, "Sutton"; W. P. English, "Canonbury"; Chapman, "Temple"; Hamilton, "Druids"; Cook, "Lombard"; W. Sargent, "Metropolitan"; Sallinger, "1 Zingari"; J. C. Budd, "Surrey"; W. S. Britten, "Clarence"; C. J. Fox, "A. Surrey"; F. H. Lacey, "Kent"; R. Jourdon, "Belgrave"; Leslie, "London Scottish."

Just before ten o'clock the result was made known, and generally approved of, and with the usual vote of thanks to the chairman, the meeting was satisfactorily concluded. CHARLES LOCKYER.

LONDON, 26 February.

THE LEAGUE MEET

THE ELEVENTH HOUR.

ON Saturday, March 19, the directors of the League of American Wheelmen hold a special meeting in Boston, to decide where the second annual Meet shall be held.

The question has been agitated quite extensively, and much has been said on the subject in these columns. There is hardly a man who cannot give seventeen reasons why the Meet should not be held anywhere. There are also seventeen very good reasons why men don't marry, but still they do all the same. Now, when our directors meet, they will look the ground over carefully, and finally come to a decision that will, undoubtedly, please the majority of members; and although there will be some "kickers," it will be a grand success, and every one will go home well pleased, wondering why so much has been said against the place.

There are three cities whose claims have been strongly presented, viz., New York, Washington, and Boston; and latterly, Philadelphia has waked up, and can't see for the life of her why she should not capture the Meet.

She may possibly be the dark horse. I am informed privately that the balance sheets to be presented will stand as follows: —

The Second Annual Meet of The League of American Wheelmen in account with

NEW YORK.

Cr.	Dr.
The great geographical centre of bicycling.	The worst city in the Union to transport and use bicycles in (excepting South Boston).
By the good effect of holding the Meet in a city that is the last to grant to bicyclers their rights.	Would shut out 100 New England members, including "Juvenis."
The largest number of bicyclers would attend (excepting Boston).	

WASHINGTON.

Cr.	Dr.
Eighty-seven miles of asphalt to parade on (taken from a sworn statement of the city surveyor).	Hot enough to melt any asphalt that was ever laid.
Allowing Col. Pope three miles all to himself to mount in, it would give the other 499 .168 of a mile each.	Out of the way for every one. The Ohio men would have no show (excepting Parmenter).
Bicyclers allowed to ride anywhere, even in the cemeteries and up the Capitol steps.	Shuts out 500 New England members (but no matter). Would cost each man $50 (but n. m.).
They might shake with Garfield.	

PHILADELPHIA.

Cr.	Dr.
Twenty-one acres (and a mortgage) under one roof in the Exposition building.	Every one was there in 1876, and they have just stopped talking about it. Don't give them another chance.
Three laps ahead of Washington on saving of distance and time.	Too many hotels, Sec. Parsons would have to sleep alone, and would miss the opportunity of obtaining any new members for the Massachusetts Club.
Hotels enough to hold 5,000 men, with big charges enough to break 10,000.	Would shut out "Juvenis" and lots of other youngsters who could not leave home.

BOSTON.

Cr.	Dr.
The home and numerical centre of bicycling, in fact the gun-metal.	Streets blocked with cultchaw.
Probably the best arranged city for the meet in the U. S., or even in Hoboken.	Certainly out of the way for Washingtonians.
Pope and Cunningham just aching to make up a pool of $10,000 to give the boys a lay-out.	The Rhode Island men could walk in. It's all down hill and no dust. The first Meet was held in New England, and no one can expect always to capture *the* eclair.
Could have headquarters at the Brunswick. Storage capacity for 1,000 machines in the Institute of Technology directly opposite.	New York men would have to engage state-rooms this week, or sit up all night.
Six to 60 miles of smooth macadam and (chilled) asphalt directly in the best part of the city.	Only hotel accommodation for 4873 men, but then the rest could sit up all night. The boys don't require much sleep, at least they did n't at Newport.
"Juvenis" would be on deck.	Would shut out the Chelsea men (six men and one boy), as the Cunarders only run once a week.
The sheet-slinger of Edinboro Street would really be here.	

Washington, although a desirable place on some accounts, is out of the question for obvious reasons.

Philadelphia has as many advantages as Washington, and is more accessible.

New York will show well to the front, notwithstanding the many inconveniences attending transportation. If the League were to pay all transportation bills for all members, it would be the cheapest point in the country. The Meet is due to New York in compliment to Commander Munroe and the New York Bi. Club, who first originated and so successfully carried out the plan of the first Meet at Newport.

Boston could show the largest number of wheels, and has better facilities for caring for visiting members and for the parade.

To conclude, were it not for the fact that the first Meet was held in New England, the second annual parade would undoubtedly be held in Boston.

The New England directors will undoubtedly vote for New York, should Messrs. Munroe and Gullen desire to take it there. The second choice will be Boston, and members may rely on a good time and a successful Meet wherever it is held. And now may heaven aid them in their choice, for they will obtain none from ROXANA.

WASHINGTON.

Editor Bicycling World: — It is a matter of sincere regret to Washington wheelmen, that the attempt to set forth the advantages of their city as a suitable place for holding the League Meet should have been so plainly and unjustifiably misconstrued.

Since the discussion of this matter commenced in the columns of the *World*, but one communication from Washington has appeared; and I am utterly unable to conceive any foundation for the opinion expressed by one of your correspondents, that Washington wheelmen, in a spirit of "calm and unruffled self-confidence," are trying to "force" the League to visit this city.

The bicyclers here claim the right to set forth plainly the advantages offered by their city. Further than that they have not gone, and will not go.

I have conversed with all our leading wheelmen, and find it to be the almost unanimous opinion, that next to Washington, Boston offers greater advantages, and should be selected. There is a general opinion that a Meet in New York would be simply suicidal.

One thing is certain. Wherever the Meet is held, Washington wheelmen will attend. They will most heartily co-operate, by every means in their power, to make the event a great and thorough success; and whether or not they receive any credit for the disinterestedness of their intentions, they will, at least, have the satisfaction of knowing that they have deserved it. Very respectfully,

L. W. SEELY.

WASHINGTON, D. C., 8 March, 1881.

FROM NEW YORK STATE.

Editor Bicycling World. — I see the humorous correspondence from New York City again has a place in the WORLD. This time it appears all alone by itself in an "extra" to your issue of 11 March.

In good truth, Mr. S. Conant Foster's telegram to the editor is, if considered as an inducement to hold the League Meet in New York City, a good deal funnier than anything Knick O'Bocker ever wrote over his *nom de plume*.

"Permission from Elevated Roads to carry bicycles on trains."

Ye gods! just think of it. Who would n't bring his bicycle to New York after that? Just think of the privilege of lugging your new full-nickelled 54-inch up a steep stairway, with two right angles in its devious course — up — up — up — to about the level of the second-story windows (at Chambers street), then through a narrow gateway usually crowded with passengers, then on to the platform of an Elevated car where there is scarcely room for three men to stand, then away to 59th street, or thereabouts, then get your machine off the car into the station and down the stairs, quite as crooked and much longer than at Chambers street. Any one who has ridden on the Elevated Roads in New York noted the steepness and crookedness of the stairways that lead to the stations, and the brevity of the stops made at each station, will appreciate the grim humor of Mr. S. Conant Foster's despatch. If the League Meet *must* be held in New York City, why it *must* (though I trust saner counsels will prevail), and we will try to stand it; but don't hold out the privilege of taking our bicycles on the Elevated trains as an inducement. The roads may consent, but the attraction of gravitation will put in objections.

Forbear, O Tobias, Isaias, Elias! Remember the conundrum, "Why is a bicycle like a whale?" answer, "Because it can't climb a tree," and don't try to play the L on confiding rural wheelmen. Boston can offset this Elevated Road privilege by offering wheelmen the right to take their machines to the top of Bunker Hill Monument.

G. E. B.

PHILADELPHIA.

IT has occurred to some of us Philadelphians that as the recommendations of the Committee of L. A. W. in favor of Washington, D. C., for the grand Meet of American Wheelmen, have met with so much opposition, our city should present her claims for respectful consideration, if we can only obtain from the

commissioners the use of our glorious 3,000-acre Fairmount Park. There are some thirty miles of drives, principally turnpike, with smooth surface of fine gravel; roadway, from 25 to 100 feet wide, winding about among fine old forest trees; level stretches of a mile or more, interspersed with gentle hills and undulations; and landscape views of great beauty. An English bicyclist, upon being driven through our Park, exclaimed with enthusiasm, that he knew of nothing like it in Europe or America. As to the facilities for reaching the Park from the centre of the city, they are already excellent; but by 30 May, the Pennsylvania Railroad expects to have its hundreds of trains daily, from all parts of the country, running over the new elevated railroad into the heart of the city, within ten minutes' walk from all the principal hotels and places of amusement.

Wheelmen can take a car at Boston, Chicago, Washington, Baltimore, etc., and come without changing into this city; or be landed at a certain station in the Park (Zoölogical Garden) from which they can ride over the Park on their machines. As to hotel accommodations, nothing need be said in recommendation; the Centennial Exhibition tested all that; they are unlimited. Five hundred wheelmen dropping in on us at an hour's notice would n't occasion a ripple among all the hotels. A list, however, of hotels especially recommended, with terms, and with directions to strangers for finding them, could be given in the BICYCLING WORLD in due season for the grand Meet.

The following arrangements have been devised, and have met with the approval of several prominent gentlemen interested in bicycling: —

1. Three full days' (28, 29, and 30 May) use of the West Park, and, if possible, the whole Park.

2. Free storage of bicycles in the Exposition building (the "Main Building" of the Centennial Exhibition), with men on duty day and night, to guard machines, and give out checks for them to owners. Also, to have a competent mechanic on hand to make such repairs as may be necessary. Permission can, no doubt, readily be obtained from the managers of the Exposition building, to ride therein at all hours. This will be very advantageous in case of stormy weather: there are *twenty-one* acres of it under *one* roof.

3. The best rates will be obtained from the railroad companies leading into the city for the transportation of bicycles in baggage cars or otherwise; and in the case of the Pennsylvania Railroad, an agreement will be obtained to stop as many trains as may be necessary, at the Zoölogical Garden Station, which is quite near the Exposition building.

There are numerous restaurants, hotels, etc., in and near the Park, where meals and refreshments can be obtained at any hour, for almost any number of persons, without previous notice.

These are a few points in the claim for Philadelphia as a palce for the Meet, and we think New York nor any other city can excel them, if we can only obtain the required permission to use the Park.

If such permission cannot be obtained, we in Philadelphia will waive our claims for this year. Philadelphia *with* the Park should take first rank among all the cities under consideration for the Meet outside of Boston, as, except the latter city, she could muster a greater number of wheelmen than any other city in the United States. We shall know within the next ten days whether the Park Commissioners will grant our request, which will be made forthwith; and until then, we, in the City of Brotherly Love, hope that the Board of Officers L. A. W. will withhold their decision as to where the "May Meet" shall be held. QUAKER CITY.

NEW HAVEN.

Editor Bicycling World: — We have read with a good deal of interest the various letters you have published during the last few weeks, concerning the coming grand Meet of our now world-renowned L. A. W.

While we had personally determined to be present at said Meet, wherever it shall be decided to hold the same, yet we feel more and more convinced that to make it in all respects a success, it should be held at the most available place for the majority of wheelmen.

No one could for a moment object to the *roads* of Washington, for they are certainly equal to anything we have ever seen, either in this country or abroad. But the objections we find many wheelmen are making to Washington — *i. e.*, its being so far west of the homes of the majority of wheelmen, the consequent loss of time and money in reaching there, and the probability of a much smaller attendance there than at some more Eastern city — seem worthy of consideration.

A recent correspondent aptly remarks, "The whole West, including Washington, Philadelphia, and Baltimore, will not turn out three hundred League members, wherever the League meets, while there are nearly six hundred members of the League residing in New England and New York State alone."

The same correspondent well sings the praises of his own loved Boston, and almost convinces us that Boston is *the* place of places for a League meet, as well as for many other things.

We must confess, Mr. Editor, we have from the first looked with more favor on New York, with a run down *the* Avenue and a spin on *the* Park, under command of our genial friend, Captain Munroe. It had also seemed to us it would be better, if practical, to have the Meet at the home of the "Commander" who was, at Newport, appointed to take charge of the coming Meet.

New York is certainly *central*, and always easy of access from everywhere. But objections have even been raised to New York. It has been said we are "not wanted there" by the city fathers; and the lovers of the wheel have not as yet succeeded in melting the cruel hearts of the terrible Park Commissioners, although they are still laboring hard to convert them.

The great day is near at hand, and something must be done at once. The Meet should be held in some central place, where the roads are good, where our craft are welcome, and where there is a good race-course.

All of these virtues, and more, can be found in New Haven, Conn. The roads of the beautiful "City of Elms" are all excellent for the wheel. The famous shell roads of New Haven are quite celebrated, and certainly equal to anything we found at Newport last summer.

A favorite run for New Haven wheelmen, and one which would be magnificent for the League, is over some of the fine avenues of the city, through the adjoining and well-named village of Fair Haven; thence over the shell road which goes along the brow of a series of hills or ridges near the shore for a number of miles; all the way commanding a magnificent view of New Haven, its environs, the New Haven harbor, and finally, the broad blue waters of Long Island Sound, as far as the eye can reach to the east and west, and the white cliffs of Long Island just showing themselves about twenty miles to the south; passing very near the ancient Fort Hale, a crumbling monument of past greatness.

The road leads on through East Haven, and winds around the beautiiful "Morris Cove," a charming and popular seashore resort; then on to "Lighthouse Point" and "South End." This run can be made easily in less than an hour each way. The shell roads, of which there are twenty or thirty miles around New Haven, are generally equal to any asphalt walk.

There is a very fine half-mile track at New Haven, where races could be held. The city also boasts the largest bicycle rink in the world, which is run by the American Bicycle Company. It is an oblong brick building, I think about one hundred by three hundred feet, with plank floor, tin roof, and windows on all sides; a ten-lap-to-the-mile track, twenty-five feet wide, around near the outer edge, with raised corners; plenty of seats and fine piano for ladies in the office, which is built at one side of the track, with windows close together all around.

New Haven can be reached by rail or boat from New York, — fare on boat, $1.00; on cars, $2.00. All trains from Boston and the East for New York pass through New Haven.

There are over a hundred bicyclers in New Haven, including the New Haven Club of now over forty members, and the Yale College Club of about thirty members, each and every one of whom would vie with the citizens generally in making the wheelmen welcome, and the Meet a success, should they decide to accept the hospitality of New Haven as a "compromise." S. A. MARSDEN.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America, — clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 18 MARCH, 1881.

MEASUREMENT AND SIMPLICITY *vs.* AREA (?) AND INJUSTICE.

A CONSIDERATION OF MR. THOMPSON'S ARTICLE.

Editor Archery Field: — The ARCHERY FIELD, with Mr. Thompson's view of the other side of the "target valuation" question, has just reached the benighted and deluded archers of the Pacific Coast.

Were they the only ones in that condition the case would not be quite as serious; but the disease had spread, even a year ago, to such an extent that many of the Eastern, as well as the Pacific archers, were affected thereby, and would have then adopted the American values, but for the request of myself and others, that we, according to the entreaty of Mr. Thompson, give the English values another year's trial, that we might be shown the error of our ideas, and turn back to the good old way. The year has been given, but with what results?

Our arguments have not been met. Nothing has been done to show the folly of our opinions; on the contrary, everything has tended to prove the opposite, and the English method has gone on from bad to worse, — *i. e.*, the system of "points" has been tacked on.

We had understood that Mr. Thompson was to give "a carefully prepared article on the subject." Imagine our surprise to find in such an article, propositions, some irrelevant, others supported by errors which, from the very nature of the case, should be well known to Mr. Thompson as such.

One is reminded of the advice of the experienced lawyer to the young practitioner: —

"If the law is in your favor, talk law strongly; if equity be in your favor, talk equity."

"But if I have neither law or equity?"

"*Then talk all around the case.*"

This may seem very strong language, as well as a degree of assumption scarcely pardonable in so comparatively young an archer; but one is obliged to defend their statements against all misunderstandings, and an archer in the position of Mr. Thompson — one whose statements will be accepted by many without question — should not misquote any one or misapply propositions.

Unfortunately the writer has not that happy faculty and control of language which enabled Mr. Thompson at Buffalo, during the business meeting, to account for a change of opinion by the answer, "A judge is not responsible for what he may say while off the bench." He can only present, as simply as possible, the plain facts as he sees them; and if he cannot prove to the unprejudiced mind the truth of his assertions, he is ready to give it up, and beg pardon for having ever doubted anything that Mr. Thompson may have said.

I propose to consider the several propositions in the article referred to; but for the information of those who may not have seen the articles presented during the discussion of a year ago, and as some of them will necessarily be referred to, a brief *résumé* of some of the points presented at that time, in the columns of the ARCHERY FIELD and the *Forest and Stream*, is necessary.

My opinions will be found, by reference to these papers, to have been stated as follows: —

1. That distance (*i. e.*, measurement) was the true basis of comparison of merit in target shooting.

2. That the values 1, 2, 3, 4, and 5 exactly express that comparison, *proved both by theory and practice.*

3. That under the 1 to 9 values the gold and red received *too large a proportion* of the total value of the target.

4. That the new (1 to 5) values take of the total value of the target 2 2-3 per cent *from the gold*, 1 1-3 per cent *from the red*, add 2 2-3 per cent to the white, and 1 1-3 per cent to the black.

5. It should be remembered that I referred particularly to the York round in considering the question.

The scores which I used for my first comparison, though not York rounds, had the relative conditions of the average York rounds, as shown in in my next statement.

6. That the average of the *best scores* in England for 1879, derived from the four best scores at each of the three Grand Meetings, — the average of these twelve best scores are 68 per cent in hits of the whole number of arrows shot, with an average score of 4 1-3 to each hit.

7. That no scores which *exceed* these (unnecessarily high) averages are pertinent to the case.

It is only in the comparison of a score of many hits and small values with the score of few hits and large values, that the relative positions are changed.

Mr. Thompson denies the validity of my statement 1; at least, he asserts a counter proposition. One of us must be in error. As it is quite necessary that the basis of an argument should be sound, I will attempt to meet his proposition, and then to prove my own. He says, "The perfect *theory* as to the proper valuation of the colors would, of course, be *according to the area of each color.*"

A mistake, evidently.

He does not advance a single argument in support of his statement: on the contrary, he at once admits its error, saying, "But in practice it would be as far from the truth as the present system."

Note in the above the admission by Mr. Thompson of an error in the present (1 to 9) values.

To support my opinion, 1: as between a single shot by each of two archers, that one is best which is least distant from the centre of the mark; to be strictly accurate, this principle must be extended to each and every one of any number of shots, and the less the aggregate or average distance, the better the shooting.

Now, I will attempt to apply this theory, and show it in practice with a target divided, as we have it, into five spaces of equal width, from centre to circumference.

In measuring by inches, or parts of inches, we should of course commence at 0 for the absolute centre, as no distance from the centre is perfection; and *each* distance, therefore, must be rated in numeral order. We would then have our target valued as follows: —

Absolute centre	0
First space, gold	1
Second space, red . . .	2
Third space, blue	3
Fourth space, black . . .	4
Fifth space, white . . .	5
Sixth, misses	6 (or more.)

I must here allude to an error of some of my friends, who, in their figures of measurement, *only included the hits in the target.*

It will be seen that such a procedure must be radically wrong; for giving no distance to the misses is to give them the rating of perfection.

By this schedule, the smaller the aggregate of value of the shots, the better the score; but as we desire the comparison to be in an inverse ratio, we simply invert those values, and have —

Misses	0
First space, white	1
Second space, black	2
Third space, blue	3
Fourth space, red	4
Fifth space, gold	5
Absolute centre	6

The absolute centre being improbable (if not impossible), it is of no extra value. (It may if we choose be counted an offset for the hornspoons, "so near and yet so far" from counting.)

Thus we have the values 1, 2, 3, 4, and 5.

The first statement in Mr. Thompson's article was: "If any gentleman will go out with an honest scorer, and have him, on a full-sized cheap paper face, score accurately the position of *each hit made* [italics mine], I will prove to him that out of *fifty* scores thus honestly recorded there will not be *one* in which the old system will be as far from the *real truth* [italics mine] as the new."

Now, what does he mean by the *real truth?* Area? He has already proved area wrong.

There has been but one other proposition offered as to the *real truth*,— *i. e.*, distance; and I will venture to assert that any archer can, by following the proposition of Mr. Thompson, with a fair allowance for misses, prove the fairness of the 1 to 5 values over those of 1 to 9, in the majority of scores which have the relative conditions of the average York rounds. Mr. Thompson's propositions 1, 2, and 3 are irrelevant.

They involve a question not under consideration or material to my propositions.

We have a standard target and a standard round; *as they are we propose to keep them*, and make the best of it, without questioning whether the target be "fair" for a variety of distances or grades of skill.

The support of these propositions are thus immaterial, yet we cannot pass without comment some of the assertions to be found therein.

He gives several scores with string measurements, as he makes them, — No. 1, 4.8 inches; No. 2, 7.8 inches; and No. 3, 2.3 inches,—and argues, "This proves that the string measure would sometimes be outrageously unfair."

Why? Because of his error in figures.

I make No. 3's average 5.6 inches, thus: Centre gold, 0; centre red, 7.2; inner blue, 9.6 = 16.8; and 16.8 ÷ 3 = 5.6.

Of his fourth proposition he says: —

"First, the greatest evil of the old system comes in here in an exaggerated form; that is, *the greater proportionate advantage given to the red ring*."

A mistake.

"Yet this evil is vastly aggravated in the new; for whereas, in the old system the red bore the proportion of 7 to 25, in the new system the proportion would be as 4 to 15: each red is raised 5-28 of a point in proportion to the whole valuation."

Another mistake.

I find 7-25 = 21-75, and 4-15 = 20-75; thus reducing the value of the red 1-75, or 1 1-3 per cent of the whole valuation.

Is it an aggravation of an evil to reduce it?

Further on he says of the red ring and of myself: "Yet he thinks this ring should be given greater advantages."

An error.

Is that a sensible interpretation of my statement that the gold and red receive *too large* a proportion of the total value?

To quote further: —

"Do I hear a faint hurrah for the new system from my conqueror at Buffalo? If he had been acting under the proposed *improved* system, he would have beaten me worse."

Another error.

It may be found that by the proposed values, Mr. Thompson's score would have been 431, and the champion score 429.

It may also be noticed that by the point system the same change would have been made, as by points the score is 7 to 3 in favor of Mr. Thompson.

His proposition 5 has been, we think, fully and particularly met by our article in your issue of 21 January, and I will not review it or expatiate further, as I would not have my feelings in this matter misinterpreted as have been my propositions.

I have great respect for Mr. Thompson as an archer, but it cannot extend to such arguments, and one can but wonder at such an article from an archer of his known ability. We are reminded of the expression in his article a year ago on the subject, "We think we see a grievance where there is none, and be it enemy or windmill, we at once charge!"

It would seem as if he in imagination sees the proposing of a vast and radical change, a disposition to overthrow all that is ancient and honorable in archery; and straightway his honest indignation is aroused, and "the feelings of his heart rise up and overflow from his lips" in expressions not called for on the occasion, or at least those that would be recalled on mature consideration.

That I have fallen into one error must be acknowledged, as Mr. Thompson says. "I have *never* advocated a system of counting by *points* as a fair one."

Possibly I ought not to have received the impression that he favored the point system, by what he said in favor of its adoption at the Buffalo business meeting; or further, to suppose from his intimation that the English knew all about archery before we knew anything, and that having the sanction of English adoption and use for many years, the point system should be accepted as the correct thing. I, as much as any one, am opposed to changing archery from what it is or has been; but where complication can be simplified, I think it should be done.

Let us consider, for a moment, if the American values are a change, in the sense in which the word has been used.

One might as well condemn American bows for the change from the English method of marking their weights, while the experience seems to be this, — tell the marked weight of your imported bow, and nine out of ten archers will at once transpose it to its equivalent in our best understood schedule of weights.

The American values do not change any part of archery or of its implements. It can only be compared as a change with the change to revaluation by points.

This proposition was submitted in my last article, but seems to have been lost sight of in the general misunderstanding of my previous assertions. From this standpoint, we now propose considering the subject, and will endeavor to state it in one simple proposition before closing. Our long explanation being necessary, from the fact that one would be giving a silent assent to such statements, not to explain their errors.

We must not neglect to thank Mr. Thompson for the simple method of overcoming one of the greatest objections which were found to the American values, — the difficulty of comparing our new scores with those of old. Now, we have only, to reduce an English to an American score, to add hits and score and divide by two; or, to change American to English, double the score and deduct the number of hits.

Other information, which we could not obtain last year by asking, we have been obliged to get by experience.

Judging of cause by effect, we say there is an error in the 1 to 9 valuation, which the system of points is designed to remedy.

Mr. Thompson, while speaking of the system of points, during the discussion as to its adoption, remarked: "At 100 yards, it is skill that hits the target, and luck what part of the target is hit."

The effect of the point system is this: In the occasional scores, where the *best archer* gets many more hits with a little less in total value than an opponent, the positions are changed, and that *best archer* is given the first rank. It having been found just to apply such a remedy to the best scores, why should it not be applied to all?

The difficulty, if not impossibility, by *that method* has hitherto prevented.

It seems to me that the method of bestowing the championship should be the most equitable method, and if all scores can be compared in the same manner by a simple process, is it not worth applying?

Now, I should like all archers to take the three propositions in my last article: —

"That the 1 to 5 values give the result by one simple computation, designed by the point system in conjunction with the 1 to 9 values."

"That the rank so derived is not changed by the comparison of one or many other scores therewith."

"That chance in deciding between scores would thereby be obviated."

Compare these propositions with my illustrations in support thereof, and with all scores which they may find where the relative position would be given by points, and give me the result, either through the columns of this paper or privately.

The American values for such scores can easily be found by Mr. Thompson's rule.

I have endeavored not to mispresent and to state the matter fairly, to the end that a right and just conclusion may be reached by all interested.

If there are errors in this statement, as there may be, show them up. If wrong, we want to leave our error.

After all these assertions and counter assertions, the whole matter can, I think, be summed up in one simple proposition. If it be correct, the action of the Pacific Archery Association in adopting the American values will soon be followed by the Eastern and National Associations. If the propositions be incorrect, it should be shown at once, to prevent action, which has already been postponed a year for the accommodation of those who had some doubts in the matter.

The proposition is this: —

The adoption of the 1 to 5 values is *a simple method of following the English precedent of revaluing by points, applicable to all scores.*

We think it has been shown to give the result designed by the point system, and without the latter's defects. It is simplicity and equity *vs.* complication and (occasional) injustice.

Am I not correct?

ANDREW S. BROWNELL.

SAN FRANCISCO, 22 February, 1881.

P. S. Since writing the above, your issue with Mr. Walworth's remarks is received.

Can the point system or its equivalent be "the method for muffs"?

ARCHERY IN THE WHITE MOUNTAINS.

BY GENEVIEVE.

WHILE spending the summer at a small hotel among the mountains last year, the ladies of the house became much interested in archery. This wicked sport — at least, it afterwards turned out to be wicked — was first introduced by an Indian who came to the hotel several times during the summer to sell articles of his own making, such as baskets, canoes, canes, etc., and also bows and arrows. Whether he foresaw the results which would attend the introduction of the last-mentioned weapons into our innocent company, and took pleasure in the discomfort which he entailed upon the old people round, as a weak revenge for the many wrongs inflicted by our race on his own, will never be known. Yet I incline to think it is so, for I remember a faint but diabolical smile spread over his face, as one young lady after another gravely toddled up and bought the coveted weapons.

The bows and arrows ready, the next necessary article was a target. The gentlemen, who had viewed these proceedings very favorably from the first, kindly scoured the small villages around us for a target, but none could be found; therefore, not to be daunted, though the day was unusually warm, and flies, mosquitoes, and spiders were unusually impertinent, to say nothing of their ordinary affectionate demonstrations, some of the gentlemen managed to prepare for us a most excellent target, constructed according as their whims directed. Its gayly painted face was presented to us toward the end of the afternoon; and as we did not wish to be ungrateful, our praises were most enthusiastic, and we retired that night with many hopes of the success the morrow would bring out, faintly stirring in our hearts.

But alas! It seemed but an easy thing, at least to *hit* the target somewhere on its broad face; but when we came to try it, our self-reliance treacherously and rapidly deserted us. Some arrows would skim gracefully above and beyond the mark, and neatly bury themselves in some out-of-the-way spot, to baffle the efforts of the gentlemen, who sought to return them to their owners. Others would whiz to the right or left, sometimes but very rarely making a mistake and heading directly for the target. What an exultant shout would go up when such an accident occurred! Yet others of these capricious toys developed a tendency to turn corners, dart through windows, terrify old ladies and nurses with small children, till the sport was finally given up for the day.

Matters continued thus for a week or so, through favorable and unfavorable circumstances. But oh! how much greater in proportion were the unfavorable to the favorable circumstances! In the first place, the weather was not propitious. One gloomy day after another passed, all more or less accompanied with rain; and though the young ladies were quite willing to practise under the protection of the roof of the broad piazza, the gentlemen evinced a most decided dislike to seeking truant arrows, which had overshot the mark, and taken up resting-places in the largest puddles they could find. But disagreeable weather cannot last forever, (thank goodness!) even in the White Mountains, so this stumbling stone would have been removed in time. But what galled us most, and weakened our perseverance greatly, was the utter contempt with which our attempts were looked upon by those not in our "club." Let us appear with our arrows for an hour's practice, and such evident hustling, such too apparent scattering of groups in all directions wherever they might be, said but too plainly, "Place no confidence in their skill! They may *aim* at their target, but Heaven knows what they won't *hit* within a radius of a mile."

What ambition would not be overthrown with such discouragement always at its heels? We became less and less confident, and even the gentlemen were not so rapturous on the subject as at first; to an outsider it was apparent that we had started down hill, and that we needed but a harder shove than usual to roll us ignominiously to the bottom. And one dark, gloomy day, — that is, for us, — that final shove came. It happened thuswise: Several guests were leaving the house one morning after breakfast, to take the morning train for Boston. Just as the stage was about to roll off, one lady leaned over from the top of the coach and cried out, before all the assembled multitude, "Oh, Mrs C——, will you ask the 'Champion Archery Club' to defer the time of their practice till I get a few miles away? for *sometimes* they fail to hit the target, and it would be so disagreeable for the proprietor were I to be killed." A universal titter was heard, except from the members at whom this parting shot was fired. We hung our heads for the rest of the day; and though we managed to hold them up a little subsequently, our bows and arrows helped to build a big bonfire in the woods.

"NEW YORK" AND "SPUYTEN DUYVEL."

Editor Bicycling World:—Several members of the New York Archery Club invited a few of the Spuyten Duyvel Archers to visit their hall for a friendly contest.

Yesterday, the match took place between teams of six, and owing to the storm, they shot without any spectators. The following are the scores. The regular return match between these two clubs (the first was shot last summer) we understand will take place Saturday evening, 26 March.

SPUYTEN DUYVEL ARCHERS.

90 Arrows at 40 Yards.

	1st 30.	2d 30.	3d 30.	Total.
Hopkins	181	168	169	518
Hayden	143	168	190	501
Whiting	145	148	160	453
A. Johnson	115	155	169	439
Apgar	157	137	143	433
G. Johnson	119	148	148	415
				2,763

NEW YORK ARCHERS.

90 Arrows at 40 Yards.

	1st 30.	2d 30.	3d 30.	Total.
Frazer	174	166	196	536
Auten	164	178	192	534
De Lima	168	185	162	515
Elliot	165	162	185	512
Pond	156	155	170	481
Roper	149	111	183	443
				3,031

Yours,

MANHATTAN.

ARCHERY.

THE Executive Committee of the National Archery Association of the United States is now in session at the office of the Corresponding Secretary, Mr. G. F. E. PEARSALL, No. 298 Fulton street, Brooklyn, prepared to receive applications from archery clubs in any State of the Union, for admission into the National Association.

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary. — *Com.*

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

MERCURY BICYCLE CLUB, all of New York. — Pierre Noël, 109 Waverly place; William M. Wright, 160 Fulton street; John H. Olmstead, 34 East 28th Street; Sidney H. Neergaard, 34 East 28th street; Thomas E. Brown, Jr., 71 Broadway; William E. Willmerding, 56 Broadway; Theodore E. Neergaard, 110 Madison avenue; Harry Blake, 21 Cortlandt street; Charles Noël, 109 Waverly place; Lewis E. Neergaard, 34 East 28th street; Sydney B. Wright, 160 Fulton street; Paul Bunker, 17 Broad street.

CENTAUR BICYCLE CLUB, of Philadelphia, Pa. — Captain, John E. Le Conte, 1625 Spruce street; secretary and treasurer, Richard D. Baker, 1414 Arch street; bugler, L. Harrison Dulles, 262 South 16th street. N. A. Stockton, 714 Spruce street; Charles P. MacArthur, 4203 Walnut street; S. P. Hutchinson, 1835 Pine street; B. C. Tilghman, Jr., 321 South 11th street; C. Leland Harrison, 1628 Locust street; Wm. DeFord Baker, 1414 Arch street; Thomas D. Whitaker, Olney P. O., Pa.

ARLINGTON BI. CLUB, of Washington, D. C. — F. H. Sturtevant, Mt. Pleasant, D. C. Unattached, Charles B. Olmstead and George H. Simons, Potsdam, St. Lawrence County, New York; Richard F. Borden, Red Bank, Monmouth County, N. J.; G. Edward Olson, 129 Summer street, Worcester, Mass.

PORTSMOUTH NOTES.

Editor Bicycling World: — I propose giving you a few items and random thoughts on bicycling events that have occurred in the southern part of New Hampshire since my last letter.

The first part of the winter the Portsmouth Club was losing in membership, by reason of the removal from the city, and other causes, of a part of their members. A few weeks ago, four of its members hired, at their own expense, a new hall (forty by sixty feet), to which they invited all parties interested in bicycling; and the result has been, that during the first three weeks they trebled the number of riders in the city, and have taught four or five new riders each evening the hall has been opened, besides perfecting themselves in fancy riding: so that, at a public exhibition on 22 February, the old members performed the stand-still; rode with one foot in saddle, from which position they dropped down into the saddle; took off coats and put them on without touching the handles of their machines; cut the figure 8 with left foot on step and right one on left pedal: and, assisted by some of the new riders, gave a very creditable exhibition of club riding and drill. The same hall is used as a roller skating rink, under the management of one of the officers of the bicycle club, and is well patronized.

The marine bicycle, which was fully described in my letter in No. 15 of Vol. I., has been greatly improved the past year by its inventor, Major Urch, and promises to excel, in comfort and speed, its successes of last year. Many visiting wheelmen have examined and made short trips upon the boats, and among the most enthusiastic were three L. A. W. directors, who trusted themselves upon them, in the face of a strong tide, on one of the perfect moonlight evenings last October.

One of our officers, who uses his bicycle about as much as he does his hat, was seen in October, mounted on his wheel, with a two-gallon can, in which, without assistance, he was carrying home, a distance of nearly two miles, over a hilly road, one hundred and fifty good-sized gold fish for his aquaria, and the can contained a sufficient amount of water to sustain all of them. He smiles at the reports of the mishaps of several of your correspondents, and their warnings against bicycling on ice, he having ridden hundreds of miles the past two winters, on icy sidewalks and ponds, without a fall. I have also seen him at the head of the political processions here during the campaign; and his well-known bicycle, hat-torch, and calliope informed the people, on election night, which party had won. By request, he measured the route of the processions: and to verify his cyclometer he made use of the following table, which may be of service to brother wheelmen who are without cyclometers:

A forty-eight-inch wheel makes about four hundred and seventeen revolutions to the mile; a fifty-inch, four hundred and three; a fifty-two-inch, three hundred and eighty-eight revolutions; and other sizes can be easily estimated.

I have had a number of inquiries about the stand-still feat, and as I could not find it explained in any of the bicycling publications, my experience may be of service to others: The rider, after mounting, should turn his large wheel to the left as far as he can, with left pedal forward, and horizontal with right pedal; in case the rider falls to the left, he should press down gently with left foot and run the machine forward, changing its base until the rider is upright; if it inclines to right, press with right foot, running the machine backwards a few inches. Some old riders learn the trick at once, while others require hours of tiresome practice. The latter will find it will aid them to practice alongside a high fence or rail, which will save them frequent dismounts.

I would speak a good word for the cradle spring. I find its variety of easy movements a decided advance over the ordinary spring, which had no side or forward movement.

The lawsuit between the friends of a young lady and several members of a bicycle club in a neighboring town is exciting considerable interest in this vicinity. The lady was sitting in a carriage, carelessly holding the reins, while she was talking with another lady who was at the window of a house opposite; and when three bicyclers came in view, riding in the road, the horse became frightened, turned and threw the lady from the carriage, and injured her wrist. The bicyclers, though holding themselves in no way liable, offered to pay damages to carriage, etc., and the doctor's bill of services rendered the lady; but this was declined and a suit brought. The club have engaged a well-known lawyer, and intend to make a vigorous defence, and have the matter of rights of bicyclers to the road definitely settled in this State.

I want to whisper to the bicyclers who attended the two-days' run from Boston to Ipswich last October, of the funny position in which a modest member of the W. Bi. Club was placed at Salem. The paved and muddy street in front of the hotel was well filled with people, who waited to see the start of the wheelmen. They laughed at the mishap which the commander had (I do not refer to the cat header); then the boots of "Juvenis" called forth a few remarks, but the safe position in which he places his saddle afforded him an easy mount; but our friend from W., who was the last to

mount, did it so gracefully as to call out applause from the audience: but, alas for him! when he reached the street crossing, there were two young ladies nearly across the street, who, woman-like, thought it better to run back, and of course into our modest bicycler.

His wheel stopped, inclined slowly, and his arm was around the neck of one of the young ladies, who held him and the machine safe from the muddy street, neither of them daring to move for fear of a more unpleasant position, until aided by her companion and others; and all the while the ever-present small boys were shouting, "Let him drop, sis," "Don't hug her so," and other soothing remarks.

The club favors New York as the place for the May meeting, but will cheerfully acquiesce in the choice made by the L. A. W. directors. After the strong presentation of the attractions of New York and Washington, it is probable that the first ballot will not result as did the informal one at the baby show, which allowed the mothers to be judges, and cast one vote each, and as a consequence, found that every mother of them had voted for her own. TELZAH.

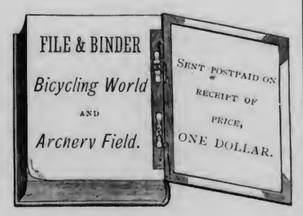
THE BROCKTON BI. CLUB.

THE annual meeting of this club was held in the Brockton House parlor, Tuesday evening, 8 March, and as preparations had been made for the annual supper and a general good time, there were more than two thirds of the active membership present. The election of officers, being the first business to come before the club, was soon despatched, with the following result: President, William H. Bryant; secretary and treasurer, G. C. Holmes; captain, F. H. Johnson; first lieutenant, W. B. Swett; second lieutenant, George M. Washburn; club committee, president, secretary, captain, F. B. Howard, and E. M. Thompson. After the election was settled, a circus was inaugurated, the cause being the selection of a new club shirt and head-gear. The forces were drawn up in battle array, — white shirts and polo caps *v.* gray shirts and stiff blue helmet hats, — and before the subject had been before the club ten minutes, it was very evident that neither would suit a majority, if it did any of the members. The vote of the strongest advocate of polo caps would have carried his pet project (with the assistance of the captain), but he stubbornly refused to vote, and the helmets carried the day; whereupon the irate individual at once tendered his resignation, and the club kindly refusing to accept the same, all hands were summoned to the supper-room, where animosity was buried in oysters, and peace once more reigned; the member acknowledged himself a four-legged animal; the club decided that finally they did *not* want the helmets; and upon dissolving the meeting, it was understood that the club should go bareheaded the coming season unless some new fashion could be devised that would satisfy all. The uniform for 1881 will be navy-blue coat, pantaloons, and stockings, light-gray flannel shirt, and probably some style of light, soft, blue cap.

The bicycle interest is increasing here, and there are now four applications before the club committee for admission. F. H. Johnson and G. C. Holmes have taken agencies for the sale of machines from Pope and Cunningham respectively, and report encouraging progress. Mr. Johnson has received his appointment as L. A. W. consul for this place, and is a good man for the position.

The club is unanimously in favor of Boston for the League Meet, and would probably turn out over twenty wheels if it is held there. GLOBE.

NON-SLIPPING TIRES. — *Editor of the Bicycling World:* — In your issue of 25 February, "C." asks for some one's experience with Hancock's non-slipping tires. I have used them on my "Special Club" for about a year, and have thoroughly tested them on all kinds of roads. They have *never* slipped or loosened from the felloes. This is due to the corrugated inner surfaces of these tires, which allow the cement to take an exceptionally strong hold on them. The outer surfaces, having two grooves in them, seem to expand much more in proportion to their width than the ordinary round tires, and prevent their slipping on wet or greasy pavements. Permit me to add that my experience with the "rubber suspension saddle spring" of the Coventry Machinists Company has been to prove it the easiest of all I have tried or examined. The rubbers, which suspend the spring, reduce to a minimum all that vibration which even the most elastic of steel springs transmit to a rider's spinal column, and is so apt to cause stiffness in the back and a sensation of lassitude, after a long ride. C. W. L.



DIRECTORY
OF
BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY,
Union Hall,
135 Broad Street.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1880.

By HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, 50 cents. Address

E. C. HODGES & CO.

40 Water Street . . . BOSTON MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,

40 Water Street, Boston.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION. 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,

40 Water St., Boston, Mass.

THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,

40 Water Street, Boston.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown 4to, printed on best paper and ably and tastefully edited,*

BY WALTER D. WELFORD,

Hon. Secretary of the Bicycle Touring Club.

Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS:— Post Free, 12 months, $1.00. Post-Office Orders to be made payable to

WALTER D. WELFORD,

66 Grey St., Newcastle-on-Tyne, England.

g.g.t.p

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

VOLUME ONE, 1879-1880,

BICYCLING WORLD AND ARCHERY FIELD,

NOW READY,

In Handsome, Black Binding.

IT CONTAINS:

History of the League, Organization and Rules L. A. W., Rules for Clubs, B. T. C. Rules and Organism, Complete Club Directory, 1880, Brief History of Prominent Clubs, A full Account of the Amateur-Professional Difficulties, together with the decision defining an Amateur, Racing Records, Ladies' Bicycle Races, Descriptions of Bicycle Manufacture, Personal Interviews with Prominent Wheelmen, Instruction for Beginners, Articles on Wheeling on Ice, Effects of Bicycling on Health, The Visit of the English Professionals, and everything pertaining to Bicycling Literature of the Time.

SENT, POSTPAID, UPON RECEIPT OF PRICE, $3.00.

E. C. HODGES & CO. - - 40 Water Street, Boston, Mass.

WILLIAM M. WRIGHT.

P. O. BOX 1227.



No. 160 Fulton Street, corner Broadway.

Branch: 791 5th Avenue, between 59th and 60th Sts.,

NEW YORK.

BICYCLES

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T. and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM RIDING SCHOOL

1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

THE LARGEST RIDING SCHOOL IN THE STATE.

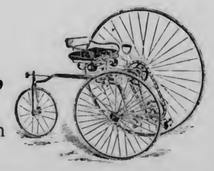
Open from 8 A. M. till 9 P. M., Sundays included.



CHARLES R. PERCIVAL,

IMPORTER

Bicycle and Tricycle Agent for all Makes of English and American Machines.



The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

AND

TYLER'S PAT. RUBBER HANDLES.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

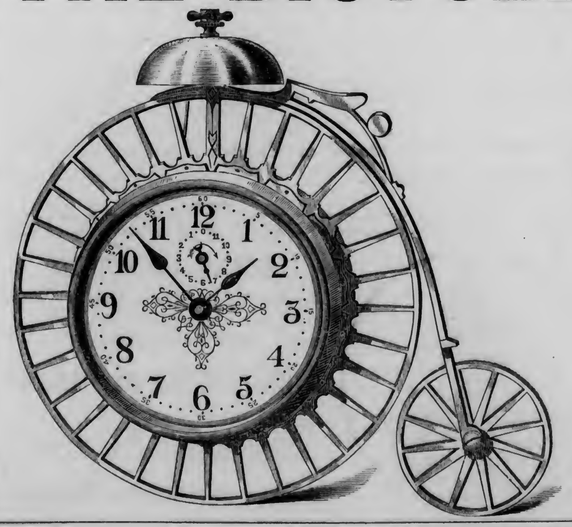
Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

THE LATEST NOVELTY IN THE BICYCLE WORLD,

THE BICYCLE CLOCK.



One Day, Lever, Time, Alarm,

MANUFACTURED *ONLY* BY

E.N. Welch Mfg. Co.

FORESTVILLE, CONN.

U.S.A.

WAREROOMS,

6 Warren St. . . New York.

69 Washington St., Chicago.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling & Archery Field World

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 20.

LOUIS HARRISON, Editor. E. C. HODGES & CO., Publishers. | BOSTON, 25 MARCH, 1881. | CHARLES E. PRATT, WILL H. THOMPSON, } Editorial Contributors.

VOL. II] CONTENTS [No. 20

Currente Calamo	305
Editorial — Bicycling World	307
The Relations of the Club to the Individual	307
Spring Meeting, Board of Officers, L. A. W.	307
Why President Bates's Photograph was not received	311
Editorial — Archery Field	313
Notes About Bows and Arrows	313
Some Pleasant Notes from a Growler	314
Enthusiasm in Highland Park	314
Archery in the West	315
Wheel Club Doings	315
Chicago Notes	316
Roads Again	316
The Bicycle	317
A Letter from New York Club Men	317

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

FOR SALE.

56-INCH BICYCLE.

A good machine, made to order by Hodgson of Newton. Is in good running order. Price $60.00.

A. S. PARSONS, Cambridgeport, Mass.

CURRENTE CALAMO

THE annual meeting of the L. A. W. will be held in Boston, 31 May, 1881. The editor announces this with a great sigh of relief, as the hot discussion of the matter was all fired over his head, and some of it very recklessly fired, too. Immediately upon receiving the decision of the directors, the publishers of the BICYCLING WORLD telegraphed it to the general press, and issued some 3,000 postal cards to subscribers and L. A. W. members announcing it. The stenographic reporter present throughout the meetings was furnished from the office of the BICYCLING WORLD, without charge to the League.

THE League officers postponed their meeting twice to accommodate the directors from New York, who were accidentally delayed in coming to Boston. The other delegates, who had come from a distance, were naturally averse to this postponement; but it was done to give the New York gentlemen an opportunity of presenting the attractions of their city in the best possible shape, and to give them an opportunity of making their three votes count. To bring this about, the routine business was transacted first, and the important issue of locating the Meet was reserved until the delayed delegates appeared. New York City naturally took the prominent place in the discussion of the matter, and was both strongly advocated and bitterly opposed, although it met with but little opposition from New England. Philadelphia was much talked of, and in the discussion took a place second only to New York. Washington and Baltimore were hardly mentioned, and Boston did not even receive the support of the solitary Massachusetts delegate until it appeared that New York was impracticable. The meetings were very protracted, the officers retiring only to eat their meals, and it might be inferred that under the conditions present, some unfavorable sentiment would be excited by the final decision; but instead there existed the best of feeling and a unanimous approval of the result.

WE MAKE

SPORTING GOODS

A SPECIALTY

And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.



We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G.W. SIMMONS & SON,

OAK HALL,

BOSTON - - - - MASS.

THE STANLEY BICYCLE CLUB EXHIBITION held at Holborn Town Hall, London, 22 February, under the management of the Stanley Club, was in every way an eminent success. The accounts of it received to this date are not as complete as the American reader would desire; but they demonstrate, as emphatically as did the show itself, that the latter is not only an established institution, but is also a very popular and prosperous one. The exhibition rooms were crowded with elegant forms of bicycles from every prominent manufacturer in England, and in the tricycle rooms were all the kinds of popular three-wheeled machines. The

novelties and oddities seem to have attracted most attention, but to Americans the finer class of bicycles would alone be of great interest. The pets of every maker were there, adorned with nickel, with gold, with fire gilt, and with exquisite black, chocolate, and amber enamels, making an attractive picture even to those who could not appreciate the mechanical beauties. The attendance was very large, and was made notable by the presence of a considerable number of lady visitors, who seemed to feel a lively interest in bicycling matters. The wheelmen had an excellent opportunity of comparing the best of every make, and of estimating the relative merits of machines. This should be not only beneficial to them, but to those honorable manufacturers who strive to produce the best and most reliable work. We shall in future issues particularize, and give a more minute account of the affair.

THE interest in the Xtraordinary and other forms of safety machines is increasing, and we are informed that many will be used this year. The Pope Manufacturing Company will soon have a limited stock of Xtras on hand, and the publishers of this paper will as soon as possible give a full account of the machines.

OUR thanks are due to Mr. Frank R. Miller, of Boston, and to Mr. E. H. Miller, president Buckeye Bi. Club, Columbus, Ohio, for their additions to our editorial photograph album. Photographed with the latter is his little son Harry, four and a half years old, three and a half feet high, mounted on a 28-inch bicycle. The little gentleman is a member of the club, and is undoubtedly a popular one.

IT is worthy of remark that in bicycle clubs there is very little of the insensate demand for rotation in office which inflicts a great many American organizations. Such leaders as he who presides over the L. A. W., or as Captain Pope and Captain Hodges, of Boston, Captain Richmond, of Providence, Commander Monroe, of New York, are rare men, as they possess those elements of leadership which should always receive a recognition among bicyclers. Whenever a thoroughly capable leader to a bicycling organization is obtained, his beneficial influence should outweigh all considerations relating to an equal distribution of office and honor.

WHERE were the Directors L. A. W. for Pennsylvania? Had they been present, and as earnest in favoring Philadelphia as was Secretary Wistar, of the Germantown Bi. Club, the question of the Meet might have been decided in favor of the Quaker City.

THAT the bicycle is to be a popular, as it has already proved to be a practical means of locomotion, there is not the slightest doubt. The inventive genius of man has for hundreds of years been at work devising methods for diminishing time and space. The skate, the fast-gaited horse, the steamboat, balloon, and steam cars have all resulted from this mania or necessity (either term is correct) for moving rapidly from place to place, not to speak of other vehicles which combine pleasure as well as utility. The latest innovation is the two-wheeled steed named above, which transforms the physical capacities of man into the powers of a horse. A vehicle which can be propelled with ease by the rider at a speed equalling that of a good team, hour after hour, must inevitably come into general use. Like any novelty, it must make its way into the favor of the public by demonstrating its usefulness.

Kankakee Gazette.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

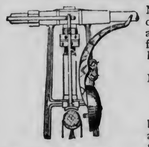
SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprisng an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON. WILL H. THOMPSON.

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

I have a few of my very nice BICYCLES BICYCLES for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.

A. J. PHILBRICK,

36 Bridge Street - - Salem, Mass.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . . WOLVERHAMPTON, ENG.

ENGLISH BICYCLES & TRICYCLES.

LANE BROTHERS, Liverpool, Eng.

BICYCLE DEALERS,

Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to

A. T. LANE, P. O. Box 1196,

Orders cabled free. MONTREAL.

BICYCLE FOR SALE.

NICKEL Plated full, Hollow Fork, Ball Bearings, Double Thumb Brake, Harvard Pattern, Coventry. Good as new.

Price $85. Cost $130. 42-inch Wheel.

Address DR. H. G. APPLEBY.

18 W. Eagle St., BUFFALO, N. Y.

The Bicycling World & Archery Field

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 25 MARCH, 1881.

THE RELATIONS OF THE CLUB TO THE INDIVIDUAL.—A bicycle club is an organization whose prime object is the social commingling of riders of the wheel. It has no serious object beyond the promoting of their interests, and except for the occasional transaction of a little business, it is not a deliberative assembly. It has, however, the right, for its own protection, of making laws governing the members, both on the occasions of business meetings and club gatherings, and of enforcing them in the manner provided in the club constitution; but further than this, any serious action by a club against a member makes the former liable to punishment, and gives the latter the option of recovering damages.

There is very little need for law, as laid down in the statutes, among bicyclers, as they are, almost without exception, a class of gentlemen whose self-respect provides the very best form of club government; but occasions may yet arise when a club member feels called upon to dictate a line of conduct upon a fellow-member, and enforce it through club influence, hence it is well to understand what his privileges are.

It has been said that athletic exercises influence the morals through the muscles: and if this is true of physical exercise generally, it is especially true of so manly and as yet innocent a pastime as bicycling. But notwithstanding this, very few men take up bicycling with the object in view of regenerating their morals: indeed, the idea of associating with the sport any such seraphic halo as hovers over the pastime of trudging to Sunday school, or of committing the catechism, would make it repellent to a very large class of men who are fond of out-of-door sports. A bicycle club is not an ecclesiastical tribunal, and has no right in any sense to act as one. The men who join subscribe to no faith, no mode of living, nor to any belief, except that

"There is a good time a-comin'."

When it as a body meddles with the affairs in private life of a member, it might as well at once attach a spire to the club house and begin the business meetings with a hymn.

There are, however, in every organization, extreme cases of misconduct, and extreme penalties are devised to meet them. Any grave charge against a member's character may be considered by the club, or referred to a committee for that purpose: and they should allow him a fair trial before taking any action towards punishment. If a member should refuse trial, his refusal in any club should be enough to convict him, and the extreme punishment of expulsion should follow *But in no case must a club publish in any form the charges against an expelled member*, as in such an emergency the law waives the *truth* of the charges and allows the individual to recover damages. The matter of expulsion is, as it always should be, a remote contingency; but it is not impossible that it may come up, and it is therefore well to understand the subject in advance.

There is prevailing in the minds of some bicyclers a strange idea that they must, through club mediumship, disparage any unbecoming associations with their sport, and must censure all public abuse of wheeling privileges. This exists notably among those who are in the bicycling business, and who feel a commendable pride in supporting the dignity of the sport; but it is in truth a matter as much beyond their jurisdiction as is the matter of fast driving beyond the jurisdiction of stable keepers. As individual bicyclers they have the privilege of expressing their disapprobation of such abuse, or as citizens they may insist that the law shall punish it, but as a club they have no right to sit in judgment upon the conduct of outside bicyclers; and it is very questionable whether they have the right of becoming the moral guardians of *members*, except upon a club run or business meeting.

Whenever the bicyclers of a club are inclined to meet and act for the purpose of usurping the public prerogative of dealing with the laws regarding bicycling, they are overstepping the limit of their authority, and they may only unpleasantly involve the club that they desire to protect. The leaders in bicycling carry more influence in their conduct than can the most elaborate club laws. The contagion of example will be felt where an exhibit of authority would have no effect. It is to the influence of the best wheelmen, both in and out of the club, we must look for the preservation of the dignity and decency of bicycling, and not to club jurisdiction.

SPRING MEETING OF THE BOARD OF OFFICERS L. A. W.

A SPECIAL meeting of the Board of Officers of the League of American Wheelmen, called by the president under the rules, was held at the Boston-Massachusetts Headquarters, 40 Providence street, Boston, Mass., on 19 March, 1881. The meeting had been called for 8 o'clock P. M., to take action upon such matters as might properly come before the Board; and was called at this time because the January meeting adjourned without a quorum, and the time for the regular April meeting was scarcely the required two months before the date of the May Meet.

The meeting was called to order by President Charles E Pratt, at the appointed time, the following officers being present: President, Charles E. Pratt; Directors, C. H. Lamson, of Portland, Me.; R. A. Fairfield, of Biddeford, Me.; C. A. Hazlett, of Portsmouth, N. H.; E. C. Hodges, of Boston; W. H. Richmond, of Providence, R. I.; S. A. Marsden, of New Haven, Conn.

Both secretaries being absent, Director Hodges was chosen secretary *pro tempore*. The president stated the object of the meeting, and that no quorum was present, though other officers were expected. Whereupon, upon motion of Mr. Lamson, of Maine, it was voted that a recess be taken to await the arrival of members. At the expiration of the recess, the president again called the meeting to order, when the following additional officers were present: T. B. Beach, of Hartford, Conn.; Secretary J. Frank Burrill, of New York; Corresponding Secretary, A. S. Parsons; and subsequently, commander C. K. Munroe, of New York,

and Director W. F. Gullen, of Brooklyn. The secretary read the minutes of the last meeting, which were approved.

On motion of Mr. Lamson, of Maine, Mr. Wistar, secretary of the Germantown Bi. Club, Mr. Putnam, of the New York Bi. Club, and Mr. Harrison, of the Boston Bi. Club, and editor of the BICYCLING WORLD, were invited to take seats with the members.

The chair then read several reports from Commander Munroe, offered at the January meeting, and a report offered at the same time by the Committee on Meetings. As the facts have been heretofore published, and the suggestions therein contained adopted, they will not again be given in detail.

The chair then read a communication from the secretary of the *Union Velocipedique de France* relating to the definition of an amateur in France, and asking its acceptance by the L. A. W. The letter was published in full in the BICYCLING WORLD, 11 March, 1881.

After a spirited discussion on the question of accepting the newly created French amateurs, as admitted under the recent French laws on the subject, the matter was referred, upon motion of Mr. Marsden, to the Committee on Rules and Orders.

On motion of Recording Secretary Burrill, it was voted that the corresponding secretary be directed to address a fraternal communication to the *Union Velocipedique de France*, expressing the League's congratulations, and stating that the matter of the rule adopted by them as to amateur and professional is under consideration.

RULES AND REGULATIONS.

The Chair, in behalf of the Committee on Rules and Regulations, reported that the Constitution fixed the initiation fee, but no assessments or after fees. This, he said, was the duty of the board of officers, which had not been discharged. In the opinion of the committee, the board may fix this by a rule which would be simply supplementary to the rules already adopted, and would not require ratification at a subsequent meeting. They recommend the adoption of the following

MEMBERSHIP FEES.

Each member shall pay to the treasurer of the League, on or before the first day of June, in each year following his admission to the League, the sum of $1.00, as a membership fee, and shall forward therewith his name, address, and membership number on his old ticket; and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of twenty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary.

On motion of Mr. Hodges, the report of the membership committee was accepted. The question then turned upon the adoption of the same as a rule.

Mr. MARSDEN. — Is there any difference between the amount paid by the club men and the unattached?

PRESIDENT. — The committee are of opinion that this was an inducement to new members to join the League, but when once in the League their fees should be the same as others. In view of the finances, it will not do to make a distinction. The League now has, say 1,300 members; at the beginning of the new year, it will probably number between 1,500 and 1,800; that measures the income for the next year, to a great extent. We have to incur certain expenses, and it is the purpose of the League to incur greater expense for printing than it has incurred this year. It is also the purpose of the League to meet counsel fees, etc., and it is evident that the revenues will not be too large if $1.00 is charged. It seems to us that a yearly assessment of $1.00 is small enough.

The motion of Mr. Hodges was carried, and the rule as offered was adopted.

LEAGUE UNIFORM.

Mr. HODGES, in behalf of the Committee on Rules and Orders, offered the following report, which was accepted: —

The Committee on Uniforms would report that they have solicited samples and estimates from several of the largest firms in the country, and would respectfully recommend that the uniform should consist of a "Bedford blouse," plaited in front and back, with a belt; close-fitting knee breeches, both polo cap or helmet, gray stockings. Material, gray homespun. The lowest responsible bid was from G. W. Simmons & Son, Boston, Mass., and is as follows:—

Blouse, $10.00; breeches, $5.00; stockings, $1.00; polo cap, $1.00; helmet, $1.50: all subject to a discount of fifteen per cent to League members. The committee respectfully recommend that Messrs. G. W. Simmons & Son be appointed League outfitters.

C. E. PRATT,
A. S. PARSONS,
E. C. HODGES,
Committee.

On motion of Mr. HODGES, the following rule was unanimously adopted: "That the League costume shall consist of a 'Bedford blouse' with belt, close-fitting knee-breeches, polo cap or helmet, all of homespun gray, with stockings to match. The wearing of the uniform shall be optional."

It was also *Voted*, "That Messrs. G. W. Simmons & Son be appointed as League outfitters to furnish the uniform, until otherwise ordered."

The Committee on Rights and Privileges, through Mr. PRATT, of Boston, offered a communication from C. A. Hazlett, director from New Hampshire, concerning three wheelmen in Exeter, N. H., who are sued for frightening a horse last November, thereby causing an accident to a lady, and who have asked for League assistance in defence.

After a short debate, on motion of Mr. MARSDEN, it was *Voted*, "That the matter be indefinitely postponed, for the reason that at the time of the trouble the riders were not members of the League."

FINANCE, ETC.

The Committee on Finance had no report to offer. On motion of Mr. BEACH, of Connecticut, it was *Voted*, "That the officers and committees be requested to make reports to the president, on or before 15 May next, their reports to be made up to 1 May, for their various departments."

On motion of Mr. HODGES, it was *Voted*, "That the Treasurer be requested to make up a report to the date of this meeting to the president of the League, for publication."

CONSUL BADGES, ETC.

On motion of Mr. PARSONS, it was *Voted*, "That the League provide for the consuls, the letter 'C,' to be used as a pendant between the handle bar and wheel of the present badge."

It was also *Voted*, "That members of clubs be requested to wear their club colors underneath their League badge."

Also on motion of Mr. PARSONS it was *Voted*, "That the certificate for appointment of counsel be signed by the directors of the State, and countersigned by the corresponding secretary, and that blanks for such certificates be prepared by the corresponding secretary, and forwarded to the directors."

HAND-BOOK FOR MEMBERS.

The president called the attention of the board to the necessity of publishing a small pocket hand-book, containing a list of the officers, consuls, the constitution and rules, for the use of members, and suggested that it be prepared by the Committee on Rules and Orders, or under their direction, to be furnished to the members at a small price, sufficient to cover expense of printing, mailing, etc. On motion of Mr. HODGES, it was *Voted*, "That the Committee on Rules and Orders be authorized and requested to have published a hand-book for members, containing the names of officers, consuls, and the constitution and rules, and such other directions as they may deem necessary."

COMMUNICATIONS.

Mr. PARSONS, corresponding secretary, read a communication from Dr. E. B. Ward, of Detroit, tendering his resignation as a director, which was accepted.

A communication from the Crescent Bicycle Club, offering to give an exhibition of fancy riding, provided the Meet was held in New York, was referred to the commander, with full power to act.

A letter was also read from the Hermes Bicycle Club, of Providence, which the corresponding secretary was directed to answer.

"CONTINENT BADGE."

The first continent badge being larger than the committee had expected, Mr. PARSONS said they had compromised with the jeweller who had made the new dies, for one half their cost, and asked the board to pass a vote authorizing the treasurer to pay twenty five dollars in settlement, which was done.

The Committee on Membership, Mr. Parsons continued, authorized the jeweller to make badges for the officers, at an expense not exceeding four dollars and fifty cents each; the jeweller now claims that he cannot make them for that price, and renders a bill of five dollars each. Mr. Parsons asked for the action of the board.

On motion of Mr. HODGES, *Voted*, "That no allowance be made for the extra expense claimed by the maker of the League Badges, for making the plates for the executive officers."

MAY MEET.

The president called the attention of the Board to the approach of the time for the May Meet; and in this connection read a communication from the Park Commissioners of New York, giving permission to the League to pass through the Central Park on 30 May; also, a communication from Vice-President Longstreth, in favor of holding the meeting in New York; and letters from Treasurer Willoughby, Directors White, of Baltimore, and Ely, of Cleveland, favoring the same city. Directors Thomas, of Louisville, Munroe, of Buffalo, and Hibbard, of Milwaukee, favored Washington.

F. M. Gifford, of Edina, Mo., favored Chicago, or some other Western city; and Horace S. Tibbs, of Montreal, preferred Boston. The Chair stated further that the report of the Committee on Membership favored Washington.

A recess was here taken for lunch.

On reassembling, Mr. Dillwyn Wistar, of Philadelphia, and Mr. Louis Harrison, editor of the BICYCLING WORLD, were invited to express their ideas on the subject of the coming Meet; each being allotted ten minutes.

Mr. Wistar spoke first, as follows: "I would say by way of preface, that Philadelphia did not fully wake up to the question of having the Meet in her city until about a week ago, the reason being that Washington was thought to be the best place for the Meet, and so decided by the advisory committee. When, however, the discussion commenced as to the merits of New York and Philadelphia, it opened the doors, and we finally concluded that Philadelphia was the proper place when it came to be a question between New York, Philadelphia, or Washington.

"Looking at the desirability of Philadelphia, perhaps the first point to take up is its accessibility. Trains leave the New York and New England depot in Boston, at 6 o'clock in the evening, arrive in Philadelphia by 6 o'clock next morning. By the end of May, passengers can be put down in the centre of Philadelphia, if they see fit, and go at once to their hotels; if, however, they prefer to debark at the park, there is a station there called the 'Zoölogical Station,' at which they can debark with their machines within one hundred feet or so of the main Exhibition building, where we propose to have facilities for storing machines in any number. We propose to have men there, to guard day and night, and to give out checks, if desired, for bicycles left in their care. We also propose to have a mechanic on hand to attend to the machines when necessary.

"The Park Commissioners consist of maybe fifteen members, and like other bodies, are divided up into committees. The committee with which bicyclers have hitherto had to do, under the rules, is a committee called 'superintendence and park police.' That committee sat last Friday, and before them appeared a committee of Philadelphia bicyclers, and stated the wants of the Philadelphia bicyclers, assuming to represent, to a certain extent, the wishes of bicyclers in all parts of the country. We stated the case as fully as possible: but this committee, unfortunately, were not able at the time to give us an absolute decision. It was impossible to arrive at a decision on such short notice. On that committee were several members we know personally are favorable to bicycling, — one certainly is, and another is favorably disposed. The result of the conference with the Park Commissioners was, they told us we might go ahead and invite the League to meet in Philadelphia. In consideration of our desire to invite strangers from different parts of the country, they gave us to understand that they would give us permission to use the park within reasonable limits. They appointed one of their body, — that member was Gen. Thayer, general superintendent of the park, who, I will say incidentally, is a young man and a lover of athletic sports. We conferred with Gen. Thayer very satisfactorily. We made out our request in writing: the gist of it is, that we are to have the use of the park four days, — it may be trimmed down to three, but four is what we asked for; the use of the West Park up to three o'clock; all the drives in the forenoon. After three o'clock we have the asphaltum walks and some of the drives around the main Exhibition building, to the extent of three or four miles, — the choicest walks in the whole park, both as to width and quality of surface. To enlarge upon the park itself is unnecessary. I would simply say that the ground has been held for a park for the last ten years; the roads are all laid scientifically, and the surface is in good condition.

"The main Exhibition building we consider quite a feature, because it contains twenty-one acres under one single roof. The floor of the building is, as a general thing, good enough for satisfactory riding, through the aisles and passageways. In case of stormy weather, the riding of course would be limited to the building, but it would still have some scope. There is a large space of about 200 feet square, right under the centre transit of the building, and is built so well that roller skating is indulged in. Our convention could be held on that spot.

"As to the hotels, it is unnecessary to mention those. We have, as every city has, many first-class houses, and entertainments are as plenty as in any first-class city.

"We believe that if the Meet is held in Philadelphia it will draw from the whole of the West and New York; as for New England, the New York and New England Railroad Company could take all the bicyclers who wanted to go without change. Bicyclers would have no such trouble getting to the place of meeting as they would have in New York City. The elevated railroad when once aboard is no doubt a good thing, but there would necessarily be great difficulty in the way of mounting and dismounting the stairs."

Mr. HODGES. — I would like to inquire the expense of going from New York to Philadelphia, — the regular rate?

Mr. WISTAR. — The regular rate is from $2.50 to $3.00, according to the trains taken. I will add that the fare on the New York and New England Railroad from Boston to Philadelphia is $8.25; that does not include a sleeping-car ticket. The fare from Philadelphia to Washington is $4.50.

Mr. HODGES. — Are there any large hotels near the park?

Mr. WISTAR. — No, not in that part of the city; but very soon the railroad company expects to have trains running into the heart of the city. If so, it would take but a few minutes to run to a number of good hotels.

Mr. HARRISON. — Mr. President, I do not think that I can add anything of interest to the discussion, — not even the small weight of personal opinion, as I have been unable to form any as yet.

I have been aided in preserving a neutrality by the letters sent me from the various clubs belonging to the League, as they contain some excellent arguments in favor of nearly all the cities under discussion. As it may be of interest to you to know the popular expression of opinion, I will briefly outline what has been said in these letters. The sentiment in the Lafayette and Wilkesbarre clubs is strongly in favor of Philadelphia, and without doubt the home clubs, which are strong in numbers, favor the Quaker City. From Elgin, Ill., to Columbus, O., the West is in favor of Washington as the most desirable Eastern city. The Chicago men are, however, not bent upon having it in any particular place, as I learn from them that they will turn out as large a delegation as possible wherever the Meet is held.

In New England, the New Haven men rather favor New York City, and I understand that the Crescents, of this city, have expressed themselves in favor of

the same place. The Boston, Massachusetts, Chelsea, Worcester, Brattleboro', Providence, Hermes, Framingham, Waltham, Haverhill, Marlboro', Brockton, Roxbury, New Britain, and Hartford clubs are unanimously in favor of Boston.

This leads me to think that the popular sentiment is for the last-named city; but popular sentiment is but one of the many considerations to be thought of, and I would not have my knowledge of it weigh in the present discussion. The gentlemen here assembled represent, as does the question itself, large and wide-spread interests; and although each of them, perhaps, appreciates the advantages fully of the city of his choice, yet I do not think that any one understands the whole situation so thoroughly as not to be able to learn something from a careful debate of the question.

Mr. BURRILL. — I think that as this question is so divided in opinion,it would be well to arrange in some way to leave it in the hands of the president of this association, to have the Meet in some place where, according to his judgment, it would be for its best interest.

The PRESIDENT. — In answer to the remarks of the gentleman from New York, the Chair will state that the constitution and rules make it the duty of the Board of Officers to decide where the Meet shall be held; and further, the Chair is not anxious to take the responsibility mentioned upon his shoulders.

Mr. BURRILL. — I have no official orders from any one who is connected with looking up the details incident to the Meet, but I know that several committees were appointed from the different clubs in New York. One committee was to procure the park; another to secure ample accommodations; another committee was appointed to secure satisfactory rates at first-class hotels in the vicinity of the place of the Meet, from all of which we would hear if the gentlemen who hold the papers were here. I am satisfied that the delay in their being here is not their fault, and believe that if a recess were taken until their arrival, they will present special inducements to hold the Meet in New York City.

After a lengthy discussion, it was thought best to lay the subject of the Meet on the table and proceed to other business, in the hopes that the New York officers would put in their appearance at the conclusion of other business.

NEW MEMBERS.

The name of R. C. Wander was objected to as a member of the League. After a terse discussion, the following unanimous vote was reached, on motion of Mr. Beach, of Hartford: —

"*Whereas*, It appears that the objections made to the membership committee to the admission of R. C. Wander are not sustained, but, on the contrary are proved to be erroneous, *Voted*, that Mr. R. C. Wander be admitted a member of the League."

The name of G. H. Craig, of Chicago, was referred back to the Membership Committee, with instructions to report more fully in regard to the allegations.

Francis H. Craigen, on motion of Mr. Beach, was admitted as a member of the League.

The New York officers still being absent, a recess was taken until 8 o'clock P. M.

EVENING SESSION.

The board resumed its business at eight o'clock, P. M., the belated New York members having arrived during the recess.

On motion of Mr. MUNROE, of New York, it was *Voted*, "That the meaning of Article 10 of the rules is construed by this board to mean that the clubs are to parade in the order of their respective ages as members of the League, and not of the dates of their club formation."

Mr. MUNROE also presented a communication from the united clubs of New York, inviting the League to hold its next Meet in their city, with the following remarks: To supplement that invitation, I will say, that every wheelman in New York, without exception, I believe, is anxious to have the Meet in New York. They appreciate the difficulties in the way, and are willing to use every effort to overcome them. There are certain reasons which would make it appear that New York is an unfavorable place, and there are other reasons why it is desirable that the Meet should be held there. Bicycling at present in New York is conducted under great disadvantage. Almost every one is down on us, and we labor under disadvantages that other cities are free from. We think a successful League meet in New York would place bicycling on a better footing. Certainly the papers would give us full reports. Then we have permission to ride through the park. That may seem a little thing, but it is more than we have been able to do before, and it seems as if we pass it by that we were throwing away a valuable opportunity.

New York is a central point, and we could draw from North, South, East, and West better than any other city could, on account of location.

If you decide to come to New York we can provide ample accommodations for wheels, and for a business meeting of the League, and will try to make the transportation of the wheels from the various termini of railroads and steamboats as easy of possible. We assure you that we will do the best possible for your comfort and enjoyment.

Mr. BURRILL. — I would like to hear the views of others. Perhaps Mr. Gullen will speak.

Mr. GULLEN. — I am in favor of having the Meet in New York, if we can see our way of taking the machines. We will do all that is possible, if you do come, to make the Meet a success.

PRESIDENT. — What concessions have you received from the Park Commissioners?

Mr. MUNROE. — It would seem necessary for the success of the Meet that we should have a day in the park, and when this proposition was made to the Commissioners, they denied it by a tie; upon reconsidering the motion, one of the members who had voted against it said if we would name two hours during the day, he might vote in favor. That being all that could be done, one of the gentlemen named the hours from 9 to 10 in the morning, and from 1 to 2 in the afternoon, whereupon their vote was reconsidered. I think the morning hour could be changed with little trouble to 10 to 11; but more than getting two hours — one in the forenoon and one in the afternoon— is impossible.

Mr. BURRILL. — I move we proceed to ballot for the next place of meeting of this League.

Mr. HODGES. — I hope the gentlemen will not proceed to ballot at present. Mr. Beach has been in attendance up to this moment, but is now absent. I should think it courtesy due him to wait until he arrives.

Mr. BURRILL. — I withdraw my motion.

Mr. MUNROE. — I should be pleased to hear from Boston and other places.

In answer to questions from Mr. Hodges, Mr. MUNROE said: In regard to transporting bicycles on the elevated road, I consider it impracticable; in fact, it would be utterly impossible to transport them that way. As for drays or trucks, it would be possible and it may be practicable, but it would be somewhat risky. The distances are great, and streets rough-paved; and unless great care was exercised in packing machines, the liability to accident is very great.

Mr. HODGES. — I should like to say that when this question of the League Meet was first agitated, I was strongly in favor of New York, and I must confess that I continued to be in favor of New York until this question arose in my mind first about the park. I have expressed myself often that New York was the place to hold the Meet. We could then show the New-Yorkers that we are men, not boys; until, as I said, this question arose in my mind as to the time we should be allowed to parade in the park. If the use of the park was granted for the day, I can see very readily the advantages of going to New York, notwithstanding the difficulties of transportation; but it would be utterly impossible to take a body of 300 to 500 men through the park in the limited time named. If we were guaranteed even three hours in the morning or afternoon, I should still think it practicable to have our Meet there. Owing to the restrictions placed on the New York park,— and as for Philadelphia, I consider that out of the question, — I must say that I recommend Boston as the second choice. I have refrained from doing so because I preferred New York for many reasons, and also out of compliment to Commander Munroe, who originated the Meet. I should now waive my decision if the Meet could be held in New York.

I could not allow this to go to vote without giving one or two advantages in favor of Boston. We have good hotel accommodations and splendid roads. I would like to have it distinctly understood that I would not advocate the claims of Boston against New York were it not for the fact that it would be impossible to take four or five hundred men into the park and out in so limited a time.

Mr. MUNROE. — It seems to me that we should consider whether we are working for the interest of the League, or of bicycling at large. If for the extension of bicycling, I think New York is the place; if for the interest of the League and its members, it is not.

Mr. BURRILL. — All are our friends in Boston, and we are sure of a warm reception. In New York everybody is against us. Therefore I claim that a parade of the League in New York would conquer our enemies and bring them over to us, and make the future of the League a settled thing. I think the first thing to do is to fight our enemies, and not to be as it were hanging around our friends. I think, under the circumstances, that the Park Commissioners are not as lenient as they should be; but I think the League ought to have their Meet in New York or Philadelphia, at any rate outside the New England States. We have had one Meet at Newport; I think, for the benefit of the League, we should hold the Meet in some other section of the country. We are working for the benefit of the League, and not for the pleasure of personal members. We are working now to increase the love for the bicycle, and to bring more members to our clubs, and to make it a settled organization in the United States.

Mr. MUNROE. — I would suggest that if the Meet is held in Boston it may injure the League, and may cause dissatisfaction in the League.

Mr. BURRILL. — The idea is, that no matter where this League Meet is held, every one must do his utmost to make it a success, no matter whether it is held in Philadelphia, Washington, New York, or Boston. Don't let us hold back on account of personal feeling or distance. I think this second Meet should be the strongest and largest.

On motion of Mr. MARSDEN, of Connecticut, an informal vote by ballot was taken, with the following result: —

1st Informal Vote.

5 in favor of Boston.
3 in favor of New York.

On motion of Mr. MUNROE, of New York, a formal vote was taken, resulting:

Formal Vote.

6 in favor of Boston.
2 in favor of New York.

On motion of Mr. MARSDEN, seconded simultaneously by Messrs. Munroe and Burrill, the vote was made unanimous in favor of Boston.

On motion of Mr. MUNROE, it was *Voted*, "That the business meeting of the League will be called at 10 o'clock A. M., at such place as the president may designate, and the parade be called for 2.30 P. M."

On motion of Mr. BURRILL, the New York clubs were thanked for their courtesy in asking the League to meet in their city, and a vote was also passed, thanking the Park Commissioners of New York and Philadelphia for their concessions, and requesting the pleasure of their company on 30 May, as guests of the League."

The president next read, as he said with reluctance and regret, a letter of resignation from Mr. A. S. Parsons, corresponding secretary of the League, which called out the following resolutions from Mr. MUNROE: —

"I should like to move that the resignation be declined by the League, and that this meeting of officers pass a resolution of heartfelt sympathy for Mr. Parsons in his affliction, and of thanks for the services he has rendered the League during this, the first year of its existence.

"He has certainly done more than any one or any six members; he has always been ready to answer questions of all kinds, and has stood a great deal of — not exactly abuse, perhaps — but he has received a great many complaints, which he has always answered in the most courteous manner. I think without him the League can hardly complete its first year. We must have Mr. Parsons; he is almost a part of our existence. In declining this, I believe we should offer these resolutions. I think we should beg him as a personal favor to continue his office until the end of the present League year; and I should like to add to that resolution that Mr. Parsons be authorized to employ, at the expense of the League, a clerk to assist him in League duties, from now until the completion of the League year, the expense of clerk to be set by Mr. Parsons, we being sure and feeling confident that whatever he does in the matter will be right and just."

These two resolutions were unanimously passed, and the resignation not accepted.

On motion of Mr. BURRILL, of New York, the April meeting for this year was waived.

MEETINGS OF THE BOARD OF OFFICERS.

On motion of Mr. MUNROE, of New York, Section 12 of the rules was amended to read: —

"Two meetings of the board of officers shall be held each year, one in the spring, at least two months before the annual meet, and one in the fall, at the time of the race meet of the League."

Also, on motion of same gentleman, Section 2, defining the duties of the vice-president, it was voted that the last paragraph of the section, reading, "He shall appoint judges at the race meetings," be stricken out.

These amendments of the rules are subject to ratification at the next meeting. On motion of Mr. BURRILL, at 9.30 P. M., it was voted to adjourn *sine die*.

WHY PRESIDENT BATES'S PHOTOGRAPH WAS NOT RECEIVED.

SOME uneasy wheelman started the idea of a general exchange of photographs among the brethren of the bicycle. Probably the inventor of this scheme was a good-looking fellow, — or he fancied himself good-looking, — entirely willing that his portrait should appear anywhere, and confident that it would adorn any society. The scheme was eagerly adopted by others of poetic temperaments, who thought it would be pleasant to know the forms and features of many of whom they had heard, or might hear, yet never meet; distant brothers, bound to them by the mystic ties of a common fraternity, and a common feeling of delight in the pleasures of the same sport. This is natural, praiseworthy; and I appreciate it justly. But I have been greatly bothered by the scheme; and the many brethren who have applied for my photograph are entitled to an explanation, why they have not received it.

When I had received half a dozen of the first applications for my photograph, I naturally mentioned it to my wife, with a view of getting her opinion on pose and other artistic points, she being a woman of taste and experience in procuring photographs. We were on our way to attend a church social, and were nearing the church. She immediately inquired if I intended to be taken in my knickerbockers. I said that of course I should. She said, rather warmly, that she would be dam — this was just as we were nearing the church door, when we met the pastor and his wife, and stopped to shake hands with them. She explained the matter to the pastor's wife, who is a lady of fine judgment; and they both said together that Mrs. B. would be dam — when the pastor broke in, and said that he should depend upon the two ladies to attend to one of the coffee stands. They did so; but I observed through the evening that they held whispered conferences, during which they looked significantly at me. I was not surprised, therefore, when, as we walked home, my wife and the pastor's wife renewed the photograph subject; and both agreed in urging, as an objection to scattering my portrait all over the country in knickerbockers, that my wife would be dam — that is, in her reputation as a woman of artistic tastes and feelings — damaged by a photograph which would exhibit her husband in knickerbockers and stockings, thereby revealing the appalling fact that he is slightly bow-legged in one of his legs, and not strictly perfect in the other. However, after about six weeks of arguing, I finally obtained her consent, after assuring her, and exhibiting various photographs which I had received, that all wheelmen are governed in this matter by the Boston fashion; and the Boston fashion is to go to a theatrical costumer and get your stockings stuffed before the picture is taken.

But of course my wife told the other

ladies of our club of the impending peril to the reputation of the club. As soon as the leading members of the club learned of my intention, with their usual solicitude for the good fame of their beloved president, they hastily called a special meeting to discuss the question as to in what pose, form, and style the portrait of their distinguished chief should be permitted to go abroad through the nation.

It was urged by Mr. Lowe that it would be better for the club to suppress the portrait entirely. He argued that the imaginations of wheelmen throughout the country have constructed an ideal portrait of our honored and venerated president, and invested it with all the charms of fancy, and all the dignities of the mysterious unknown. He had no sympathy with any grovelling sentiment of utilitarianism which would exercise the besom of actuality to obliterate one scintilla of that refulgent adumbration which imagination has delineated about the illustrious lineaments of our distinguished leader, who has attracted to our organization so much ever-broadening adulation, reflecting upon his admiring constituency such brilliancy of — ah — of — in fact — h'eclaw. [Applause.]

Mr. High said that if the matter is shrewdly managed, by placing the photographs where they will do the most good, and causing each recipient of a portrait to suppose that he is the only person thus favored, as a particular mark of personal esteem, the Detroit club may secure for its popular chief the honor of being elected as the next president of the L. A. W.

Mr. Bumps thought that our president should be taken seated upon his wheel, at the head of the procession, as he usually appears on public occasions.

Mr. Twiddle thought our president should be on the handsomest wheel in the club. He would have the president taken with hollow forks, adjustable ball bearings, and full nickel-plated.

Mr. Condor thought that our president's spokes had better be painted black; but his forks and backbone should be nickel-plated. He thought that a nickel-plated lamp in front of his spindle would show well.

Mr. Broad said the president should wear his lamp on his hub. His hub will be the central point in our president's picture.

After some further discussion, the matter of pose was left to be decided after our arrival at the photographer's rooms.

I was in favor of postponing the taking of the photograph until I could obtain a new pair of knickerbockers, as I had unfortunately torn a small hole in my old ones; but Mrs. B. hastily put on a patch, and said that as I was to be seated on the machine, it would not show. Having consented to the scheme, she was in haste to have the picture.

At the appointed time I went to the rooms of one of our best photographers, where I found the club already assembled, and discussing the question of pose. It was agreed that I should be taken in the act of going down a steep hill, with my legs over the steering bar, and waving my cap in one hand. A canvas picture of a road was laid over the planks, propped up at one end to represent the hill, and my wheel was fastened at the top of this incline with invisible wires and a clamp. The club were grouped picturesquely on each side at the foot of the hill. My saddle was set back considerably by Condor, and I assumed a graceful position on it, and wore a dignified but amiable expression.

Then the operator, who had all along objected to this pose, pointed his instrument at me, and took a look through it, with a black cloth over his head. He jerked his head out, and said it would n't do. Twiddle wanted to know if the photographer thought he knew more about the proper position on a bicycle than an entire club of expert bicyclers. The photographer said he did n't; but he thought he knew something about taking pictures. I remonstrated with the photographer. The photographer said no man could take a good picture of a bald-headed man, who always kept his mouth open and his pocket-book shut. The club wanted to know of the photographer whose picture this was to be, anyway. If customers could n't get pictures to suit themselves there, they could go elsewhere. The photographer said, O well, he would take it, and they should pay for it. If they did n't like it, he had warned them, and they could n't blame him. Then he went and got his prepared glass plate, and put it in the instrument. He acted as if he were mad about something.

While the photographer was taking off the cap of the tube which was levelled at me, I felt the saddle slip. Condor had not screwed it up tight. It slipped back to the end of the spring, and then tilted up; this tipped up my feet considerably, but I said nothing, and held on, carefully preserving my very best expression of countenance. When I was beginning to get tired in the arms, and was fearing lest my face should put on an appearance of anxiety, the photographer clapped his cap over the tube, took out the plate, and went into his closet, saying that I could get down, which I did.

Presently the photographer came out with the plate for us to inspect. By holding something behind it, the picture showed up pretty clearly. Owing to my having slipped in the saddle, the picture showed two prominent shoe bottoms, with new-pegged half-soles, a broad expanse of knickerbocker with a conspicuous patch on the left hemisphere, and the top of a bald-headed man peeping over them, like a full moon just rising behind a ragged mountain range, with a sort of picnic party in knee-breeches at its foot.

The club voted unanimously that it was an infernal botch. The photographer said he told them so beforehand. The club said if he could n't do better than that they would go elsewhere. The photographer said they had taken nearly half a day of his time already, and they might go to Texas. The treasurer, in a dignified manner, paid the bill, and we went. When we reached the street, the photographer stuck his head out of the window and said, that as the pictures were paid for, he would finish up a dozen and send them to my house. Being at the moment a trifle absent-minded, I replied that he might do as he pleased.

So he did finish a dozen, and sent them to my house, where my wife received them. She opened the package, and sat down and cried.

Mrs. Sprattle was there. My wife explained to Mrs. Sprattle that the reason she cried was, because she had merely basted on that patch for the occasion, with long stitches, and now it would go all over the United States and the Dominion of Canada, that she did n't know how to sew any better than that.

Mrs. Sprattle suggested that as Mrs. B. had the pictures, she could prevent them being sent; perhaps the club had not got any of them.

Consequently none of them have gone out; and except the one that Mrs. Sprattle kept for a curiosity, and one that pretty Widow Spellman took for a specimen, and one that the Rev. Mrs. Hornblower got for her husband to show to his congregation, and one that our particular friend Miss Vivid borrowed, and six or seven others, it has been kept a profound secret.

The club voted not to make another trial until after six months, in which to recruit the treasury. And my wife says that she knew that would be just the way I would act, — let the club do just as they like, — and I shall not be trusted to go for another picture till she can go with me and manage it herself. These are the reasons why my many correspondents have not yet received my photograph.

B.

DEMOCRATIC equality is the only basis on which a club can establish social relations between members. When the discordant elements *caste* and cliques enter a club, they bring with them a discomfort that robs club life of its principal charm. The desire to "run the thing" gets possession of a certain class of members, and if they are allowed to follow out their lofty aspiration they invariably run the "thing" off its legs. Business meetings and discussions undo much of the pleasant ties formed on friendly runs, and often induce enmity, where before was stanch friendship. This is merely because the men who take the front rank in wheeling have to take a back pew when the tongue-lashing begins; and the men who are imaginary club leaders in business affairs get badly left on club runs. There is nothing better than a little philosophic resignation in one case, and a little democratic courtesy in the other.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 25 MARCH, 1881.

NOTES ABOUT BOWS AND ARROWS.

I.

ANY well-made arrow *will fly directly in the line of the aim*, if the nock of the arrow is directly under the aiming eye at the moment of loosing, provided the bow be inclined enough to the right to prevent the arrow lifting from the bow at the moment of discharge. Usually the cause of the tendency to the left, of the arrows of some archers, is that the draw is so high that the nock cannot come *under* the eye because of the cheek or jaw. This is probably the trouble with "Locksley," who must draw too high, or his point of aim at full draw could not be above the target at 60 yards! The proper and *necessary* draw, in order to shoot with an *aim*, is *just under the chin*.

II.

A yew bow will not cast an arrow as far as a good hardwood-backed bow, but it will shoot much more steadily. The principal excellence of the yew is the absence of vibration, due mostly to its *lightness*. If the nock of a yew bow be loaded with a half-pound of metal, the jar will be as painful as that from the recoil of a self snake. A steel bow, because of its great weight, and consequent unbearable recoil, is useless. The rigidity of the handle has also much to do with the sweetness of cast in a bow, and very much of the unpleasant jar of hardwood bows could be obviated if makers would take any advice, and give one half more wood than they now do for twelve inches in the centre. But makers will never do this. Ford lectured them for twenty years without avail, and we cannot expect them to change now. Buy you a 60-pound bow, and dress down to 48 pounds.

III.

For target shooting *steadiness* is worth every other quality of a bow, and no *new* bow has this quality. A bow which does not somewhat *follow the string* cannot be depended upon for accurate target shooting.

The *perfect bow*, for an archer of ordinary power, is a self yew, without a pin from nock to nock, being *very* large in the handle, curved toward the string for one and a half inches, pulling 50 pounds at 28 inches, and having a rather sluggish cast. Such a bow will not jar, nor will it rip up in the belly when the string breaks. It will grow in sweetness with years, and will not lose a pound in power after the first month. It will cost about $75.

W. H. T.

PRIVATE PRACTICE CLUB.

FEW archers possess sufficient hardihood to face the icy winds of such a winter as we have endured; and because of the small number of members reporting for the month of January, the secretary has deferred his monthly report for that month, and now gives it in connection with the February scores. Despite the numbing cold, Walworth and Hyatt give us some of their wonderful scores at 60 yards, the former recording 47 hits with 265 score for his first 48 shots, and the latter closing his February scores with 144 straight hits, yielding 860 score!

What could be more promising for the season of 1881 than this archer's average at 60 yards for January and February, being almost 140 points to each 24 arrows shot!

The Californian members, being blessed with better weather, did more shooting than their transmontane brethren, and it is to be regretted that the P. P. Club cannot boast more members from the favored coast.

The secretary begs to call the attention of the club to the fact, that out of the thirty-six members of the society, only seven have paid in to the secretary the extra $1.00 voted at the Buffalo meeting of the society for the purchase of a badge for each member. Because of this failure, the secretary has not been satisfied to purchase badges and send out; for he could not know how many to purchase. Unless the other members send in the amount required by the rules of the society, he shall feel it his duty to refund the $1.00 paid in by the seven members above named, and await the meeting of the society at Brooklyn before purchasing the badges. Several of the members who have paid their assessments have written to the secretary upon the subject of the badges, and he trusts this may be a sufficient answer upon the question. The following are the few scores reported: —

F. O. HYATT, CORTLAND, N. Y.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
Jan. 1.	30–132	40–176	24–152	94–460
" 12.	22– 90	36–158	22–146	80–394
" 18.	29–113	32–150	24–132	85–395
" 20.	30–104	34–168	24–138	88–410
" 24.	29–115	32–152	21–113	82–380

24 *arrows, at* 60 *yards* (shot in February).

24–138 23–147 22–138 24–132 24–156 24–144.
24–132 24–134 24–152 24–142.

Average York Round = 407 4-5.
" 100 yards = 110 4-5.
" 80 yards = 160 4-5.
" 60 yards = 139 11-15.

A. W. HAVENS, SAN FRANCISCO, CAL.

York Rounds.

	100 yards.	80 yards.	60 yards.	Total.
January.	9–33	13– 47	16– 56	38–136
"	8–14	16– 62	17– 67	41–143
"	4–18	8– 30	18– 82	30–130
"	13–47	20– 90	12– 44	45–181
"	11–27	15– 65	13– 51	39–143
"	8–20	14– 60	15– 91	37–171
"	9–41	15– 69	13– 45	37–155
"	4–10	14– 50	13– 45	31–105
"	9–35	10– 34	18– 86	37–145
"	14–56	12– 52	13– 57	39–165
"	9–35	7– 33	19– 75	35–143
"	15–51	10– 42	11– 53	36–146
Feb'ry.	15–51	12– 54	17– 77	44–182
"	17–61	17– 77	14– 48	48–186
"	8–32	14– 54	17– 75	39–161
"	13–45	25– 67	14– 50	52–162
"	11–61	16– 62	13– 65	40–188
"	11–39	23– 89	17– 81	51–207
"	10–42	20– 62	20–102	50–206
"	15–47	22– 82	18– 80	55–209
"	15–57	23– 87	18– 78	56–222
"	26–94	23– 87	15– 59	64–240
"	19–65	15– 59	11– 53	45–177
"	10–48	23– 91	16– 76	49–215
"	12–52	18– 72	19–107	49–231
"	12–58	13– 41	13– 41	38–140
"	11–43	17– 75	16– 50	44–168
"	9–51	15– 61	18– 84	42–196
"	16–50	18– 72	18– 86	52–208
"	16–58	26–126	16– 90	58–274
"	14 60	17– 63	17– 83	48–206
"	9–41	27–109	17– 57	53–207

24 *arrows, at* 60 *yards.*

January. — 16–72 16–62 16–58 18–98 13–35 13–45 17–81.

February. — 17-73 18-84 19-71 13-47 17-69 20-110 16-70 17-63 13-49 14-70 19-101 17-83 18-78 15-59 20-84 15-77 18-76 18-64.

Average York Round (for both months):

" = 179 5-8.
" 100 yards = 45 1-8.
" 80 yards = 66 5-16
" 60 yards = 69 40-57.

ANDREW S. BROWNELL, SAN FRANCISCO, CAL.

York Rounds.

Dec.	100 yards	80 yards.	60 yards.	Total.
4.	12- 42	17- 83	17- 75	46-200
10.	22- 92	15- 49	14- 56	51-197
11.	16- 58	24- 90	17- 65	57-213
21.	18- 74	21- 83	19- 87	58-244
31.	22- 84	30-120	20- 98	72-302
January, 1881.				
4.	28-106	32-116	20-112	80-334
10.	20- 76	20- 68	17- 77	57-221
14.	18- 76	25- 89	17- 63	60-228
February.				
17.	28-116	22- 98	21- 95	71-309
18.	29-123	23- 87	13- 33	65-243
22.	25- 99	15- 57	14- 44	54-200
25.	29-127	26-112	18- 90	73-329
1.	21- 77	30-126	18- 76	69-279
8.	20- 70	27-109	20- 86	67-265
15.	26- 94	30- 92	20- 76	76-262
20.	29-139	31-123	22-108	82-370
22.	30-128	32-108	24-118	86-354
27.	24- 62	25-109	22-112	71-283

24 arrows, at 60 yards.

December. — 15-59 21-87 20-66 20-110 17-83 21-105.
January. — 19-89 21-109 18-80 19-75.
February. — 19-81 19-87.

Average York Round (3 months).

" " = 268 5-18.
" 100 yards " = 90 10-19
" 80 " " = 94 11-19
" 60 " " = 83 2-5.

FRANK H. WALWORTH, SARATOGA SPRINGS, N. Y.

24 arrows, at 60 yards.

Jan.	23-109	21-119	20- 80	20-102
	21-109	23-115	20- 98	23-145
	24-132	20-110	23-121	24-136
	21-107	22-118	20-120	23-127
Feb.,	23-135	24-130	23-115	24-108

Average (for both months) = 116 4-5.

PARM. S. DEGRAFF, CHARLOTTE, MICH.

York Rounds.

1880.	100 yards.	80 yards.	60 yards.	Total.
Dec. 3,	24-66	21-85	12-36	57-187.

24 arrows, at 60 yards.

17- 87	19- 89	17- 85	21-113	23-105
19- 79	20- 98	24-114	23-113	18- 70
23-121	20- 80	21-105	21- 89	23-117
20- 90	23-109	18- 78	19- 99	22-106
20-104.				

Average York Round = 187.

" 100 yards = 66.
" 80 yards = 85.
" 60 yards = 95 17-22.

SOME PLEASANT NOTES FROM GROWLER.

Editor Archery Field: — In the last edition of your valued journal, I read with keen pleasure, and a thrill of earnest desire, the *Prospect*-ive welcome to

"America's young Bowmen bold
From North, East, West, and South,"

of my old, esteemed friend "W. H. T." on the green turf at the forthcoming Grand National Meeting.

The near-at-hand spring days, when eager archers may indulge the gentle enthusiasm that has been smouldering during the winter months, has awakened within the bosom of my friend a vein of poetic thought and feeling peculiar to the pastime which he so loves and honors, and has done so much to encourage. I can appreciate the halo of romance that encircles him, as sitting at his family hearthstone, with the cold, wild winds outside, bearing him an accompaniment, he musingly hums good old Bishop Heber's —

"The soldier loves the laurel bright,
The bard the myrtle bough,
And smooth shillalas yield delight
To many an Irish brow.
The fisher trims the hazel wand,
The crab may tame a shrew,
The birch becomes the pedant's hand,
But bows are made of yew."

"'T is sweet to sit by beauty's side,
Beneath the hawthorn shade,
But beauty is more beautified
In green and buff arrayed.
More radiant are her laughing eyes,
Her cheek of ruddier glow,
As hoping for the envied prize,
She twangs the good yew bow."

Or as, recalling expressions of discouragement in the early days when he was working to gain for archery a foothold in public favor, he bursts forth with —

"The world is too grave our pastimes to view,
The world is too wise our toys to pursue,
The world if it saw us might envy to know
That *gold* without *guilt* is the aim of the bow.

"Our arrows may wander, and wander the more,
That our eyes like our arrows have wandered before,
But our hearts when once settled no changes can know,
For love, faithful love, is the lord of the bow."

Every "archer born" will join me in ascribing all honor to my respected friend "W. H. T.," who has done so much toward establishing archery in America.

There is no going backward now. The love of the pastime has taken root, and while life is crowded with cares and absorbing thoughts, and we are engrossed with the details of other interests, the leisure hours will come, when hearts may be renewed in the fresh, open air, and on the green turf, in no way so pleasantly as in bending the "trusty yew."

It lengthens life, it strengthens limb,
It adds to beauty's glow;
Disease flies off on rapid wing
From him who twangs the bow.

At no time since its organization has the Society of Highland Park Archers seemed as strong and full of lasting fidelity to the cause it espouses, as at the present time. At the annual business meeting of the club (12 March), there was an unusually large attendance of ladies and gentlemen, and the greatest enthusiasm pervaded the gathering. As an introduction to the proceedings, the *Prospect*-ive of "W. H. T.," alluded to above, was read by the president, Dr. E. B. Weston, and listened to with much interest. The society made a happy selection of officers to serve during the coming year. The newly elected president, Mr. C. Granville Hammond, is an old and highly esteemed resident of the Park, one of the most patient and persistent archers in the country, and has aided wonderfully by his earnest system of practice, both with the bow and pen, in developing the resources of this suburb in the archery line, and in keeping alive general interest in the pastime throughout the country, by his published articles in the ARCHERY FIELD and other papers.

In balloting for first vice-president, it was rumored that one of our respected citizens, whose influence since his advent here (some three years ago) has been directed toward keeping our young *streets* in order, was making unlawful effort to secure the honor of election to that office by *substantial persuasion*. It was generally conceded that he would have carried his point, had he not opportunely fallen asleep (metaphorically) during the collecting and counting of the third ballot, and thus lost the honor by a (his) single vote. He was promptly censured.

The other officers, Homer S. Taylor, secretary, W. O. Hipwell, treasurer, and Dr. E. B. Weston, field captain, were fitly chosen, and will impart new zeal to the society. An earnest and special vote of thanks was tendered the retiring officers for the highly creditable manner in which they had discharged their respective trusts during the past year.

GROWLER.

CHICAGO, 14 March, 1881.

ENTHUSIASM IN HIGHLAND PARK. — *Editor Archery Field:* — The annual meeting of the Highland Park Archers, for the election of officers, was held at the spacious mansion of Mr. Henry C. Carvers on Saturday evening, 12 March, with the following result: —

C. Granville Hammond, president; Mrs. Richard J. Street, first vice-president; Ford P. Hall, second vice-president; Mrs. W. M. Goodridge, third vice-president; Homer S. Taylor, recording and corresponding secretary; W. O. Hipwell, Treasurer: Dr. Edward B. Weston, field captain.

C. Granville Hammond, Dr. Edward B. Weston, Henry C. Carver, executive committee.

The brilliant parlors, which are ever open to the convenience of the club, were thronged with lady and gentleman members of the society in about equal numbers, and the gathering had the appearance of an evening party more than that of a business meeting of an archery association, enlivened as it was by fun, music, and brilliant repartee. It would have cheered the heart of any true lover of archery to have witnessed the enthusiasm which prevailed throughout the entire evening. The determination of each individual member seems to be to make this the most profitable season in the history of the club. Most of us are through experimenting, and have settled down to some theory, — the majority adopting Ford's as the correct one, and will strictly adhere to it in their season's practice. We confidently expect to be able to report some fine scores before the season is far advanced. If we can only create a fund of science coequal with our enthusiasm, the hopeful ones might well tremble for their position in the National Tournament, where we shall be well represented. We solicit correspondence to arrange for some matches early in the season, — say three York rounds for the month of April.

H. S. TAYLOR.

ARCHERY IN THE WEST.

Editor Archery Field: — Upon a recent visit to the State of Iowa, I tried to gather up some items of interest pertaining to archery; but midwinter, in such a winter as this has been, is but a poor time for our pastime. In Chicago, I found nothing had been done owing to the extreme cold. Last winter the clubs were able to practise in the Exhibition building, but this winter the inside of that great barn has been colder than out of doors. I regretted that I had to decline an invitation from our friend Mr. John Wilkinson, of the North Side Archery Club, to stop upon my return, and if the thermometer should not be below zero, have a shoot. If clubs in Chicago have been compelled to lie idle all winter, then but little could be expected in the shape of archery practice in the smaller city of Davenport, but to my surprise I found a number of enthusiastic archers there.

In the West the interest in archery is well distributed among both sexes, but in Davenport it seems to have more devotees among the gentler sex than among the lords of creation. The club which takes its name from the city is composed of the following members: Misses Kate Ballard, Fannie Watkins, Eva Rosenberger, May Howard, Lillie Preston, Alice Van Patten, Mary Brewster, and Mamie Berryhill; organized in the spring of 1877, but owing to delays in receiving outfits, did not begin to practise until the following September. Some of the young ladies having read of archery in the papers, thought it would be a pleasant pastime for their summer holidays, and supposed all they had to do would be to expend some fifty cents or a dollar, saved from abstaining from an excess of candy, buy a bow and arrow, and go to work.

But receiving a catalogue from a New York dealer, they saw it to be a sport indeed, and finally ordered equipments from England.

It would be well to state that the majority of the bows having broken, through carelessness they say, they have been replaced by American-made, which are better liked.

With no regular organization, ignorant of rules, it might have fared badly with this tender offspring, but for the kindly efforts of Mr. Wm. Woodmansee, of the College Hill Archers, Cincinnati, who taught them to take the proper position, etc., encouraging them on by small prizes, of, as one of the ladies expressed it, innumerable baskets of peaches, flowers, etc. The young ladies met upon the private lawns of the members, and generally in the evening, after the "shoot," would adjourn to "tea."

With such anticipations at the finish, it was nothing but natural they all looked forward to the field days with pleasure, and besides they were often invited to friends' houses to give exhibition of their skill. The club members adopted suits of dark-green and gold, which they also made the colors of the club, and for the time they have practised have made some very good scores.

Shooting at 30 yards, 30 arrows, the following are the best: 163; and at 40 yards, 30 arrows, 127.

They have been shooting at a burlap target presented to them, and like it very much.

Having introduced archery, it was not long before other clubs formed, and now Davenport boasts of the Griswold College Club, Nepenthe Club, and I believe one other, and all appear to be making good progress for the short time they have practised.

Mr. Editor, it only needs the ARCHERY FIELD to take an interest in them and their doings, and the contagion will spread, and lead them to take an interest in the "Field." The Davenport Club shot two matches with the Griswold College Club, which is composed of young gentlemen, and having lost one, the deciding shoot is to take place some time next snmmer, and I know all true friends of archery and the ladies will hope for the success of the latter.

Across the river at Rock Island, although there is a factory there, archery appears not to have taken the hold it should have. At Moline, a few miles from Rock Island, a large club exists, composed of ladies and gentlemen, and they only await the return of pleasant weather to give a good account of themselves.

The Davenport young ladies are considering the question of adding Lawn Tennis to their archery this summer; but were they to love archery as the writer does, they would consider it going backward, taking their attention from the most truly *royal* sport ever known!

MANHATTAN.

NEW YORK, 16 March, 1881.

ARCHERY.

THE Executive Committee of the National Archery Association of the United States is now in session at the office of the Corresponding Secretary, Mr. G. F. E. PEARSALL, No. 298 Fulton street, Brooklyn, prepared to receive applications from archery clubs in any State of the Union for admission into the National Association.

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary, who will afford all necessary information, with copies of the Constitution, By-Laws, etc. — *Com.*

WHEEL CLUB DOINGS

A MEETING of riders of Brooklyn was held 17 March, at the residence of Mr. George T. Brown, 144 Wilson street, for the purpose of considering the formation of a club. The meeting was called to order by Mr. Brown, and Mr. F. H. Douglas was appointed secretary *pro tem.*

There was a goodly representation of wheelmen present from Greenpoint, Brooklyn and Williamsburg, and an organization was formed under the name of the "Kings County Wheelmen."

The club elected the following officers for the ensuing year: President, Mr. George T. Brown; captain, Mr. John Clark; sub-captain, Mr. Frank H. Douglas; secretary and treasurer, Mr. Edward K. Austin.

Another meeting will be held on the 24th inst., at the residence of Mr. Douglas, No. 25 Bedford avenue, at which the organization will be perfected, and a constitution and by-laws adopted. All unattached wheelmen are cordially invited to be present.

Any information will be cheerfully furnished by the secretary, Mr. Edward K. Austin, No. 55 Putnam avenue, Brooklyn.

THE HAVERHILL BI. CLUB uniform for the coming season is to be gray flannel shirt and corduroy knee-breeches, with blue belt, stockings, and "hammock" hat.

I can imagine the howl of derision which the unfortunate "hammock" will be greeted with, but nevertheless the writer has found it the most comfortable of the several kinds of head-gear he has tried during the season of 1880.

Three of the club will this year ride larger wheels, with improvements suggested by the past season's riding and — reading the WORLD.

The prospects for new riders, and consequently more League and club members, are bright, thereby gladdening Brother Parsons's heart and our own. The favorite machines in the club are those made by Philbrick, of Salem.

Our Lawrence neighbors are wide awake on the subject of the wheel. For example, one lone rider last spring, now a club with fourteen active members, and the prospects are good for more. All ride "Columbias," too.

Peter Lyall, president, a Mr. Cogswell, secretary, and David Smith of Andover, captain of the club. The question of uniform was under consideration when last heard from.

Riders visiting that city this season will find in Mr. E. E. Branch (at the office of the Lawrence Gas Company, on Essex street) an enthusiastic wheelman, and a jolly companion on the road.

"53."

THE HAWTHORN CLUB, of Salem, held their annual meeting Monday evening, 14 March, and elected the following officers: President, A. D. Sanborn; vice-president, George Lawrence; secretary and treasurer, Henry Bowie; captain, L. B. Packard; sub-captain, John A. Landers. The club also voted to join the L. A. W.

THE ELGIN CLUB is one of the live and enterprising organizations that have weathered the severe winter in the West. There is no "discreditable lack of backbone" in *it*. The secretary, E. T. Ide, writes: "Our club had its annual meeting for the election of officers recently. As the efficient captain, W. H. Pearce, declined to serve another year, we elected to his place our former sub-captain, F. S. Wenk; Sub-Captain Byron Montrose and Secretary Ide complete the list of officers. Our membership is nine, and we expect to see it doubled before fall."

BROCKTON BI. CLUB. — The second meeting of the season was held in the Brockton House parlor Thursday evening, 17 March, and was the very reverse of the first in nearly every respect, being extremely pleasant and harmonious. The club committee reported five new members made since the last meeting. Hon. H. W. Robinson, president of the Brockton Agricultural Society, was then introduced, and spoke at some length in regard to an arrangement between the club and the society, with the object of having a grand meet of 'cyclers, and offering valuable prizes for competition at one of the days of the next annual fair, which is held during the first week in October. As both parties were more than willing, it is very probable that the meet will become a settled fact, and a grand good time guaranteed. Brockton has one of the finest half-mile tracks in the country, is situated only twenty miles from Boston, and but easy riding distance from several hundred riders, and could undoubtedly furnish abundant entertainment for two or three hundred wheelmen. The club cap was adopted, and is a somewhat modified polo, with a small visor, navy-blue in color. The annual dues of the members were placed at the nominal sum of $1.00.

The club members are looking for a suitable apartment, to be used for a club-room and stable. The expectation now is that the active membership will be at least forty men before the season fairly opens. A visitation to Waltham is being discussed for some time in May or June, and many other trips will follow. The circulation of the WORLD is increasing here now, the paper being always obtainable at the store of Secretary Holmes, on Centre street.

A delegation of club members are to be present at the athletic exhibition in Music Hall, 23 March. GLOBE.

To the Editor of the Bicycling World:

— Having been exiled to this city, — the capital of Michigan, — as a member of the newspaper *Sanhedrim*, detailed to watch the proceedings of the Legislature, I was pleased to learn, soon after arriving here, that the Lansing Bi. Club had some plucky and enthusiastic riders who were fretting and chafing over the fact that Jack Frost had laid an effective and rigorous embargo upon wheel work. However, we have watched our opportunity, and as soon as the snow was off the sidewalks about the city, your subscriber imported his long inactive machine from Detroit, and set it whirling about this handsome little Western city, where, in company with the gentlemanly Lansing Club men, some good exercise and pleasant riding has been found. The broad sawn stone walks about the Capitol building afford an unexceptionably good place for practice, and we get in our morning, noonday, and evening work thereon, before the admiring gaze of the grave and reverend law-makers, who take great delight in watching our sport. Indeed, more than one of the members has unbent his dignity enough to tackle the steed of steel; and as I write, one of them is engaged in fighting my machine down in the roomy basement, and at last accounts was swearing at a stupid iron column which had given him his first fall. He says that before the week is out he will be a full-fledged bicycler. The world moves, and if a bicycle bill was before this Legislature, it would go through a-flying. This body legislative knows more in a minute than the New York Park Commission does in a month.

HIND WHEEL.

LANSING, MICH., 10 March, 1881.

CHICAGO NOTES.

AT a meeting of the Chicago Common Council, about three weeks ago, an ordinance restricting the use of bicycles within the city limits to between the hours of 7 A. M. and 8 P. M. was introduced, and recommended by a committee for adoption.

The alderman who introduced this measure, a gentleman of the very highest standing and influence, claimed that a relative of his had sustained fatal injuries resulting from his horse being frightened by a bicycle, and laid the case before the Council so strongly as to make the passage of the ordinance highly probable.

The members of the Chicago Bicycle Club began to investigate matters immediately, and summon up a force to meet the emergency. The first thing we discovered was, that a bicycle was not responsible for the accident. It was proven to our satisfaction that a boy's wooden velocipede was the cause of the mischief; it was very certain the bicycle had no hand in it. Thus clearing our skirts of any blame in the matter, we set to work to prove it to the Council at the next meeting when the ordinance was to be adopted; and so successful were we that, despite the apparently glaring evidence against us, over one half of the aldermen declared themselves in favor of a reconsideration of the prohibition. The matter was postponed from meeting to meeting, our forces gaining more strength each time, when it was finally stricken out entirely, and I have every reason to believe that we will be troubled no more with hostility on the part of the Common Council.

In this connection, I would like to speak of the relationship existing between our boulevards, the bicycle, and the wooden velocipede-bicycle. The latter has been a fruitful source of trouble to us. It lost our riders the privilege of the boulevards originally, and has kept us off ever since. They are a nuisance wherever they go,—a source of misery to their riders as well as themselves; yet they are on the increase in our city, owing to their cheapness, and so long as they are allowed to be classed with the bicycle, I am most decidedly opposed to taking any steps towards securing our rights in the parks.

Our people are unlike Bostonians in the matter of bicycles. It is a lamentable fact that the average Chicagoan cannot tell the difference between a "Premier" and the most primitive "bone-shaker." The bicycle, as the lineal descendant of the velocipede, inherits the odium attaching to its ancestors; but under the evolutionary principle of the "survival of the fittest," we hope this season to outlive the prejudice and show an enlightened public the difference, and then expect a free and hearty recognition of our rights upon the road.

The Chicago Bicycle Club is divided against itself in the matter of pushing the claims of the bicycles. There are two ways of accomplishing one result: first, through the courts, involving perhaps three years of costly litigation; second, the adoption of a policy that would lead to a voluntary concession on the part of the Park Commissioners.

We have not the time or strength to adopt the first course, and the latter can only be obtained when the character of the bicycle is fully identified. To push our claims until such identification is established would probably result in disgrace; for no sooner would the drives be opened to the bicycle than our wooden enemy, in the hands of reckless boys, would swarm upon them, creating such a havoc as to prejudice the minds of people in a way that would take years to overcome. STENO.

CHICAGO, 10 March, 1881.

ROADS AGAIN.

I READ with interest, of course, the article of Mr. Parsons, in the WORLD of 11 March, and note it as the first response to what I meant as a "rousing call" on this subject. I do not dwell in complete ignorance, however, of Boston roads and suburbs, although it has not been my pleasure to try the wheel on them. I have *seen* them, and wish there were none worse anywhere.

But I did not write altogether from the standpoint of Brooklyn cobble; and the despondent view which is obviously natural in the cobble-barbarism oppression of not only this, but many other American cities, is no narrower, as respects the whole subject, than the jubilant Boston view. We can't all live in and near Boston, and the question of roads is one of the whole country, especially as relating to the probable future of the steel steed.

The advice with which Mr. Parsons closes, — a not unfrequent one, by the way, — to keep off the sidewalk, is excellent — for Boston. If he will come here and try my route, he will perforce do as I do, — ride the sidewalk, rather than wheel his bicycle over the barbarous cobble, unfit for even the butcher carts which thunder over it. I do not ride sidewalks to anybody's disturbance, and assuredly do not enjoy dismounting at every block; but it is walk, or *walk*. What "gravels" me, as I said before, is the ignorance and indifference on the subject of good roads implied by the frequent remark that this "thing" will do very well on very smooth roads. What, except ignorance, and shiftlessness, prevents *all* roads from being smooth and hard enough for the bicycle? The future of the bicycle, not merely in Boston, but in the United States, is a question of roads, and it is time we commence to hammer at the roads.

I am pleased to read what Mr. Parsons states regarding the attractive influence of Boston roads. It *ought* to be so. The first step is to get the fact understood that a road is something more than a strip of natural soil over which a wagon *can be* driven. Let the contrasts be pointed out between good and bad in roads. Let us know where the former are and what they are; let the fact be publicly understood — for fact it is — that good roads are an attractive element in the movement of population and the value of property. In carrying on this work, it would be in point to state compactly and clearly how many the good roads are, radiating from the Hub, whither they lead, how long they are, and what they are. Give us, as nearly as practicable, their cost of construction and cost of repairs, to show to the road-blind the economic advantages of good roads. We must have more than opinions, however firm; if possible, more than estimates.

I conceive that there must be extant some published data on this subject. To find them is in the list of things I am "going to do" (we all keep some such list), and I shall be glad if any wheelman can supply me with trustworthy data from his own knowledge.

The suggestion about the L. A. W. is pat and good. This matter of rights of travel must be enforced, in my opinion, before we get through it, and if the L. A. W. (as I doubt not is the case) has any good purpose in existence, it is to *do* something. So I shall be glad to see the "tract" idea taken up, and I will further it by contributing to the tracts.

The discussion is before the meeting. I hope to see it go on, but let us talk to the point and the purpose. WHELE.

THE BICYCLE.

IN the Eastern States a general recognition has been extended, and the bicycle is accorded the rights and courtesies which equestrians and drivers have. In the West, it is still a curiosity and has yet the popular prejudice to overcome; but like everything else which must have a beginning and go through the crucible of criticism, the "silent steed" will win its way into all the privileges which are accorded to other vehicles. It has already been shown in Kankakee that very few horses are afraid of "the wheel"; and those that are, must be broken to regard it without fear, just as many horses have to be taught that an umbrella or a street-sprinkler is harmless. The rapidly increasing popularity of the bicycle in Eastern cities is made noticeable through the recent change of the BICYCLING WORLD — edited by Louis Harrison and C. E. Pratt, the former a journalist, the latter a well-known lawyer of Boston — from a fortnightly to a weekly publication.

Following the plan of *Scribner's*, the WORLD issued a "Midwinter number," full of racily written sketches of tours through portions of the United States and England, besides a large quantity of bicycling poetry, stories, etc. The lady friends of the editors come to their assistance also, and contribute some sparkling sketches. If any one thinks that bicycling is "boys' play," he would do well to send a dime to the publishers of the WORLD at Boston and obtain a sample copy. It would not only afford an insight into the dignity to which the sport has attained, and the ability of the editors of the WORLD, but would gratify a natural curiosity to see what sort of literature constitutes a publication devoted to so unique a pastime as bicycling. The Archery Department of the WORLD is a valuable and interesting feature of that journal, and would doubtless afford a half-hour's diversion to some of our Kankakee ladies. — *Kankakee Gazetee.*

THE FOLLOWING LETTER was received by the editor too late for insertion into the report of the Spring Meeting of L. A. W. officers: —

NEW YORK, 15 March, 1881.

To the Honorable Board of Directors, League of American Wheelmen:

Gentlemen, — Understanding that at your meeting to be held on Saturday, 19 March, the place of the coming League Meet will be definitely decided upon, the undersigned, in behalf of the bicycle clubs of New York, Brooklyn, and Yonkers, extend a most cordial invitation to the League to meet in New York.

Without entering into a discussion on the advantages of the various cities that have been proposed for the purpose, and whose merits have been so ably advocated in the many letters written on the subject, we beg leave to submit the following points for your consideration, before you make your decision: —

First. Permission has been obtained from the Park Commissioners for the League to parade through Central Park, and we feel safe in saying that no better roads can possibly be found than those thus placed at our disposal.

Second. Suitable accommodations for the wheels of our visitors will be furnished by and at the expense of the undersigned clubs.

Third. Transportation of wheels across the city from the various railroads and steamers will be found neither so troublesome nor expensive as apprehended; and from the buildings where the machines can be kept, a run of twenty-five miles over good macadamized roads may be taken, with but one or two dismounts.

Fourth. There will be no difficulty in obtaining a proper place for the business meeting of the League.

Fifth. New York affords the very widest range in hotel accommodations. A committee is at present actively engaged in seeking information on this question, the result of the facts gathered being intended for publication in the BICYCLING WORLD, should our invitation be accepted.

If these considerations, coupled with the fact of the relatively central position of New York, should induce you to regard our invitation with favor, we can promise a warm and hearty welcome to all who choose to come, and think we can also assure them a jolly visit and the League a most successful meet.

With much respect, we remain, sirs,
Yours fraternally,

H. H. WALKER,
Chairman Manhattan Bi. Club.
KINGMAN N. PUTNAM,
New York Bi. Club.
W. M. DWIGHT, Mercury Bi. Club.
GEORGE H. TAYLOR,
Columbia College Bi. Club.
F. F. AMES, Lennox Bi. Club.
W. D. GULLEN, Brooklyn Bi. Club.
HORACE MOODY,
Yonkers Bi. Club.



DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, Etc.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.

NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY,
Union Hall,
135 Broad Street.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown 4to, printed on best paper and ably and tastefully edited,*

BY WALTER D. WELFORD,

Hon. Secretary of the Bicycle Touring Club.

Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS:—Post Free, 12 months, $1.00. Post-Office Orders to be made payable to

WALTER D. WELFORD,
66 Grey St., Newcastle-on-Tyne, England.
g.g.t.p

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1880.

BY HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, 50 cents. Address

E. C. HODGES & CO.
40 Water Street . . . BOSTON MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,
40 Water Street, Boston.

NOW READY!

BOUND VOLUME

BICYCLING WORLD

1879-80.

FOR SALE AT THIS OFFICE.

WILLIAM M. WRIGHT.

P. O. BOX 1227.

No. 160 Fulton Street, corner Broadway.
Branch: 791 5th Avenue, between 59th and 60th Sts.,
NEW YORK.



BICYCLES.

American Bicycles and English Bicycles.
Bicycles Exchanged and Bicycles Repaired.
Bicycles Nickeled and Bicycles Stored.
Bicycles to Rent and Bicyclers' Sundries.

Second-hand Bicycles Bought. *Second-hand Bicycles for Sale.*
Bicycles Sold on Commission.

THE WRIGHT GLOVE FOR BICYCLERS. Price $1.50 per pair.

THE WRIGHT STANDARD HOLDER. Price $1.50 per pair.

AGENT FOR THE MEYER WHEELS.

These Wheels are manufactured in Paris and are similar to Bicycle wheels, only heavier, being made of iron with a thick tire of rubber. They are used for Dog, T, and Tub Carts, Buggies, Ambulances, or any other vehicle where ease is desired. They will outwear three wooden wheels, run over the roughest pavement noiselessly, removing one half of the strain from the horse, and greatly adding to the comfort of the occupants of the carriage.

THE AMERICAN ROADSTER TRICYCLE.

THE LATEST INVENTION IN TRICYCLES.

A Machine especially constructed to meet the demand for a SAFE, LIGHT and SWIFT METHOD for LOCOMOTION.

For Catalogues and full particulars inquire at the office, or address communications as above.

BICYCLE EMPORIUM RIDING SCHOOL

1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

THE LARGEST RIDING SCHOOL IN THE STATE.

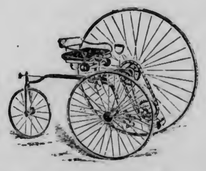
Open from 8 A. M. till 9 P. M., Sundays included.



CHARLES R. PERCIVAL,

IMPORTER

Bicycle and Tricycle Agent for all Makes of English and American Machines.



The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

AND

TYLER'S PAT. RUBBER HANDLES.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105 00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

VOLUME ONE, 1879-1880,

BICYCLING WORLD AND ARCHERY FIELD,

NOW READY,

In Handsome, Black Binding.

IT CONTAINS:

History of the League, Organization and Rules L. A. W., Rules for Clubs, B. T. C. Rules and Organism, Complete Club Directory, 1880, Brief History of Prominent Clubs, A full Account of the Amateur-Professional Difficulties, together with the decision defining an Amateur, Racing Records, Ladies' Bicycle Races, Descriptions of Bicycle Manufacture, Personal Interviews with Prominent Wheelmen, Instruction for Beginners, Articles on Wheeling on Ice, Effects of Bicycling on Health, The Visit of the English Professionals, and everything pertaining to Bicycling Literature of the Time.

SENT, POSTPAID, UPON RECEIPT OF PRICE, $3.00.

E. C. HODGES & CO. - - 40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 21.

LOUIS HARRISON, Editor. E. C. HODGES & CO., Publishers. | BOSTON, 1 APRIL, 1881. | CHARLES E. PRATT, WILL H. THOMPSON, } Editorial Contributors.

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

I have a few of my very nice
BICYCLES BICYCLES
for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.
A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

English Bicycles and Tricycles are the Rage.
Send for Price List.
PERFECTION BICYCLES & TRICYCLES,
Cheapest and Best in the market. All crates free. Lists for 1881 now ready.
C. GORTON.
TALBOT WORKS . . . . WOLVERHAMPTON, ENG.

BICYCLE FOR SALE.

NICKEL Plated full, Hollow Fork, Ball Bearings, Double Thumb Brake, Harvard Pattern, Coventry. Good as new.

Price $85. Cost $130. 42-inch Wheel.

Address DR. H. G. APPLEBY.
18 W. Eagle St., BUFFALO, N. Y.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

ENGLISH BICYCLES & TRICYCLES.
LANE BROTHERS, Liverpool, Eng.
BICYCLE DEALERS,
Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to
A. T. LANE, P. O. Box 1196,
Orders cabled free. MONTREAL.

WE MAKE
SPORTING GOODS
A SPECIALTY

And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.



We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

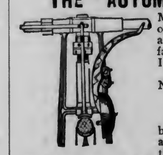
SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND
NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

WILLIAM M. WRIGHT,



BICYCLES OF EVERY MAKE,

Will Remove May 1st,

—FROM—

160 FULTON ST.

—TO—

791 5th AVENUE.

After May 1st, 1881, all communications should be addressed to Wm. M. Wright, 791 Fifth Avenue, New York City.

SEND 1c. STAMP FOR CIRCULAR.

BICYCLE EMPORIUM RIDING SCHOOL



1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

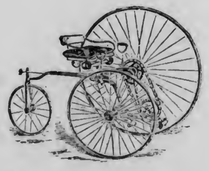
THE LARGEST RIDING SCHOOL IN THE STATE.

Open from 8 A. M. till 9 P. M., Sundays included.

CHARLES R. PERCIVAL,

—‖ IMPORTER ‖—

Bicycle and Tricycle Agent for all Makes of English and American Machines.



The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

—AND—

TYLER'S PAT. RUBBER HANDLES.

The Bicycling World & Archery Field

$3.00 a Year. 10 cents a copy.] *A WEEKLY JOURNAL OF POLITE ATHLETICS* [Volume II. Number 21.

Louis Harrison, Editor. E. C. Hodges & Co., Publishers. | BOSTON, 1 APRIL, 1881. | Charles E. Pratt, Will H. Thompson, } Editorial Contributors.

[Vol. II. **CONTENTS** No 21]

Currente Calamo 323
Editorial—Bicycling World 325
Modern Athletics 325
The League Meet, and a Bicycle and Tricycle Exhibition 325
A Great American Manufacture. Illustrated . 326
Tricycles—Leading *versus* Trailing Steerers . 333
Henry's Apprenticeship 333
Fair Weather 334
The Wheel in Wilkesbarre 334
Wheel Club Doings 334
A Hebrew Header 335
The Bicycle Show 335
L. A. W. 336
Editorial—Archery Field 337
The American System 337
Archery from an Easy Chair 339
Annual Business Meeting of Ohio State Archery Association 340
Private Practice Club 340

Entered at the Post Office as second-class mail matter.

CURRENTE CALAMO

THE League uniforms for those who are not club members, or for those club members who do not wish to use their parade suits for touring purposes, can be obtained of the League outfitters, C. W. Simmons & Son, Boston, Mass. The entire suit, consisting of knee-breeches, Norfork blouse with pleats, stockings, and head-covering in Canada gray, will cost less than $15. Those ordering may have either helmet or polo cap, as both are accepted as belonging to the League uniform.

THE Providence Club drill was not the only enjoyable feature of their visit. When the men arrived, handsomely equipped in every respect, they were escorted to the Bossachusetts club-rooms near by, and informally entertained for a little while by some Boston and Massachusetts Club men. From there they proceeded to Music Hall, and went through a severe rehearsal of their drill, feeling quite capable, when they finished, of paralyzing any restaurant in Boston. At this opportune moment they were invited by Captain E. C. Hodges, of the Boston Club, to dine and wine at Englehardt's, and they responded with a vigor that only hungry bicyclers can appreciate. An informal and jolly time was had at dinner, and towards the close, Secretary Burton made a very creditable beginning to a speech; but being too full of gratitude for utterance, he suggested, by way of substitute, that they gave three cheers for Mr. Hodges. These were given heartily, and by way of clearing their voices, they gave three more for Louis Harrison, causing this individual to blush painfully. The social qualities of the club make all such occasions enjoyable, and have made this one to be long and pleasantly remembered.

IT will not be out of place to say in this number, as it has given so prominent a place to a description of the Pope bicycle works, something on the policy pursued by this manufacturing company towards importers of foreign machines. It is fortunate for bicyclers and for bicycling that the business in this county is controlled by a firm whose desire is that none but honest and reliable men shall enter the fields of manufacturing and importing. The Pope Company encourage competition, and even establish importers. They are ready to license representatives of foreign manufacturers and protect them, if they are reputable business men. The field in this country is large enough for many more than are now in the business, and an active competition would greatly stimulate the already rapidly increasing trade. There may be men in the business who are no credit to it, who, from disreputable character and crooked transactions, do bicycling infinite harm. Ordinarily the better class of business men have no protection against such trade excrescences, but it is the purpose of the Pope Manufacturing Company to shield the better class of dealers from any such, and the fraternity of bicyclers will gladly support them in such action.

AMONG the novelties at the Stanley Bicycle Club Exhibition was a perfected steam tricycle, which is thus described in *Design and Work*:—

"The engine and boiler, together with the receptacles for fuel and water, are enclosed in japanned boxes, so that any idea of steam being used as the propelling power is not likely to enter the head of a casual observer. The mechanism is said to be perfectly noiseless; its "works" are invisible, it has no smell and is easy to attend, and not liable to get out of order. The "Motor" was at work, with the driving-wheel spinning in the air, and there appeared to be every indication of the qualities claimed for it. A large crowd of curious visitors effectively barred a close inspection, and we will defer any description of the mechanism till we have availed ourselves of the offer made to us of seeing and testing the "Motor" privately. Special mention must be made of the wheels fitted to this machine, which, though exceedingly light, are enormously strong. This combination of the most desirable qualities is brought about by using light steel tubes as spokes instead of the usual wire. The importance of the invention, or rather the application of mechanical means to aid the propulsion of tricycles, was on all sides acknowledged."

A MEETING will soon be called to appoint an entertainment committee, who shall have in charge the adjuncts of the League Meet that do not come under the jurisdiction of League officers. There is no doubt that whatever is done by Boston and New England wheelmen to make the League a success will be handsomely done.



All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

THEORY AND PRACTICE OF ARCHERY.
BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,
40 Water Street, Boston.

DIRECTORY
OF
BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY,
Union Hall,
135 Broad Street.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 1 APRIL, 1881.

MODERN ATHLETICS.—It is with pleasure we observe a growing fondness among the better class of Americans for athletic sports. A tendency in this direction is as much prophetic of the future greatness of the nation as is any development of mental training. The aggressive and producing nations of the past — the Greeks and Romans, who were not content with mere receptive culture, who created literature, and who made and enforced laws for a whole world—were prepared for their wonderful work by long years of persistent physical training. In modern times the two conquering nations of the earth — the two that have produced nearly all we have in literature and music, the English and the Germans — follow a systematic course of physical education. The evidence of intellectual strength in these nations is too powerful to admit of any doubt that their marked and agressive culture has been the outgrowth of a development of body commensurate with that of the brain.

The recent Union Athletic Games held in Music Hall gave evidence not only of the rapid strides we have been making in athletics, but showed also how fast athletics are coming into favor with the wealthier classes. The audience, as large a one as the hall could accommodate, was a refined one, and was made notable by the presence of a large proportion of ladies. The games under the conduct of Mr. Ferris were a most complete success. Mr. Ferris has labored for the past several years to remove from athletic sports the unpleasant associations that deprive them of public respect, and has so far succeeded that he now has the support and encouragement of the best class of Boston citizens. The novelties of a polo match on roller skates and a bicycle club drill were unexpectedly well received; especially the latter. The spectacle of a troop of handsomely attired men, mounted on glittering wheels, performing the most difficult evolutions at the sound of the bugle, aroused the greatest enthusiasm in the audience. The noiseless, swift motions, and the perfect control of the treacherous-looking vehicle were fascinating to those who had looked upon the machine as an instrument of mental and physical torture, rather than of healthful pleasure and comfort. Mr. Ferris is to be congratulated upon his originality and enterprise in going outside of the usual line of sports to make up a programme, and the gentlemen of the Providence Club are to be congratulated upon the highly creditable manner in which they gave the drill, as it was given under many disadvantageous circumstances. The men who participated in the games were mainly well-to-do citizens, and the bicyclers were all business men of Providence, who use the wheel only as a means of recreation. The absence of the professional element excluded much that is obnoxious to lovers of fair sports, and insured honest competition in all the games.

There is an absolute need of some form of athletic exercise for city men, who cannot in their short daily walks lay up that fund of health and strength necessary to the accomplishment of any considerable business. Those men who in their youth keep their bodies in fine working order, can in middle age draw heavily on this resource of strength, and always find their drafts honored.

THE LEAGUE MEET AND A BICYCLE AND TRICYCLE EXHIBITION.

THE action of the L. A. W. in selecting Boston as the place for the Meet this year, and 31 May as the date, is cordially approved by the wheelmen here. Many of us preferred Washington to New York, but all are satisfied with Boston, and such of us as can do so will be glad to visit Boston. We all want to try the "sandpapered roads" of Massachusetts. Besides, Boston is the recognized centre of bicycle manufacturers and importers, and we all want to inspect their machines and other bicycle and tricycle goods.

But now if you want to make the Meet a big success, and cause every wheelman in the country to resolve to be there in spite of obstacles, you must persuade the manufacturers and importers to give an exhibition of bicycles and tricycles on the same day as the Meet, or the next day, lasting three days. By prompt effort, the leading English manufacturers can perhaps be induced to contribute to such an exhibition. At least those who have agents in this country may do; and others, hearing of such an enterprise, will be likely to appoint agents, and send machines for exhibition.

There is not a tricycle in this State. I have been thinking of ordering one for my wife; and I doubt not that, if they are introduced here, and prove to be convenient for ladies to use over our smooth wooden pavements, a number will be ordered this summer.

Besides, there are many gentlemen who are timid about attempting the bicycle, yet they wish they could have a safe and easily propelled road machine, which they could use without fear of undignified upsets or dangerous falls, and which would not require them to learn the art of balancing. Once introduced, I think the tricycle will rapidly become more popular than the bicycle. An exhibition of machines in connection with the L. A. W. Meet, will, I think, give a greater "boom" to the sport, and to the manufacture and sale of machines, than anything else which can be done. For one, I certainly wish to see the different styles before I order any more; and this is the feeling of many. B.

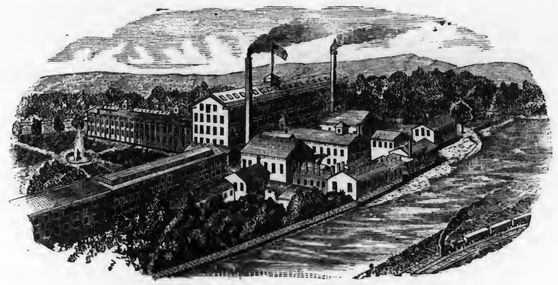
DETROIT, 26 March, 1881.

A. B. T. C. SUGGESTION. — *Editor Bicycling World:* It is gratifying to those who take an interest in the international aspects of bicycling, to notice occasional additions to the membership of the Bicycle Touring Club, in this country. There is, however, little apparent intercourse or *esprit du corps* among American members of that organization, as such. The consuls are doing well no doubt, but their work or their harmony of action does not get to the notice of the bicycling public. As a member, I should like to read or hear something of B. T. C. affairs oftener, and hope they will not be entirely eclipsed by the development of the L. A. W. Perhaps our worthy C. C. for the United States, if he be not too much engrossed in his spring bicycle and tricycle trade, might keep us informed through your columns.

Why can there not be a meeting of B. T. C. members, called together about the time of the May Meet, and let us shake hands at least? CHARLES E. PRATT,
President L. A. W., etc.

BOSTON, 24 March, 1881.

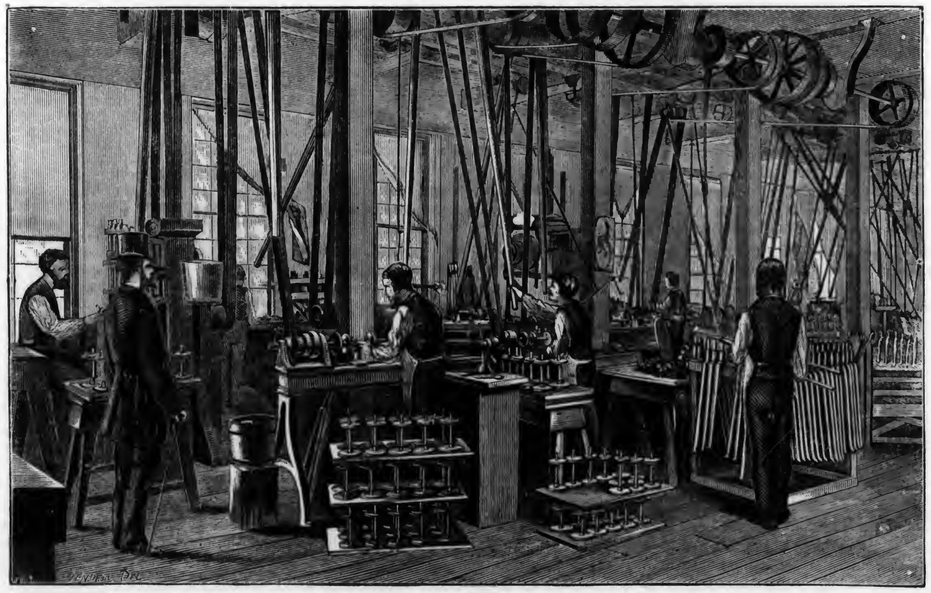
A GREAT AMERICAN MANUFACTURE.

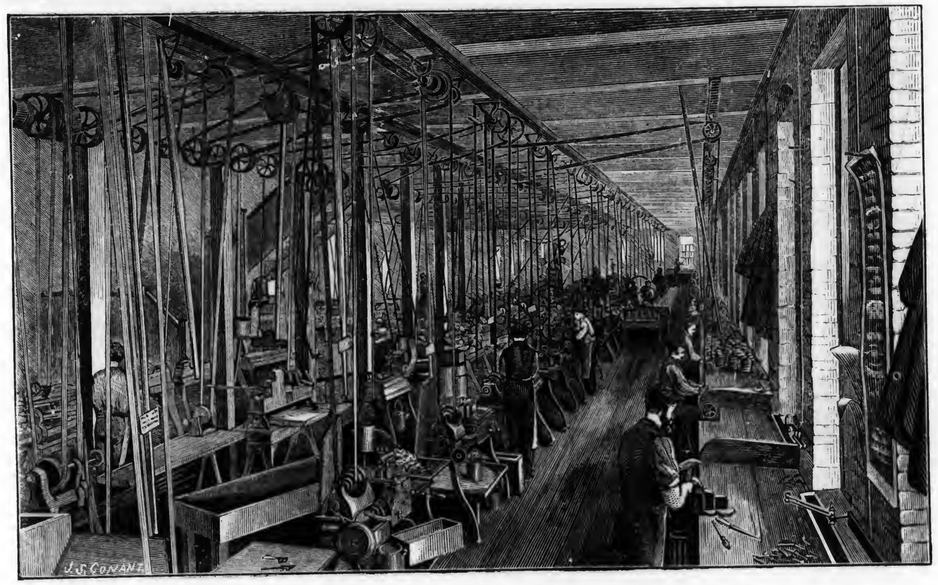


BICYCLE FACTORY, HARTFORD, CONN.

Its conception was in the summer of 1877. An English guest at a gentleman's residence in Newton, Mass., could not forget his hobby-horse. He pined in health for its exercise, he pined in spirits for its diversion and for its complete conveyance. He sought out one skilled in wheel-craft, and got a wheel made at an expense of $313. This English guest became his host's preceptor, in Aug 1st, 1877 and really founded the manufacture of the modern bicycle in the United States. He interested Col. Albert A. Pope, his host, not only in the machine, but in the use of it and the construction of it, and gave him such accounts of the then ten-year-old manufacture of it in England, that he conceived the idea of becoming the pioneer of a new industry. In the fall of that year Col. Pope ordered an invoice of bicycles from England, the first of which were received about 1 January, 1878. He visited England, and made the best observation he could of the styles and methods of manufacture, and the development of the use of bicycles, and satisfied himself by personal examination that the enterprise was one which might be ventured upon by a competent business man, with sufficient command of capital, and the degree of patience and exterprise suitable for all such undertakings, — in which not only the article is to be manufactured, but the demand is to be manufactured for it.

In the spring of 1878, Col. Pope directed the energies of the Pope Manufacturing Company, a corporation of which he was and still is president and principal owner, to the American manufacture of bicycles, and at once invested considerable capital in the preparations. The Weed Sewing Machine Company, whose works at Hartford are noted for turning out some of the best machine work in America, was induced to join in the enterprise. The attempt was not made to construct an entirely new style of machine, or to invent something more excellent; but the more prudent course was adopted of taking a good standard model already tried and popular, and making the first machine after the pattern of that. The one selected was the "Duplex Excelsior" of Messrs. Bayless Thomas & Co., of Coventry. It was a stanch, strong, and satisfactory machine for rough roads and elementary riding. The first ones like this were on sale in their warerooms, in September, 1878. From the spring of 1878 until the present time the company have conducted and extended this manufacture at the works at Hartford, Conn., upon what may be termed the truly American scale; that is, they started with a view to making every part of the bicycle by machinery, so that the parts should be interchangeable, and so that in the end, or after the manufacture had progressed





for some time, there should be an opportunity for profit to the manufacturer, commensurate with the capital invested, and consistent with the pecuniary advantage of purchasers. The facilities of the Weed Company were enlarged by additions to their buildings and machinery, and the two companies made ample preparations. They secured and kept up the services of designers and model makers. They drew upon the best experience at home, and the most instructive literature of the subject, and examination of machines made abroad, and have continued to improve upon their adopted style. The principal variation, and their best model, was started in the winter of 1878 and 1879, but not fully brought out until the May Meet in 1880. This was known as the "Special Columbia," and previous machines made by them were known by the simple name of "Columbia." This "Special Columbia," has since been improved, as all their machines have been, in details of construction. The former style of machine was improved and perfected, and brought out in the spring of 1880, bearing the name of "Standard Columbia." They have also made the "Mustang," of cheaper grade.

The Pope Manufacturing Company and their experts have paid more attention to perfection in construction and workmanship of the bicycle than they have to modifications or inventions in general structure; the expensiveness of changes, as well as their good judgment as to other matters, leading them to be conservative in the matter of innovations. They have, however, brought out some original improvements in bearings, pedals, heads, etc., and especially in the machinery for making the parts of bicycles, many of which have been patented, or have pending applications for patents upon them. They keep a corps of tool makers constantly employed, improving the machinery for the construction of bicycles, and for such changes as they may introduce.

In this cursory sketch, of course many things will escape mention which might seem more deserving of remark; but the principal object of the article is to introduce to readers who have not had the pleasure and instruction of visiting the works where only in America bicycles are manufactured on a large scale, some idea of the magnitude of the business, and some little acquaintance with the largest and best appointed bicycle factory in the world. The capacity of this factory is such that twelve hundred bicycles per month can now be turned out, and every part and particle of their machines and the accessories for them is made by them, or under their supervision, from the rough material. The works where this manufacture is carried on are located in Hartford, Conn. The buildings have several acres of flooring, and the larger part of them is devoted entirely to this manufacture. A general view of them is presented in cut No. 1. After entering the main building, the visitor will find first, of course, the offices, then the designing and draughting room, of which we have no illustration, as we have none of the model room. In these rooms the experience of the men at the factory and of those of best experience and best judgment elsewhere is focussed, and the work is mapped out, so to speak. Passing by a winding way to the rear of the premises, one comes upon the forge shop, and here the interest begins. Arranged on either side are a dozen large drop forges with their accompanying contrivances, while in the corners of the shop are pony hammers and power hammers of different sizes. Just off from the main room is a cabinet for the dies which are used in the forge shop, the various sets being kept in their proper places when not in use; and many of them are so large and heavy that they require two men to handle them. It it believed that some of the dies used in this shop are the largest made in the country, and some of the forges are the largest drop forges for forging to required form that are made in the world; and these dies themselves are made in another part of the works, by expensive machinery, under the direction of the most skilled labor. In forging their open head, for instance, four or five sets of dies are used, and one of these sets of large steel dies requires a fine workman, with the best machinery, six weeks to cut and finish.

Not all the forging, however, is done in the forge shop; there is another place where the rims are forged with rollers. There is the perch shop, where the back-





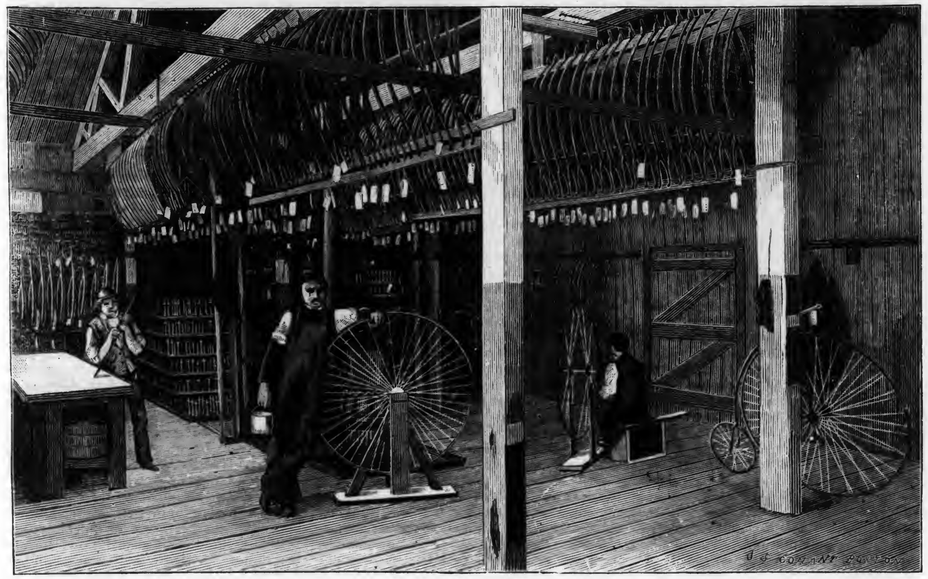
bones are drawn, and have the proper curvature and proportions given them. In another room the welding of the rims is performed by machinery peculiar to this factory. In still another, the front forks are welded to the arms extending downward from the head of the bicycle, and the rear forks are welded in like manner; in another is the polishing room, where the busy emery wheels make the fine metallic finish. In another room, or rather several rooms, the ingenious and wonderful screw machinery cuts the nuts, screws, and bolts from the crude rods of commerce.

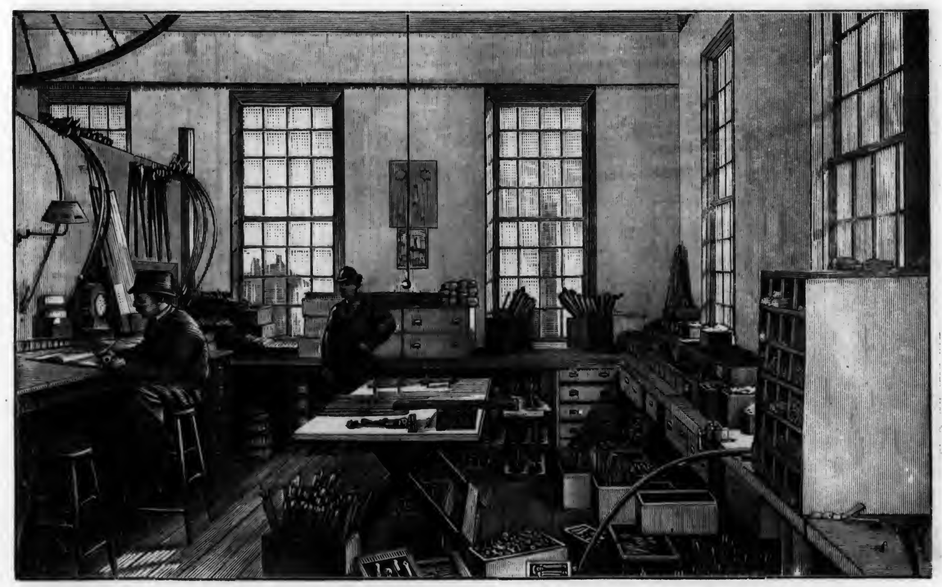
In the lathe room, represented in cut No. 2, the cutting, milling, and turning of the cylindrical parts is done; in another room the ball bearings, also peculiar to this factory, are ingeniously made; in another room, shown in the third cut, and which may be called the milling room the hubs are turned and formed, to receive the spokes, and to be fixed on the axles; in still another room, which may be called the tiring room, the rubber tires, now made in moulds, are stretched upon the rims, cemented, and baked; in another room, which we may call the wheel room, represented in cut No. 4, the wheels are set up and trued. In another, which we may call the assembly room, represented in cut No. 5, the wheels, forks, and backbones are put together, and every part duly marked. One of the rooms, however, not less important than the constructing rooms which we have already referred to, is called the inspection room, where all the parts of the different bicycles made are brought and tested with as much care as the finest watch machinery is tested, to discover defects or irregularities, or as the "Colt" pistol, for instance, is tested, to try its strength and soundness; and all the imperfect parts are rejected, and every part and every workman's work is brought to this room for judgment. It is represented in cut No. 6.

From the assembly room the parts are taken to the paint shop, also represented in cut No. 7, where those wheels and parts which are not designed to be all-bright, or to be nickel-plated, are painted with their several coats and stripes. The nickelling at this factory is done with fine art and liberal coating, all the parts being carefully ground and polished, then coated with a film of copper, and then with a heavy plate of nickel, before the machines are put together. This is done in a shop of which we have no cut. Another room, represented in cut No. 8, is the store-room for small parts, in which is kept the surplus collection of all the small parts which enter into the making of a bicycle. And here it may be observed that the number of parts to a "Standard Columbia" is about 77, not including those parts of which several are used in the same bicycle, as for instance, spokes, cranks, nuts, etc.; those of the "Special Columbia" number about 66, not including those of which several are used, such as spokes, nipples, etc.; the actual number of parts in either bicycle being about 300; and this store-room for small parts might be aptly described as a new curiosity shop. Again, there is the store-room for bicycles, where the completed machines are held at the factory, indicated in cuts 9 and 10, to be drawn from by orders from the salesrooms in Boston and elsewhere. From these store-rooms, when orders are received, they pass to the grating, boxing, and marking room, of which we have no cut.

It is an interesting experience to begin at the forge shop, and follow, step by step, the process of manufacture, from the rough bar of steel through all the various stages, until one is ready to take the completed wheel at the office door and ride away. To do so will give one great respect, not only for the American style of manufacture, by means of machinery and on a large scale, but also respect for the enterprise and persistence of the company which took up this industry when there was scarcely a perceptible demand for their product, investing thousands and thousands of dollars for tools and machinery, many more thousands for stock, and many more sands for labor and other expenses, and have carried along the manufacture with one hand, while with the other they have spurred the demand by teaching the American people, by patronizing and encouraging the literature of bicycling, and favoring clubs and associations formed to promote its spirit and enjoyment, and in many other ways. These works, so cursorily described, are in charge of prac-







tical wheelmen; and the visitor who may be attracted by this article to visit the works, if he be a wheelman or any one interested in the subject of bicycling, will find Secretary Day, of the Weed Sewing Machine Company, a most genial and intelligent guide and instructor.

It was not only natural, but prudent, that in projecting so expensive an enterprise, the Pope Manufacturing Company should take the best of care, and put forth the best efforts to make their way safe and clear, through the multitude of patents on velocipedes and bicycles, which could only be done by obtaining control of patents, or purchasing licenses at a large expense; and should also hedge about and protect their manufacture, to some extent, until they should have received at least some return for the money invested. To accomplish both these ends they have secured the most important American patents relating to bicycles and tricycles, and their various parts. Some of these patents they have tested by suits in the courts and sustained and under all of them the public has acquiesced in their validity, those interested in the manufacture of velocipedes or the importation and sale of bicycles having taken licenses. And it is commendable in the Pope Manufacturing Company that they have not attempted to be exclusive in their control of these patents, or, like "a dog in a manger," keep other people from supplementing their own work and effort to supply the American demand for bicycles, but have granted and still pursue a policy of granting licenses under all their patents, to those responsible parties who will aid in supplying and extending the demand, and are ready to devote capital and enterprise to this object.

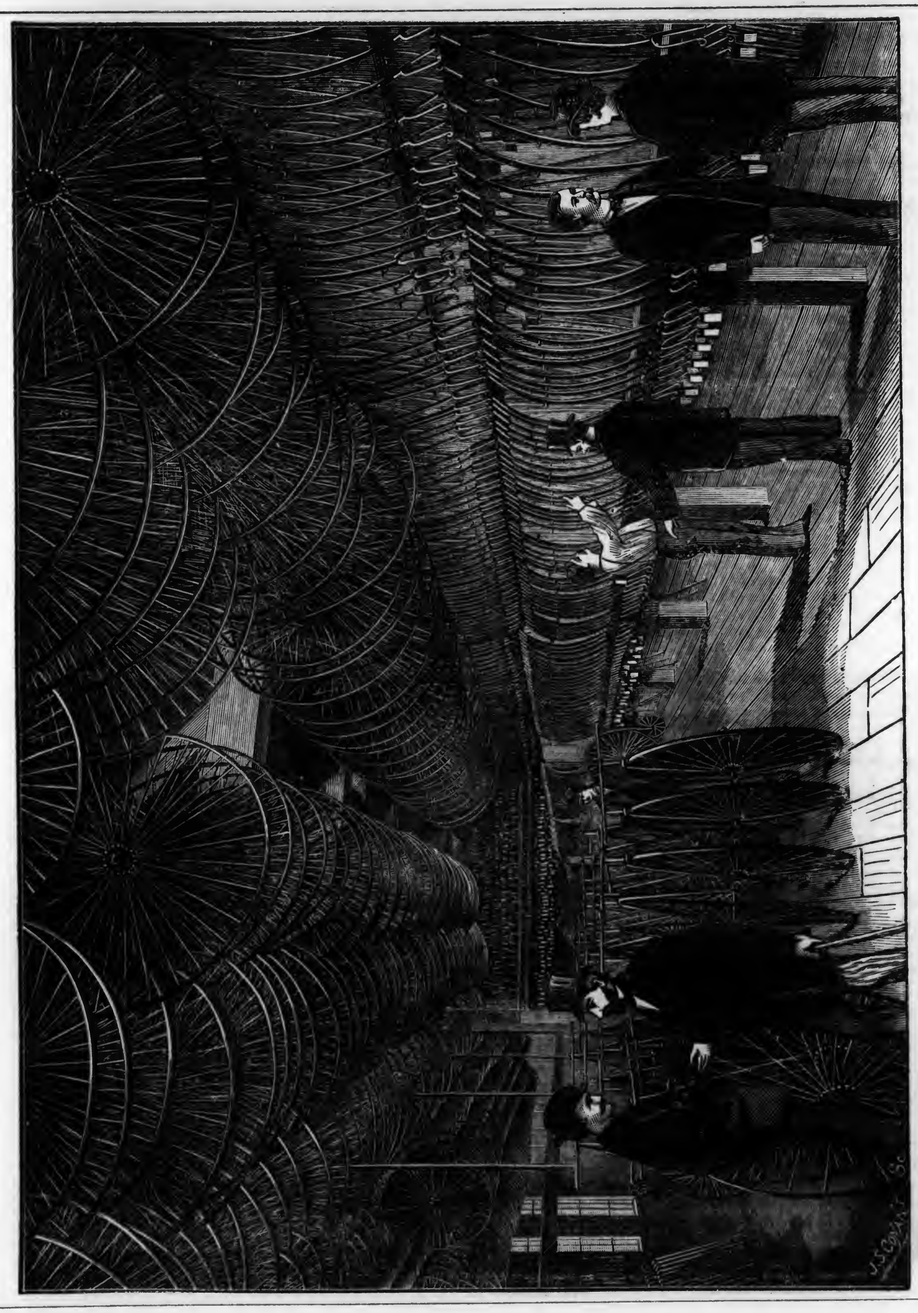
More familiar to many readers of the BICYCLING WORLD are the offices and salesrooms of the Pope Manufacturing Company, in Boston. Until late in 1880, these were on Summer street, but have been removed to a commodious and elegant building at 597 and 599 Washington street. Here the visitor finds the company occupying two entire stories of a large building in the centre of the city, to the first of which he may ascend by two broad flights of stairs in front, or by an elevator in the rear. Here are ample and well-lighted offices, a cheerful "president's room," a show room with the various sizes and styles of bicycles, including foreign makes and tricycles, and a wareroom in the rear. Above these are a riding floor of sufficient size for trying bicycles and tricycles, or taking the first lessons in their use; a well-appointed repair and fitting shop, a painting room, and considerable space for storing and crating.

No illustration of this building or these rooms is at hand; but Col. Pope may frequently be found in the president's room, and Mr. E. W. Pope, the genial and unassuming captain of the Massachusetts Bi. Club, who is the secretary of the company, may usually be found here, giving every attention to visitors, and keeping an executive eye on their large business. Here the greater part of the mercantile business of the company is performed, and from here the retail orders for machines are received and filled, the larger orders being sent to the factory for direct shipment.

The company has its local agencies in more than two hundred cities and towns of this country, and a general travelling agent; and it has expended thousands of dollars a year in systematic and judicious advertising. Its business is thoroughly organized, and is conducted with great sagacity and enterprise, as well as with liberality to the public and honorable fairness to all others in the same or related lines of business. It has been successful, in these three years, in making good and constantly improved bicycles in America, in establishing a new industry and making a large market for the product, and in sustaining its patents in every contest where they have been brought in question. As was said before, this is a large and interesting manufacture, and its existence and success make the future of bicycling in this country more secure and promising.

REPORTER.





TRICYCLES. — LEADING VERSUS TRAILING STEERERS.

My experience with tricycles compels me to think that "C. E. P." has spoken rather too highly of the Excelsior or "Harvard" Tricycle. It is without doubt a beautiful machine, made of the best material, and in the most thorough manner; Bayliss, Thomas & Co.'s name is a sufficient guaranty of that.

My objection to the machine is in the form of construction, which entails: first, a trailing steering wheel; second, a spoon brake upon that wheel; and third, small side-wheel.

Now, the machine is driven at one side only, to which I will raise no objection, as the large majority of three-wheelers are so constructed, independence in rotation as yet appearing essential to safe turning. But the inevitable result is that the tricycle has a constant tendency to run to the side *away* from the driver. Any one may be convinced of this by running a one-side-driving tricycle in short circles in both directions. He will find that while with the driver outside, he can turn with a minimum of effort, when the position is reversed, not only is a strong power required, but there is a skidding or side-slipping of the small steerer unless he is able to throw a large proportion of his weight upon it. In running straight upon the road, there in the same tendency to skid in less marked degree, but in direct proportion to the effort of the rider. Now, we will suppose one of these rear steerers, of which the Excelsior is a type, being driven up an incline; the rider, to increase his power, throws his weight principally or entirely upon the pedals, which are bearing at a point in front of the driving axle; his weight is then not only taken entirely off the steering wheel, but it is so applied as to lift it. The evident result is a continual skidding of the steerer, necessitating its incessant turning, and causing an erratic movement very vexing to the rider when exerting his full power. Now, if the steering wheel had been placed in front of the pedals, every increased tendency to skid would be met by a corresponding increase of weight upon the steering wheel, resulting in smooth, sensitive steering.

In coasting also, the center of gravity would be thrown forward, resulting in the Excelsior or Meteor in an insufficient grip of the steering wheel, and the possibility of a header (there being nothing more to prevent it than in the bicycle, except the lower position of the rider); while the front steerers, the Devon, Salvo, or Centaur, are free from these defects.

There is one style of brake which has been considered inapplicable to bicycles, although Harrington's Arab has it, applied through unsatisfactory thumb levers and cords. This is the strap brake, — easily applied to the driving wheel of a tricycle by means of a hand lever. It is perfectly safe and of great power. I have brought the Centaur to a standstill in 20 feet from a 4-minute gait. It does not touch the rubber as in the case of the spoon brake, and is applied to the wheel that carries the most weight. The Excelsior spoon brake may be powerful enough to stop the wheel, but in coasting a steep and slippery hill, there cannot be sufficient friction between the road and the tire (when so little weight is upon it) to stop the machine in an emergency.

My only objection to the small side-wheel is that its traction upon the road being rather less than the larger driver, the continual tendency to turn is rather increased. This, however, is now used upon very few makes.

I should like to have "C. E. P." try a front steering machine with a strap brake, and then let me know if he still prefers his "Harvard." IXION.

NEW YORK, 21 March, 1881.

HENRY'S APPRENTICESHIP.

I THINK it is about three years since Henry, my husband, first felt the yearning and unconquerable desire to combat with a bicycle. I remember the day distinctly that was commemorated to his first fall. I had been engaged all the morning in the delightful pastime of patching and darning, until my moral condition was at a very low ebb; consequently, when Henry entered the room in a surreptitious manner, with a crab-like motion, my practised eyes were drawn to a disgraceful rent in the knee of one pantaloon, and a yawning fissure in the shoulder of his coat. No one but a true woman can appreciate the appealing eloquence of a generous tear, and its "total depravity."

I took in all the surroundings at once, and exclaimed in severe tones, "Henry, you have been *trying* to ride a bicycle!" I have, naturally, a very commanding voice and a corresponding presence; so that Henry, knowing the weight of every tone and expression, always answers with great judgment and veracity.

"Well, yes, my dear," he replied, strenuously endeavoring to protect the left knee and right shoulder from my scrutiny, with a marvellous twist of the body; "you see Jones has been after me every day for a week, just to try his machine once, and I really could not offend him by refusing so often."

I glanced up sternly from my work, recognizing instantly a newly developed trait in my husband's character; and he wavered just a little as he continued. "So, to-day, having nothing particular on hand, thought I would try; but somehow the machine turned a little when I was n't looking, and I went off; and you see — "

"Yes, I see perfectly, — a new suit of clothes utterly ruined!" I answered.

Well, as bad as this was, I found to my sorrow that it was only a gentle introduction to worse mishaps. The many weary days I spent disfiguring my nose against the window-panes as night came on, watching for ambulances and shutters; the restless morning naps I had after his 5 A. M. trips; the various mournful stages of prospective widowhood I passed through, only mitigated by his sudden appearance, lame and halting, up the lane!

One afternoon he nearly passed from among us. It was many months before I dared to allude to the adventure, for various reasons; but now that time has softened the recollection, I can refer to it again.

We were all playing croquet on the back lawn, — my two sisters, the professor, and myself. It was a pretty place, and nicely shaded; but being quite retired, was devoted certain days in the week to the practical purpose of drying clothes. At the four corners stood ornamental posts, and stretching from them was a — well, let my story tell the rest.

While we were watching a most scientific but unsuccessful shot of the professor's, — his eighth, I believe, at the same wicket, — we descried Henry coming down the lane on his new bicycle. His gait was uncertain, but still he managed to keep on, which was a decided improvement on the three days' previous attempts.

We were so pleased with his success that we all stopped playing and watched his sinuous approach.

"Come down here on the lawn, and let us see you ride," called out my youngest sister.

The professor joined his entreaties to ours, at the same time stumbling over his croquet ball in such a manner as to send it clean through the wicket.

Now, leading down to the lawn was about twenty feet of smooth paving stones. Henry was at first inclined to refuse our invitation; but with three fair women awaiting you admiringly, who would not run many risks?

"Get out of the way," he shouted, as he struck the smooth stones. His bicycle, receiving a new impetus, glided swiftly down the walk, and then we saw what fills my soul with horror, even to this day.

A sudden backward movement of the head, a complete revolution of a body, and an almost decapitated bicyclist lay flat on the grass. We were perfectly ignorant of the cause of the misfortune, attributing it solely to my poor Henry's want of skill. We ran to pick him up, but a sudden glare in his eye arrested us.

"Why did you not tell me about that wire?" he shouted, between breaths.

"A wire! where?" we all exclaimed, in one quavering voice.

"Why, right over your heads."

And there in the sunlight was a treacherous clothes-line of quivering steel!

We looked at each other, at Henry's throat, that still, round and firm, without an unsightly gash, was bared to the summer breeze. What saved him has always been a mystery to us. Perhaps there is an especial Providence watching over wheelmen! One thing I can answer for, and that is, that Henry has never forgiven us entirely for the unfortunate invitation he accepted that day.

He was only slightly injured physically, but we never fully ascertained the extent of damage to him morally. He left us in dignified silence; and my sisters were so much distressed by the almost fatal disaster, that had it not been for my wonderful recuperative powers, the Professor would have gone on his way rejoicing over a dishonestly gained wicket. I did not care anything about the advantage it gave him, but I could not conscientiously encourage such unparalleled audacity, so Iplaced the ball before the wicket with decision, and advised him to make a "ninth honest effort." AUGUSTA.

FAIR WEATHER.

A tricycler fair, a bicycler brave,
Slowly riding together;
But though he an answer seems to crave,
He 's not discussing some subject grave,
But talking about — the weather.

"Cloudless above us spread the skies,
Foretelling glorious weather;
Cloudless, too, are your sweet eyes:
In their depths my future lies,
As we ride together.

"In your eyes, unclouded blue,
Ah! I wonder whether
I might find an omen, too;
I might gain assurance true
Ot my life's fair weather?"

Ended now his murmur low,
Still they ride together;
As the shadows longer grow,
On her face a rosy glow
Promises fair weather. L. H. S.

THE WHEEL IN WILKESBARRE.

WHILE Boston revels in dry roads and good bicycle weather, the unhappy residents in New York and Pennsylvania are wallowing through mud, ankle deep, or fighting it out angrily against snow and blizzards.

In Boston, the bicycle schools are very active, the trade is beginning to waken to its certain spring and summer activity, and many riders can be seen at all hours upon the streets and roads out of town.

I have just returned from a flying visit to the interior of New York and Pennsylvania, having gone as far as Wilkesbarre in the Wyoming Valley. This is a wealthy and growing city, but out of doors it is in doleful plight. The winter holds on more tenaciously than it does in Boston, and the streets are in a wretched condition. Bicyclers do not venture out, and happily do not need to.

The club of that city has good fellows, good machines, and the finest roof over them and smoothest floor under them I have ever seen in possession of a club.

The market house of the city, a fine brick structure, for reason unknown to me, has been abandoned by the dealers in onions and squash. The butcher boy has given way to our craft, and now, with an excellent floor nearly 200 feet square, and admirably lighted and heated, it makes a club-house fit for a king, or for a club of kings. I leave the reader to reverse the title and perpetrate the inevitable pun.

Good riding is done there by the members, and they will come strongly to the front this next season among the wheelmen of the United States. They are now beginning to take up club drill, in addition to individual practice.

The beautiful scenery and excellent roads of the Wyoming Valley are destined hereafter to develop many riders in the named city, and Pittston and Scranton.

It is to be hoped that the Wilkesbarre Club will send some of its good men and fine machines to the Meet in May. By that time the roads from that region towards Boston will be in excellent condition. Over much of the route there is a good road-bed, and the journey could be made with little pain and much pleasure at a good rate, — perhaps as much as 50 miles per day.

I beg leave to suggest, through the columns of the BICYCLING WORLD, that the Wilkesbarre make the trip, picking up on the way the riders in Scranton, Binghamton, Utica, Albany, and perhaps some towns in Massachusetts. In the main, the route would lead through a fine country, and such a jaunt would do more to make new riders proficient than any other possible training.

If such a movement were organized with care, riders might join it from Buffalo, Rochester, Syracuse, and other western towns. Part of the journey could be made by rail, and if even a dozen riders or a half-dozen should come on their steeds to the Meet, it would add greatly to the fame of that event. By all means let us have one genuine pilgrimage to the Hub. H.

WHEEL CLUB DOINGS

CINCINNATI BI. CLUB. — *Editor Bicycling World:* — It being so seldom that you hear any bicycling news from this point, I judge that a little will be appropriate.

I notice in a recent number of the WORLD that some of our western clubs have disbanded; "have in fact shown a discreditable lack of *backbone*." This, however, is not the case with the Cincinnati Bi. Club. In fact we have collectively considerable of that article.

We rented "Power" hall in Exposition buildings last November, and intend giving it up in April. This hall has furnished us a fine track of 10 laps to the mile. Some pretty fair time (for us) has been made: 5 miles in 20 minutes has been accomplished by some riders, and the other night the undersigned saw a "man with a stiff knee" do his mile in 3.50. A number of our members intend to do some touring the coming summer. A ride to Columbus and return is talked of. The penitentiary is located there. We at present number fifteen members.

JOHN SMITH.

THE STAR BI. CLUB. — *Editor of Bicycling World:* — The Star Bi. Club gave its first annual party last Wednesday evening, and it was a very enjoyable occasion. The following is a notice from one of the local papers: —

"The first annual dancing party of the Star Bicycle Club was held Wednesday evening, in Infantry Hall, and was a very enjoyable affair, a select company being present. Some seventy-five or more couples were on the floor, under the management of Frank H. Hobbs, Walter O. Faulkner, Frank S. Winship, Asa Barker. Jr., and Frank J. Faulkner. The order was made up of sixteen dances, and was a neat affair, got up by T. P. Nichols. The first leaf showed a miniature bicyclist on his machine, with a music scroll under his arm, upon which was the club whistle. Ward's quadrille band furnished the music."

The club is in good condition; has supported a club-room all winter, and kept up the interest very well. At present we have quite a number who will join the club as soon as the roads get in good condition, which we hope will be very soon now, as Captain Faulkner rode to Malden and Nahant one afternoon this week, and reported the roads as being in pretty good condition. F. S. W.

MILWAUKEE BI. CLUB. — *Editor Bicycling World:* — Friday afternoon, 28 January, the Milwaukee Bi. Club met in Angus S. Hibbard's office in the Chamber of Commerce building, to reorganize for the coming season and to decide on material for a uniform. Samples of drab corduroy were presented; but after due consideration, it was decided to name a committee, consisting of Messrs. Stark, Keene, Hibbard, and Haskins, to make selections of cloths, and report at the earliest opportunity.

The next meeting was held at the headquarters of the club in Richardson's Emporium, and was quickly called to order by President Hathaway, that plenty of time might be had for a free discussion of the "uniform" question, and to hear the report of the committee. Mr. Hibbard said the committee had visited all the clothing stores, and out of thirty samples had selected a light gray for the entire suit, and recommended the same. The motion was rejected by 8 nays to 7 ayes. A new committee was then announced, consisting of H. C. Reed, D. G. Rogers, Jr., W. A. Friese, and F. B. Keene; and at a special meeting held 9 March, it was moved and seconded that their selection, consisting of a dark green for the coat and gray for pants, be adopted, which was carried unanimously. The uniform for the season of 1881 will consist of dark-green patrol jacket, with a celluloid collar and cuffs, light-gray knee-breeches, stockings to match, Oxford ties, white flannel shirt, with black silk necktie, and gray helmet hat and polo cap of dark green.

The club is already considering the feasibility of conducting a "run" in the spring-time, gentle Annie; that is, as soon as the roads are in condition. This meet will be as interesting and enjoyable as it will be possible to make it. The proposed route is to extend through Waukesha County, and especially to follow the roads that border the beautiful lakes in the vicinity of Oconomowoc, Pewaukee, Lakeside, Delafield, and Summit. In all probability the start will be made on Saturday afternoon, 28, May when we will have three days, as Decoration Day falls on Monday. The trip is to extend to Waukesha, and remain over night. The next morning the course will be shaped towards Delafield, and from thence to Oconomowoc in time for supper, and spend the evening there. Monday morning an early start will be made for Lakeside, where dinner will be served, then enjoy a ride to Pewaukee, and finally to this city.

As it is impossible for many Western wheelmen to attend the League Meet at either Washington or New York, it is possible that over a hundred wheelmen can be brought together here, and celebrate the L. A. W. convention.

Fred H. Browne, last year's captain of the Chicago Bi. Club, is now located here, in business with L. M. Richardson, and drills the boys at the headquarters every afternoon.

Harry Haskins, who bestrides a 52-inch Premier, has departed for New York, Boston, Washington, and other Eastern cities, where he expects to participate in the League run.

Angus Hibbard is compiling a log-book, as director of the L. A. W., comprising club and individual runs, places, condition of roads, and time, and will issue a circular, asking them to keep a log of their runs during the season of 1881.

At present, there are 43 members in the Milwaukee Bi. Club, an increase of 17 since 1 November. Of these, there are 7 Harvards, 8 Premiers, 27 Standard Columbias, and one Special Columbia. Two ride 48-inch wheels, 7 ride 50-inch weels, 12 ride 52-inch wheels, 8 ride 54-inch wheels, 5 ride 56-inch wheels, and 2 pedal 58-inch Harvards.

The club is in a good financial condition, Secretary Stark's annual report showing a cash balance of $113.24.

The annual election of officers will take place Monday evening, 4 April.

"CYCLUM."

CHELSEA BI. CLUB. — The Chelsea Bi. Club held its first meeting of the season on Saturday evening, 26 March, and elected sixteen candidates for membership, the club now numbering thirty-four. It was voted that regular runs of the club take place every practicable Saturday afternoon at 4 o'clock, the place of assembling being Cary square. The question of uniform was pretty fully considered, and the choice of last year was adhered to with some slight modifications; that is, the uniform will consist of seal-brown corduroy breeches and coat, and stockings to match, white parade shirt, and gray riding shirt, brown necktie and belt. The style of head-gear, whether cap or helmet, and also shoes, was referred to a special committee on uniform, with instructions to report at the next meeting. The members desire much to interest the ladies of Chelsea in tricycling, and are considering the advisability of procuring one or two tricycles to loan their fair friends; rumors of which proposed action have reached the latter, and produced a flutter of pleasurable anticipation among them. The club also elected Lee C. Ashley and George C. Bosson, Jr., first and second buglers, respectively. There are some half a dozen still unattached riders in Chelsea who will probably join the club this season, and many more are projecting the purchase of machines, so that it is probable that Chelsea will have upwards of fifty bicyclers the coming summer.

WILLIAM E. GILLMAN, *President.*

[We hope to see you, all fifty of you, at the League Meet. — ED.]

FALLS CITY BI. CLUB. — A second bicycle club, composed of Louisville wheelmen, was organized last week in this city under the name of the Falls City Bi. Club. At the preliminary meeting the number present was fifteen, and the club starts out under most favorable auspices, having already nearly as many members as the Louisville Bi. Club. It is pleasantly felt that the formation of another club will be conducive to greater interest in bicycling by introducing a little generous rivalry, and thus bringing to light the latent racing stamina, now hidden beneath the modest exterior of the average bicycler. The officers of the club are: Horace Beddo, president; F. A. Dunekake, secretary and treasurer; H. Schimpeler, captain; and Orville Anderson, sub-captain.

In reply to a Grand Rapids correspondent, whose club contemplates a tour down through Kentucky, and who asks about the roads, would inform him that Kentucky roads are probably as good as can be found in the average State. The roads from Louisville to Lexington, and to Frankfort, while somewhat hilly, are all that could be desired. Come if you can, and be assured you will find an old-fashioned Kentucky welcome extended to you from every club in the State. Any specific information concerning roads will be gladly furnished by the secretary of the Falls City Club. Come and test Kentucky hospitality. LAR-DE-DAH.

LOUISVILLE, 23 March.

A HEBREW HEADER.

Editor Bicycling World: — I was looking over some old Hebrew MSS. in my possession, and was much surprised to meet with a long exposition upon the bicycle, — or what I should judge from the text, referring to that peculiar machine. However, let the readers judge for themselves. The parchment was dated 34 B. C., and ran thus: "Behold! I have attempted to master the two-wheeled chariot. With much confusion do I, assisted by the centurion, clamber thereon, and he grinneth like a dog, and leadeth me about the streets. My head swimmeth. He taketh his hand from off the chariot, and lo! I am sick even unto my bones. I can maintain my upright position no longer, when the hand of the ever vigilant — aye, the watchful — centurion graspeth the handle-bar, and straighteneth me thereon. My sandals are off, my vestment is threadbare, and I am sore pressed. The youths upon the highway laugh me to scorn; they clap their hands together, and say, 'Go up, thou baldhead!' Pride cometh to my rescue; I sit erect, I grasp the handles with much squeezing them on, and once more exclaim, in a loud voice, 'Propel me, O skilful master!' I regain courage, and, behold I ride alone! My face flusheth with an exceeding great flush, and I am filled with much joy. But, what see I in my path? — a small stone, one half cubit square. I smile, and plant myself firmly in the midst thereof (the saddle). I turn, or try to turn, to either side; but the stone loometh up: in the twinkling of an eye I am in the midst of the stone, and sailing through six cubits of space; I descend upon my digits and ignobly bury my nasal appendage in the dust. I invoke Abraham, Isaac, and the prophets, and vow I will ride no more; yea, never again. JONADAB."

Here the scroll becomes illegible; but words here and there may be deciphered, which lead us to believe the machine was sadly broken, and the patriarch sadly demoralized as far as forcible language could make him. "PHIL."

THE BICYCLE SHOW.

Now that the place of the League Meet has been decided upon, it remains with the riders to make it a success. In order to turn out a large number of 'cyclers, something should be done which will offer an inducement to men from a distance to make an extra effort to attend.

The suggestion by H. M., in a recent number of the "WORLD," is a good one, and should receive the support of all who are interested in understanding and appreciating the different makes of bicycles. There are a number of riders here who have never seen a tricycle; others who do not know one make of machine from another, and consequently are not capable of deciding for themselves what machine is the best. Now, if the Boston clubs would join together and give an exhibition of the different styles of bicycles and tricycles, they would confer a great favor on those wheelmen who do not have the advantage of living under the classic shades of Boston elms. If such an exhibition was held at the time of the League Meet, a great many would make an extra effort to be present, — not only to enjoy your good roads and to meet the "boys," but also to attend the first exhibition of bicycles and tricycles in the United States. The success of the recent Stanley show is of itself a sufficient guaranty that such an exhibition would be appreciated by all who will be at the L. A. W. Meet. If such an exhibition will draw a crowd in England, where bicycles are nearly as common as buckboards are here, it seems to me that a show of bicycles and tricycles and cycling sundries could be made self-supporting, and do a great deal to make the League Meet the success it should be.

PORTLAND, ME., 1881. SPINNER.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Hugh L. Willoughby, treasurer, Saratoga Springs, N. Y.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

PLAINFIELD BICYCLE CLUB, of Plainfield, N. J. — G. F. C. Smillie; J. W. Gavett, Box 237; Geo. E. Vincent, Box 555; G. Stuart Collins; Foster Milliken; L. M. Evans; A. Varian; A. F. Pope; W. Alex. Bass, Jr.; Augustus Marsh; Charles Hyde; Harold Serrell; Lemuel Serrell; Roger B. Murrey, Box 635; C. France Goddard, all of Plainfield; Prescott B. Vail, New Market, N. J.

OMAHA BICYCLE CLUB, of Omaha, Neb. — John E. Wilbur; George Paterson; John Carrier; Richard Carrier; Charles Woodman; John Hitchcock; Nett H. Hall; Joe R. Lehmer; Harry C. Cranz.

MERCURY BICYCLE CLUB. — Additional: A. F. Montant, 49 West 22d street; Charles D. Crist, 166 Fifth avenue.

NEW HAVEN BICYCLE CLUB. — Additional: Harry Alvan Hall, 18 Home place; Louis D. Benton, 325 Orange street.

BROOKLYN BICYCLE CLUB. — Additional: Frank H. Tice, 170 Schermerhorn street, Brooklyn, N. Y.

CRESCENT BICYCLE CLUB. — Additional: Robert N. Cutler, 299 Marlboro' street, Boston, Mass.

ROXBURY BICYCLE CLUB. — Additional: C. M. Clark, Laurel street, Roxbury, Mass.

UNATTACHED. — Lindsley H. Shepard, Sharon, Mass.; John F. Simons, 2103 Venago street, Philadelphia, Pa.; F. M. Simons and E. S. Simons, 1424 North Broad street, Philadelphia, Pa.; James Reynolds, Poughkeepsie, N. Y.; Gale Sherman, Lima, O.; John B. Bergen, Red Bank, N. J.; T. Henry Grant, Rutgers College, New Brunswick, N. J.; Charles J. Howard, 73 Duane street, New York, N. Y.

ARLINGTON BI. CLUB, of Washington, D. C. — Additions: Arthur M. Little, 216 1 street, N. W.; Chas. M. Lewis, 1226 6th street, N. W.

PITTSFIELD BI. CLUB, of Pittsfield, Mass. — Additions: John T. Power; Fred Vermilye; Luther L. Atwood.

UNATTACHED. — A. S. Pattison, Cambridge, Md.; Harry H. Newcomb, Greenwood, Mass.; Lincoln I. Burt, No. 702 Tremont street, Boston, Mass.

CORRECTION. — Walter T. Anderson should read Walter T. Underwood, of the Roxbury Bicycle Club.

CONSULS OF L. A. W. FOR MASSACHUSETTS. — Chas. A. Pitkin, Braintree, Mass., business address, Thayer Academy; W. W. Stall, Brighton, Mass., business address, Faneuil Station, B. & A. R. R.; Willis Farrington, Lowell, Mass., business address, U. S. Bunting Co.; A. J. Philbrick, Salem, Mass., business address, 136½ Bridge street; H. W. Ames, North Easton, Mass.; Chas. H. Currier, Roxbury, Mass., business address, 2400 Washington street; H. C. Colby, Waltham, Mass., business address, American Watch Factory; F. H. Johnson, Brockton, Mass.; Edward F. Toleman, Worcester, Mass.; George M. Doe, Worcester, Mass., business address, Worcester National Bank; A. W. Darling, Worcester, Mass., address, Cherry Valley, Mass.; J. S. Dean, Boston, Mass., business address, 28 State street; Chas. P. Shillaber, Boston, Mass., business address, 124 State street; Fred B. Carpenter, Boston, Mass., business address, 13 Central street; W. D. Wilmot, Framingham, Mass., business address, Framingham Centre Drug Store; A. E. Wood, Northboro', Mass., business address, Woodside Mills.

CONSUL. — C. D. Duncan, Chillicothe, O. Business address, 69 Paint street.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprisng an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON. WILL H. THOMPSON

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1880.

BY HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, 50 cents. Address

E. C. HODGES & CO.

40 Water Street . . . BOSTON MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

FOR SALE.

A New D. H. F. "PREMIER" just from England, 1881 model, 22 in. handles, suspension saddle, extra pair 7 in. detachable cranks, never been used a mile on the road, a 50 in. roadster, built to order, extra strong for rough roads, owner going abroad. Price, $105.00, a big bargain for a Spring mount.

Address,
PRESIDENT C. BI. C.,
345 Race St., Cincinnati, O.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 1 APRIL, 1881.

THE AMERICAN SYSTEM (?)

FOR the last time, and now only by request of the ARCHERY FIELD, I shall perform the unpleasant duty of defending archery from the most vicious enemy it has yet encountered in this country. This task is rendered most unhappy, because of the fact that this dangerous enemy to the ancient and lovable pastime is nursed and kept warm in the bosoms of at least two of my friends, and I scarcely hope to be able to impale it upon an honest and indignant shaft without danger to the generous heart behind it. Ah, if I only possessed the sure touch and the unfailing eye, by which the father saved his child from the wrath of Gesler! He was better armed. He would not have dared to use so crude and clumsy weapons as I am forced to employ. He threw aside a better arrow than I can command, with the impatient declaration that he would not use such a shaft to shoot at a dove, "much less a dove like that!"

My good friends, advocates of the new system, you are wrong and are breaking the peace of archery in America. Beware, lest you break its heart! I am not its guardian in this land, though I guarded its cradle with faithfulness, if not with power. It owes me nothing, though I owe it much; and now, in honesty and with a loyal heart, defending its very life, if I say some word which touches the feelings of some good archer, I shall be grieved indeed. Nevertheless, I can only say that come what come may, I must love archery more than archers. The last time I said anything in the FIELD upon the subject of target valuations, I began the article with these words: "It is curious to note how seriously and earnestly an intelligent man will bestir himself in behalf of a favorite hobby, no matter how absurd that hobby may be." The readers of the FIELD have just been favored with an exemplification of the truth of my words. Not only has Mr. Brownell toiled through five hundred lines in the FIELD in favor of his new system of target valuations, but with an easy assurance which smacks of the ludicrous, he speaks of the 1, 2, 3, 4, 5, system of archery scoring as the "American system"! He says, "Now we have only to reduce an English to an American score," etc. He seems to think that his bantling is already a giant! Like the rustic villager who had never wandered beyond the view of his native church steeple,

> "He thinks the cackle of his little burg
> Is the great wave that echoes round the world."

As Mr. Brownell and Mr. Havens are working together for the new system,—pardon me, the *American* system! — I shall associate them together in this my last assault; and if I cannot kill two birds with one stone, I may at the least have a surer chance of hitting one. Now there must necessarily be but *one* road out of the following *tri*-lemma: —

1. The old and new systems are equally good, and one possesses no advantage over the other.

2. The new system is more nearly accurate than the old.

3. The new system is not so accurate as the old.

As no one has yet advocated the first proposition, I conclude there must be no question that one of the systems *exceeds* the other in accuracy; and if not, there surely could be no reason for a change.

Now, however ridiculous it may appear, one of the great advocates of the American(?) system of scoring argues that it is *more* accurate, and the other, that it is *less* so! One of them sees rare beauties in the new departure, because thereby "*the* best archer is given the front rank"; and the other adores the talismanic digits, — 1, 2, 3, 4, 5, — because, by their use, "the less skilful archer is given advantages."

Havens and 'ell! (*Brown*-ell). If both are correct, what a millennium for marksmen and muffs! But I shall try to keep soberly along and see if both *are* right, or only one, or neither. Perhaps it is unnecessary to argue the question as to whether both are right, since they are diametrically opposed to each other. That Havens is correct, I cannot doubt, and I shall now give some reasons why I think so.

It is apparent at once, that if the archer had no skill at all, or in other words, if he only shot in the general direction of the target, and only hit it by mere accident, caused by the necessity of the arrows striking somewhere, then each ring should be valued according to its area, for one square inch would, upon the theory of chances, be as often struck as another, and if one ring had more square inches, it should have a proportionately less value, and *vice versa*. Surely even Mr. Brownell will not deny the truth of this. It then would follow in such a case that the valuation of the various rings should be thus: —

Gold	= 72	square inches.	Value	= 9
Red	= 217	"	"	= 3
Blue	= 362	"	"	= 2
Black	= 506	"	"	= 1.3
White	= 651	"	"	= 1

Of course fractions might be given more closely approximating absolute accuracy, but the above is near enough, the gold, red, and white being almost exactly right. But as we all hope to acquire some skill, and not depend upon mere luck for our hits, we find that the target colors should be so valued as to suit themselves to the bow as a proper mark. If we were using rifles at the same ranges, our targets would be ridiculous absurdities, because not suited to the weapon's accuracy. The white, black, and blue should then count nothing, and the gold count ten times as much as a red, and the gold itself be subdivided into grades. Our targets, being for a less accurate weapon, are coarsely graded, and should be valued to suit the weapon. Now comes the real question: "What does suit the weapon?" The only honest and philosophical answer is: Such a valuation as will give the true measure of accuracy when the weapon is most scientifically and accurately used. Since, however, it is impossible to attain to more than approximate accuracy with the bow, we can only prepare our targets for such shooting. We find by the study of the bow as now used, and its history as a weapon of pastime, as Roberts calls it in his letters, that a York Round of from 450 to 600 points is its reasonable capacity. A few phenomenal archers have gone higher, — thousands never reach the lowest score; but a young man of good physical and mental powers, with enthusiasm for the pastime, coupled with time and patient practice, may reasonably expect to be finally able to score regularly 450 points at the York Round, usually divided about thus: 100 yds. = 38–158. 80 yds. = 37–172. 60 yds. = 53–119. Total = 98–450; the hits at 100 yards yielding about four points each, those at eighty yards about four and one half points, and those at sixty yards about five points each. Such being the reasonable capacity of the bow when skilfully used, and we of course being desirous of using it skilfully, we should value the rings of our target so as to give true results for about that degree of skill. The only way in which we could get *true* results would be to have a target so large that no arrow would fail to score; but in order to do so we would be obliged to use one perhaps thirty feet in diameter for an archer of

the grade above given. In that case such a target would be vastly to the prejudice of the muff; for whereas he would get no credit for his many misses, the expert archer would score all *his* misses (or such as now are misses): and since his hits would all average nearer the center than those of the muff, the target would be greatly to his advantage. The opposite is now true at the longer ranges. The target is too small, and consequently the accidental hit of the muff has too great a value. This is partly offset by the advantage possessed by the good shot at the short range (sixty yards), and would be wholly cured at this range if as many arrows were here shot as at the longer ranges. But the good shot never complains: he knows that the advantage of valuation cannot reasonably affect him, if a large number of arrows are shot, and he surely beats the muff despite the advantage in his behalf. The words of Ford upon this subject are most true, and we can imagine the graceful way in which Mr. Brownell will wave aside the careful words of our matchless master of archery.

Ford says: "Reckoning the gold to count nine, as above, strictly speaking, the red should count but three, the inner white or blue two, the black one and a quarter (or five for every four hits), and the outer white one."

This incorrectness in the number scored for each ring, however, is altogether unimportant; for as one man's score is only good or bad as compared with another's, and all use the same target and mode of counting, each archer gets the same proportionate benefit from the excess of counting, and so the comparative result is the same. The dead champion is yet considered and will always be considered the highest authority upon the pastime to which he gave the most patient study and experiment for thirty years. I have strong opinions of my own, but I bow to this unimpeachable voice. Now, since (to the great advantage of the muff) we have a 4-foot target graduated in rings of 4.8 inches in width, how shall we value the rings to give the shooter of about 450 calibre the actual measure of his skill?

In my last letter upon this subject, I called the values according to area, as above alluded to by Ford, "the perfect theory," but added that in practice even this was not correct; whereupon Mr. Brownell, with vast self-importance, answers not only my argument, but Ford's, with but three words, — "a mistake, evidently." It may be *evident* that it is a mistake; but Ford and Fisher, Muir and Palairet, each have held it true, and I do not think there is an archer in America, who has given enough study to this pastime to be able to score 400 points at the York Round, who will gainsay it. But I think Havens touches upon the real truth when he says of the new system: "There being a superabundance of muffs in the archery fraternity of America, we may hope to see it adopted by a large majority." I did not like to characterize the "American" system so severely as my friend Walworth, but when one in honest indignation speaks out his thought as he did, we can readily pardon him.

Brownell, however, cannot see why, if true in theory, the area values would not be true in practice! Simply because we do not depend solely upon luck. For the perfect muff, area gives perfect results; but for an archer like Walworth or Hyatt, at 60 yards, the white and black rings are practically useless; and the other three rings should be valued about thus: gold, 9; red, 4; blue, 2. Mr. Brownell's system reduces the value of the gold almost one half, and keeps the white at its old value, whereas there is really no merit in hitting the white at 60 yards. One gold should be worth a hundred such. Think of shooting at a quail at 60 yards and missing it two feet, and yet claiming value for the shot! In the 4-foot circle, there is room for 452 quails! Taking the probable number of fair shots to be obtained in a day, such an archer could shoot at quails for two years without ruffling a feather.

In a few words I now wish to examine a target philosophically. Taking 80 yards as the mean distance of the York Round, and also that distance where the mean number of arrows are used, it follows that the target should be most nearly right for that distance. Here, too, the archer of 450 calibre usually gets, and should get, his geatest score.

The centre is the goal aimed at. When we begin to value the target, we should always begin here: it is the mark; we think of nothing else when we shoot. If we cannot hit it, we must keep as close to it as possible. Now, as we divide the target into five rings, we naturally desire to use whole numbers to designate the values, and we at once find that no series of whole numbers will truly give their proportionate values. If then we are to use a regularly descending series of numbers at all, we conclude that one to be most nearly correct which will give the true value to the extremes. We here find that the values 9 and 1 are almost exactly right for the 450 grade of an archer at 80 yards. The black is valued only very slightly too high: the blue is worth 4, and the red 5½ points. I have the official target lists and detailed scores of every archer who shot at the Grand National meetings of Great Britain in the years 1857, 1858, 1860, 1861, 1862, and 1863, kindly sent me by Mr. Peter Muir, of Edinburgh, and I have carefully gone over all the Double York Rounds from 700 to 1,251 points therein contained, and find that the 80 yards range averages almost exactly the proportion of 9 to 1 in value between the gold and white hits.

So I have found in my own shooting the same relative values. Now, by Mr. Brownell's theory, — "the American system" (God save the mark!) — the gold is so degraded that the white has almost twice the proportionate value it had before. Who cares for whites in his score at either 60 or 80 yards? I always feel disgusted at the badly delivered arrow which clings on to the rim of the target — the scatterling of luck which should have missed, perhaps, but for a fortunate flirt of the wagging feather! These examples conclusively prove that the theory and practice nicely conform at 80 yards, at least; and as that is the mean distance shot, it follows that the valuation answers well at the York Round. It is only the exceptional scores, like the 1251 of Mr. Ford, composed of 11 golds, 22 reds, 29 blues, 20 blacks, and only 8 whites, that the valuation fails in accuracy to a material extent. Now, to grade the intermediate colors to their just proportion with the gold at this mean distance, I find the average of all these scores to give the following values: red, 5 1-6; blue, 3 7-8; black, 2 8-9; and white, 1 1-35.

Now, Brownell's method would have utterly revolutionized the whole scoring, by reducing the gold almost one half in value as compared with the white. Although Mr. Brownell does not reduce the blue at all, as to the whole valuation, — with the exception of the red ring, — the blue is now mostly overvalued.

Since Mr. Brownell has seen fit to briefly dispose of some of my propositions by the short sentence, "an evident mistake," I wish to do better by him and *prove* his mistake. Not to occupy too much of the FIELD's space, I shall take only one proposition which he advances, and shall, in justice to him, take the one which he italicizes as being most important. This is his proposition No. 2. He prefaces it by saying that "distance," (*i. e.*, measurement) "was the true basis of comparison of merit in target shooting." Then follows: —

"2. That the values 1, 2, 3, 4, and 5 exactly express that comparison, *proved both by theory and practice.*"

I wonder if it ever happened to strike Mr. Brownell how miraculous must have been either the luck or mathematical knowledge of the inventor of a graduated target face, to get the four feet diameter so divided into rings of *equal width* as to give the values of the five first digits! and then to further give, not only the *exact* proportionate value in *theory*, but such as could be *proved in practice!* We will try a couple of examples of shooting three arrows at this *exact* "American" target, which gives "string measurement" *exactly!* The first three arrows strike the "new-valued" face thus: —

First arrow, exact centre of gold, scoring 5, and is 0 inches from centre.

No. 2 strikes in the red, 5 inches from centre, scoring 4.

No. 3 strikes in blue, 10 inches from centre, scoring 3.

The total string measurement here is 15 inches; total value, 12 points.

The next shooter sends arrow No. 1 into the gold, 4 inches from the centre, and scores 5.

The second arrow strikes 19 inches from the centre, and scores 2.

The third, 22 inches from the centre, scores 1.

The total string measure is 45 inches; total value, 8 points.

Here this *exact* system shows in one vhooter an average of 1 1-4 inches measurement to each point made, while the other has 5 5-8 inches of string to each point made. The idea that the 1, 2, 3, 4, 5 saluations exactly express the proportionate values of the rings is sheer nonsense. Mr. Brownell says my propositions with reference to the *impossibility of obtaining* any "fair" target are "irrelevant," and so passes them by. But here is the whole trouble. Suppose our targets had happened to have been always made 48 *feet* in diameter, instead of 48 *inches?* In that case the gold would have been 9.6 *feet* in diameter, and the nearest margin of the white would have been 19.2 feet from the centre. Yet Mr. Brownell would say that this white should count 1-5 as much as the gold! Of course the fair archer would never miss the gold at 80 yards; but an arrow which went 24 feet wide of the centre should not score at all. Now, how did it come to pass that we obtained a target of 48 inches so divided as to make the figures 1, 2, 3, 4, and 5 *exact* exponents of the divisions? I wonder if Brownell evolved his theorem from the domains of mystery by abstruse calculations, or alighted upon it by sheer luck?

To prove that he must have obtained it by some vast foray into the regions of hidden truth, I will here show how consistent he is, truth being always consistent. He begins his article by saying that he has given us a year of grace to try our "English" system, and "the year has been given, but with what results? Our arguments have not been met. Nothing has been done to show the folly of our opinions; on the contrary, everything has tended to prove the opposite, and the English (?) method has gone on from bad to worse, — *i. e.*, the system of points has been tacked on." Mr. Brownell thinks the system of points is worse than the old system of scoring! And yet when he comes to close his article, he sums the whole matter up by saying (in italics) that "the whole matter can, I think, be summed up in one simple proposition. The proposition is this: —

"The adoption of the 1 to 5 values is a simple method of following the English peculiarity of revaluing by points, applicable to all scores."

I made a simple miscalculation in my last article, bringing one error of figures into it; but outside of that, I have no care for the assertions of Mr. Brownell as to my arguments, for which he "has no respect." I think I know the temper of archers in general east of the Rocky Mountains, and I can say to Mr. Brownell that he need have no tender interest for us by "waiting" another year! He is the only archer I have ever had the pleasure of meeting who advocated the 1, 2, 3, 4, 5 theory, — the only one who ever spoke of it except with inpatience and disgust. At the Grand National Meeting, I tried in vain to find a voice its favor other than Mr. Brownell's. And I here venture the assertion that there are not two archers east of the Rocky Mountains who have sufficient love of archery to visit the next meeting at Brooklyn, who will come forward and say that they are in favor of such a useless and foolish change as the one proposed. And now I would like to ask Mr. Brownell what he has done for archery that gives him the right to not only throw a firebrand into the camp of its lovers, but then, unasked and persistently, fan the firebrand into leaping flames? Hundreds of archers have become weary, impatient, and ineffably bored with this endless foolishness, and have so written, not only to me, but to the editor of the FIELD.

It is safe to say that the large majority of archers here have registered the declaration as firmly as I have, never to shoot an arrow at a target so valued as long as they live! This 1, 2, 3, 4, 5 talk is ended, so far as I am concerned, at least so far as arguing the question of its value as a system is concerned. I don't want to hear it mentioned if I can help it. It is more harassing than the fifteen block puzzle, and ten times as useless. Let us have peace in archery. Every other pastime in America finds some one to break its beauty and destroy it. I had hoped that as archery had escaped so long in England, it might be spared to us as clean and happy a sport as when it came. This is the only sin against its purity, and I feel that every archer, who really deserves the name, should close round their favorite pastime now, and swear that as to this new departure — this "exact system" — this "American (?) plan," — they will "touch not, taste not, handle not the unclean thing." WILL H. THOMPSON.

ARCHERY FROM AN EASY CHAIR.

Editor Archery Field: — You have waked me up this time; no mistake about it. After reading your editorial of 4 March, and "Another Reason Why," by "Madeline," I came to the conclusion that there was something the matter. "Surely," said I, "this editor means business" when he boxes our ears and straightens our front hair up in this unceremonious manner. Perhaps it would be better to say nothing through the public prints that would indicate that it takes days, weeks, and in some very bad cases, even months of patient practice to become a first-class archer.

Of course this tends to discourage the beginner, and many a shining light may be forever lost to the archery world by driving them from the field before they have learned to love the pastime for its own sake; after that there is no danger, labor then becomes a "labor of love," and study of the science a source of pleasure. Perhaps we are running too fast, — the train has broken in two, and we are thundering on 'mid fire and smoke, while all the best part of the archery excursion is left in the rear. If so, Conductor Thompson should stop, back up, hitch on again, and keep the good company together, even if the running time should be a trifle slower. The country could be viewed to better advantage, and we should have more time to enjoy ourselves. After all, what is to be gained by large scores? Small ones are just as good and are much easier to get. I have often observed that those making the lower scores enjoyed themselves as well, and in many cases better, than those who strain every nerve to reach the foremost rank. The average made by Capt. Bigg, at Shrewsbury, last July, would satisfy me, and ought to any reasonable archer who engages in the sport from proper motives. It is the social side of archery that needs cultivating.

In order to illustrate how little the scores, large or small, have to do with the enjoyment that may be derived from archery, I will relate, in as few words as possible, "what was done of a pleasant afternoon," last summer.

Mrs. Lewellen sent out cards for an "archery meet," to be held on the velvety lawn that stretches to the east of her pleasant home, so well and favorably known for its beautiful surroundings and its owner's hospitality. A bountiful repast was prepared in the shade of the broad-spreading elms, — it being against the rules to draw a bow before the targets until the inner man and woman had been refreshed and put in that happy condition that nothing but good feeding can produce.

After doing ample justice to the layout, the next two or three hours were spent in easy conversation, spiced with happy sallies of wit and bright repartee, so characteristic of cultivated people when well fed and at peace with all the world. Eventually John rolled out the targets and set them up on the lawn at a convenient distance from the seats placed in line, from which the archers were to rise, and "fire by platoon," John to gather up the arrows in a market basket and return them to the shooters after each round. Mrs. Lewellen divided the company into two bands, about equal in numbers and skill, John passed down the line and "strung their bows"; then, everything being ready, the tourney began.

Bows were bent, there was the twanging of strings, and a cloud of arrows flew glancing in every conceivable direction over the lawn. The fusillade being over, and the peals of laughter having somewhat abated, John takes his basket and limps away to gather his harvest of arrows. John being lame and a little nearsighted, is gone a long time; when he returns, and can get the attention of the archers, it transpires that he has not found all the arrows. He contends that he has been all over the ground and can find no more. Some one suggests that there are some in the targets. John looks incredulous, but hobbles away, and soon returns with the missing shafts; but is heard to mutter, as he retires to a place

of safety, "*In the targets*; well, who ever would have thought of looking for them there, / should like to know?" The sport went on; arrows flew "skittering" through the shrubbery on the right, and ploughed great furrows among the flowers on the left; arrows were "snaked" along the turf a few yards in front of the shooters, and sent heavenward with such prodigality that it was remarked that "the angels would have to put up a new sky unless the arrows gave out." Still no serious accident occurred, although one lady put an arrow through the rim of her hat, and the writer feels in duty bound to state that in trying to imitate the "New York fancy shot" of first aiming at the centre of the earth, then at the zenith, and then "plum centre" at the gold, forgot the two last movements, and pinned the toe of his boot to the turf

But every new feature of this kind only added to the general merriment, and every fresh outburst of mirth caused greater eccentricity in the actions of the arrows, until it seemed as though all the sprites from the "Midsummer Night's Dream," with Puck at their head, were holding high carnival, each astride of his favorite arrow, riding the maddest of hurdle races, over, through, and under everything. Of course this could not last: the arrows gave out, so did John. Mrs. Leweller was requested to foot up the scores and name the victors; she declared "it must be a tie," that "where all had done so well, 'comparisons would be invidious,'" and in fact, if the truth must be told, she had "been so charmed from the first by the brilliant shooting" that she had "forgotten all about the scores," but they could rest assured of one thing, "there had *never been any such shooting on those grounds before*." This created great satisfaction, and the party adjourned, declaring, one and all, that archery was the most fascinating of pastimes, and the afternoon just past the happiest of their lives. LOCKSLEY.

ANNUAL BUSINESS MEETING OF THE OHIO STATE ARCHERY ASSOCIATION.

THE annual business meeting of the Ohio State Archery Association was held at the Gibson House, Cincinnati, on Wednesday, 16 March, with a good representation from the various clubs members of the association, aside from the delegates. Representatives were accredited from the Ivanhoe Archery Club, of Mt. Auburn; Glendale Archery Club, of Glendale; Robin Hood Archery Club, of Dayton; the Sagittarian Club, of Walnut Hills; Highland Archers, of Wyoming; The Merrie Bowmen of St. Claire, of Eaton; The Waverly Club, of College Hill; and the College Hill Archery Club. Clubs not represented were Westwood, Arden Archers, of Marietta, and Robin Hood, of Hamilton The meeting was called to order by the president, H. L. Wright, and the minutes of the last annual meeting and of the special business meetings during the year were read and approved. The treasurer submitted his written report with the vouchers, and it was approved with thanks. It showed all bills paid, a balance of $5.57 in the treasury, and one club yet to pay its tournament assessment. The entire expense to each club belonging to the State Association, and taking part in the annual tournament, was only $12.00, yearly dues, assessments and all, — which, considering the character and success of the grand annual meeting, was highly satisfactory management.

A number of amendments to the constitution were adopted, — the important ones after very full and free discussion.

Article V. was amended by striking out from the clause relating to the election of officers, the words "from the delegates present." Article VI. was amended by making the present Section 3, Section 4, and substituting the following, to be known as Section 3: "Each archer entering the competition for prizes at the grand annual meeting shall, before shooting, pay a target fee of $1.00." And Section 4 of the same article was so amended as to give the executive committee power to assess clubs for any deficit in the expense of the grand annual meeting not covered by the target fee.

Article VII. was amended by striking out the last clause, beginning with the words, "by failing to be represented," etc. To Article IX. was added the Ohio Round, consisting of 96 arrows at 60 yards, divided into four series of 24 arrows each, and the National Round, for ladies, consisting of 48 arrows at 60 yards, and 24 arrows at 50 yards. Article X. was entirely reconstructed, but the substance of the amendment was as follows: There will be four State championship medals: two for the ladies, — one for the Double National and one for the Double Columbia; and two for the gentlemen, — one for the Double York and one for the Double American: the medals to go to the one having the greatest number of points, after the English system, and to be held under the Association's rules, and not given in either case as special prizes. The champion team prize to be awarded to the team of four gentlemen from the same club, making the greatest gross score at the Ohio Round, and the championess team prize to be awarded to the team of four ladies from the same club, making the greatest gross score at the single Columbia Round. A system of handicapping was adopted similar in all essentials to the one used last year at the National and Ohio meetings, but modified by establishing a limit up to which every one must shoot who desires to continue the competition for prizes. This limit was fixed at 50 per cent less than the winning score.

The Mount Auburn Archery Club, and the Auburn Archers, of the same place, announced a consolidation and change of name to the Ivanhoe Archery Club, of Mount Auburn. The resignation of the Toledo Club was presented, and with many expressions of regret, accepted.

The delegates from Dayton and Eaton announced that consent of the governor of the National Soldier's Home, at Dayton, had been obtained to holding the next annual tournament on those famously beautiful grounds, and accordingly invited the Association to meet there. This was at once unanimously agreed to, and the time of the meeting was fixed for Wednesday, Thursday, and Friday, 28, 29 and 30 September.

Upon motion, the constitution as revised and amended was ordered to be reprinted and distributed to all the clubs.

The balloting for officers was then proceeded with, and after several spirited contests resulted as follows: —

President, Albert Kern, Dayton; first vice-president, H. L. Wright, Cincinnati; second vice-president, W. A. Clark, Wyoming; third vice-president, George W. Pickard, Cincinnati; treasurer, W. A. Clark, Wyoming; corresponding secretary, Charles Welker, Cincinnati; recording secretary, J. A. Muma, Dayton.

Executive Committee: General Thos. J. Wood, Dayton; George A. Archer, Dayton; Col. R. W. Williams, Eaton; Dr. F. M. Michael, Eaton; George H. DeGolyer, College Hill; H. L. Wright, Cincinnati.

A vote of thanks was then tendered for the hospitalities of the Gibson House, and the meeting adjourned.

A special order was sent to Aldred last week for ten yew bows, self and yew-backed yew, for some of our best archers.

Slowly but surely, and often reluctantly, the best shots all over the country are forced to recognize the fact that nothing yet offered can equal, or come anywhere near equalling a good piece of yew wood for a bow; and the sooner our American manufacturers recognize and admit that fact, and bestir themselves to give a first-class article of that kind for something a little less than the English bows can be imported for, then will they get the cream of the American trade, and not before.

Two of our clubs, the College Hill and Eaton, expect to be represented at the national meeting at Prospect Park. This will give two of our best archers, Adam Gray and Col. Williams, a chance to measure their skill beside some of the national champions; and we are pretty thoroughly impressed with the belief that Ohio's well-known prestige, in the matter of occupying first positions, is not going to be in any immediate danger, while it rests with those cool-headed, steady-nerved men to defend. H. L. W.

ONE of the scores of the Private Practice Club sent by the secretary was accidentally omitted in publishing the report. It will appear in our next issue. There are many attractions in store for the archers, as our contributors are already feeling a springtime enthusiasm.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling & Archery World & Archery Field

$3.00 a Year. 10 cents a copy. — A WEEKLY JOURNAL OF POLITE ATHLETICS — Volume II. Number 22.

LOUIS HARRISON, Editor. E. C. HODGES & CO., Publishers. — BOSTON, 8 APRIL, 1881. — CHARLES E. PRATT, WILL H. THOMPSON, } Editorial Contributors.

[VOL. II. CONTENTS No 22]

Currente Calamo	341
Editorial — BICYCLING WORLD	343
The Park Commissioners	343
Safety Bicycles	344
Wheel Club Doings	346
L. A. W.	347
Report of Treasurer, L. A. W.	347
Queries	348
Second English Bicycle Tour	348
Archery Field	349
The Archer's Dream	349
Fuss, Feathers, and Figures	349
The Standard Valuation	351
Archery Club Match	352
General Orders, L. A. W.	352
The "Long Man" Rises to Explain	352
Glances Abroad	353
Patent Grip Treadles	353
Tricycling Wrinkles	353
A Lady's Bicycle	353
Eye-Opener on His Muscle	333
McPherson's Bicycle	353

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

FOR SALE CHEAP!

A 48-inch Standard Columbia Bicycle, with suspension saddle, alarm bell, etc, in fine condition, has not been run thirty miles, crated free. Owner wishes larger size. Correspondence solicited.

Address,
"LOCK BOX 42,"
LITTLE FALLS, HERKIMER Co., N. Y.

CURRENTE CALAMO

THE League Meet day is 30 May.

THE Editor got it into his head that it was to be on 31 May, and it has taken two weeks of boring to get it out.

THE Pope Manufacturing Company have licensed Stoddard & Lovering, of Boston, one of the oldest and best equipped importing houses in the country, to import bicycles. The firm has a branch house in New York, and agents all over Europe, and their facilities for handling a business of this kind are unequalled. They will import all makes, but will supply the trade only.

THERE is a mistaken impression prevailing among American wheelmen that English bicyclers do not exhibit the same interest in the mechanical construction of the bicycle that we do. There is less reason for them to be critical, as their manufacturers are enough so; but notwithstanding this, we owe much of the beauty and elegance of form that the wheel now has to the suggestions of English club members. Many of the clubs have made a practice of introducing at business and social meetings discussions of the details of bicycle architecture, and often the feature of a meeting is the reading of a paper upon an especial part of the machine. If their discussions have done no more than to lead men to subject their machines to critical examination, they have accomplished much; but they have in reality directed the attention of manufacturers to unnoticed features of the wheel, and have brought out original ideas, which may yet bear fruit. Any one who asserts that English riders are not as critical as we, upon the whole and every delicate part of the bicycle, asserts at the same time his own ignorance of their methods.

BILLY BERNHARDT says that a modest bicycler may be a curiosity; that a club which will agree on a uniform may be a wonderful curiosity; that the solitary League member from Missouri, who thought that the meet would be in St. Louis, may be an incomprehensible curiosity: but none of them can compare with the impertinent curiosity of the naughty little boys who yell at him, "What is it?" "Who let it loose?" "Will somebody please take it apart, and see what it is made of?" We expect, from what we know of Billy's temper, to hear of his getting off, and assisting some little red-headed carbuncle to find out what *it* is.

Now is the time for the theoretical riders to show up. The gentlemen who, during the winter, have become so filled with enthusiasm that to relieve their pent-up feelings they have been giving the old riders points, will now have a chance to rub off a point or two on a cobble-stone pavement, or sandy road. There is a

WE MAKE
SPORTING GOODS
A SPECIALTY



And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING,
BICYCLING, FOOT-BALL, BASE-BALL,
LAWN TENNIS and GYMNASIUM
SUITS, ETC.

G.W SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

fascinating interest in whiling away the club-room hours with vague theories on mechanical construction, and profound discourse upon the best methods of riding; but on the road the matter becomes sifted down to commonplace sound lungs and active legs.

THE WHEEL, with commendable enterprise, doubles its last number, in order to reprint several pages of the BICYCLING WORLD. We like to see such enterprise, but wonder that so sensitive an organ should omit the important essential of appending to the report the title of the paper from which it was culled. The same paper reflects rather discourteously upon the gentlemen on whom devolved the duty of determining where the L. A. W. Meet should be held. With those who are personally acquainted with Messrs. Munro, Hodges, Burrill, Gullen, Pratt, and the other gentlemen who had the matter under discussion, there can rest no suspicion that there was any "managing" done by a "clique of directors." The directors present were representative men, who have been trusted and respected by bicyclers generally and who have worked generously for the good of the League. That they should be subject to the petty criticism of men who have done nothing is to be expected, but it is not just or fair. New York City had a full representation and strong friends from New England, and if it or Philadelphia or Washington had been chosen, there might have been some dissatisfaction over the result here, but it would not have found expression, and we should at least not question the good faith of those whose duty it was to decide the matter.

THERE will be a meeting at the headquarters of the Boston and Massachusetts clubs, No. 40 Providence street, Boston, to elect a committee of entertainment for the occasion of the League Meet. Bicyclers of Boston and of New England, League members, club members, and the great "unattached," are all invited to be present. The burden of entertaining will be borne by Boston men, but all who are interested in making the Meet a success should send representatives to this preliminary meeting. It will be held 9 April, Saturday, at three o'clock P. M. For those out-of-town men who wish to make a day of it, there will be a Meet at No. 40 Providence street at 10 A. M., and a run through the suburbs.

H. S. KEMPTON,
C. A. PITKIN,
LOUIS HARRISON,
Invitation Committee, Boston Club.

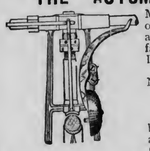
ENGLISH BICYCLES & TRICYCLES.
LANE BROTHERS, Liverpool, Eng.
BICYCLE DEALERS,
Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to
A. T. LANE, P. O. Box 1196,
Orders cabled free. MONTREAL.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.
Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.
SEND THREE-CENT STAMP FOR CATALOGUE.
Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,
HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES
deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

How to Train in Archery.
Being a Complete Study of the York Round.
Comprising an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the
Grand National Association Meetings.
BY
MAURICE THOMPSON, WILL H. THOMPSON,
PRICE - - - - 50 CENTS.
Can be obtained at this Office.

English Bicycles and Tricycles are the Rage.
Send for Price List.
PERFECTION BICYCLES & TRICYCLES,
Cheapest and Best in the market. All crates free. Lists for 1881 now ready.
C. GORTON,
TALBOT WORKS . . . . WOLVERHAMPTON, ENG

JUST PUBLISHED!
THE
WHEELMEN'S LOG-BOOK
FOR 1881.
Price 25 Cents.
Send for Circular.
FRED. JENKINS,
Publishers,
75 FULTON ST., NEW YORK.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harwards (Grip lever brake). No. 3. Harwards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

I have a few of my very nice
BICYCLES BICYCLES
for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.
A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

For Sale.
A 50-Inch, HALF-NICKEL, STANDARD COLUMBIA BICYCLE, (pattern of '79) in good condition and running order. Too small for owner.
PRICE $70.00. COST $100.00.
ED. T. IDE, ELGIN, ILL.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 8 APRIL, 1881.

THE PARK COMMISSIONERS.* — Until quite recently a large part of the bicycling community moved comfortably along in blissful ignorance of the fact that the public parks made for the public, and paid for by the public, are no longer *for* the public. They awakened to a realization that Central Park, in New York City, the pride of the metropolis, and the principal object of attraction to thousands of visitors, is now a plaything of the men who were appointed to keep it in repair; that the miles of bridle-paths are not for bicyclers, as they are reserved for impecunious tramps and apoplectic policemen; that the broad and generous driveways are not for those gentlemen who take their recreation on the wheel, but are to be used as a parade ground for John Kelly's Micks. In Philadelphia, a similar condition of things exists, but not in so bad a form. On the surface of the park driveways, where wheelmen are not allowed, a man may walk, may wheel a barrow, a baby carriage, or a hand-cart; he may drive a dangerous horse, hitched to any kind of a vehicle; may ride a mule, a goat, or a bull-pup, and might ride a bicycle if he could hitch something to it.

On these public driveways an intelligent class of men, mounted on vehicles which take very little room, which are under perfect control, and which do no harm whatever, are not allowed, because they have not ridden there before. They are held under restrictions by a set of old women, who understand drawing a salary, but do not even understand the business they are appointed to do. In proof of the latter, witness the remarks of the New York *Herald*, 2 April:—

"The most melancholy spectacle on Manhattan Island is the dilapidated condition of our public parks. Central Park looks as if it were the remnant of some fine old estate, whose illustrious owner had died and left it to the neglect and profligacy of a worthless son. The principal objects of attraction at the main entrance on Eighth avenue yesterday, were the unfinished and ragged ends of the stone wall; a cheap, unsightly section of picket fence, forty feet long and unpainted; a few rods of an apology for a wire fence, and three seats badly weather beaten. The grand west side promenade, which is supposed to add glory to that portion of the Park, begins with one hundred feet of inferior composition asphalt, and ends with a rough imitation of macadam. The gateway entrance is disfigured with two or three sickly saplings, a tall, vigorous telegraph pole bearling a good crop of wires, and a lot of unhewn stones lying around the roots of the trees as if to keep them in position. Piles of dirty-looking lumber lie on the grass near the seats, where the boards have been used for visitors to rest their feet on in wet weather.

"In the public driveway, nearly opposite the Morgan mansion, a heap of garbage was visible. Then came more dirty boards stacked up on the grass over which the public are requested not to walk.

"On every hand the reporter saw evidences of neglect and carelessness. Even the signboards warning visitors to keep off the grass were battered and disfigured, and in some instances the ornamental mouldings were missing. Nearly all of the rustic cedar seats on the west side walks were half rotten and broken. The tin roofs of the boat-houses are rusty and the paint is off in many places, the balustrades are whittled up and disfigured, the fences which enclose the flower beds are down, and the promenade plazas in front of the main boat-house are in shocking condition. The immense cracks in the pavement have not been filled; the pavement itself is of the poorest and most unsightly quality of imitation asphalt; the shores of the lake are lined with driftwood and other rubbish; the grand promenade on the Mall, under the elm trees, is an absolute disgrace to the city. Patches as large as a house have been worn out, until the bare earth of the Park is visible, and the entire place appears like a lava bed of broken pitch and cinders."

Comment is unnecessary. The New York wheelmen did all in their power to get the use of the park for the League Meet, but it was deemed to be too delicate and valuable a piece of property to be desecrated by bicyclers, and they were refused everything except a very brief time to skurry through with the police at their heels. The recent action of the commissioners has, however, aroused the indignation of men who have the power to make them repent it; and we feel safe in predicting that if the park is not opened before the close of the present season, it will not be because of the lack of a vigorous effort in that direction.

*Commissioner, a species of fungus, which usually clings to and thrives upon decaying public institutions. Park Commissioner, a fungus that lives on parks.

TRAINING. I.

By Rox.

THESE notes have been written for a double purpose: first, to provide a suitable code of training for those who are anxious to take advantage of every possible chance to improve their condition, and enter a race in the best possible form; and secondly, to lay a basis of training for men whose business engagements prevent their following closely the line of a thorough preparation.

I have tried to adjust the method to the largest class of American racing men. I might as well say right here, that strict training ought to be followed for a certain time previous to a race, even *if only for a day*; but better for a week or two, and still better for a full month.

The reader should bear in mind that, should he find it impossible to adhere closely to the method, a little commonsense will enable him to adapt it to his particular case, and it will rarely lead him astray.

A race well trained for is half won.

Overtraining is worse than none.

Properly prepared for an event, he should come to the wire feeling not only in good health and spirits, but with plenty of confidence and cool, steady nerves.

The overworked man enters the race with a half-tired, nervous feeling. The vital energy that he should possess has been spent in preparatory work; and although his muscles are hard, his wind good, and not an ounce of superfluous flesh under his skin, he finishes behind the man who weighs twenty pounds more, but who has that energy still in him to stimulate the muscles and limbs to quicker action.

The man of business, or the boy at school or college, having the natural qualifications for speed, wishes to develop them to advantage on the path. He commences a course of training, adapting it to his circumstances and habits of living, which, if properly fol-

lowed, makes him hardier, increases his lung power, and gives him a stronger and a longer lease of life. No one should think of entering a race without preparation of some kind. The principal object of training is, of course, to win; the second, and *most important*, to bring him to the finish in such a condition to enable him to recover quickly from the strain without injury to his health.

Let no one who has heart disease, or any other organic trouble, enter the racing lists. Although such a one might with impunity take long and severe rides or tours for many years with impunity, the excitement of the trial, combined with the exertion, will in most cases result in injuries, if not fatally.

DIET.

This important feature of training is taken up first, as upon it depends everything. Wholesome diet, with regular habits and moderate exercise, will do more towards winning a race than hours spent with a trainer on the track.

There are as many methods of dieting as there are days in the year. The object of dieting is not to starve or even stint in anything that is easily digested and is not conducive to the excessive accumulation of flesh; therefore, all kinds of vegetables containing a large quantity of starch or saccharine matter must be either avoided or partaken of sparingly, also quantities of water. Water will soften and increase the fleshy tissues as much as any one other article, besides interfering with perfect digestion. Good, new-cooked meats — beef and mutton preferred — are to be considered the staple articles, with eggs either soft-boiled or dropped on toast (dry), soups, and fish; light vegetabies, such as lettuce and celery. Potatoes should be baked *only*, and not more than one or two a day indulged in. Butter in quantities should be avoided, although it is by no means necessary to discard it entirely. A moderate quantity of any food can be used, in order to render the meals palatable Great care should be taken not to change the diet too suddenly.

Probably upon no other subject is there more variety of opinion than on the proper fluids to be used. We may consider water out of the question, except for an occasional swallow, or to rinse the mouth out after exercising. Beer or ale may be used sparingly, except in cases where one is inclined to be bilious, where lemonade with but little sugar may be used to advantage. Hard liquors, such as brandy, whiskey, and the like, should in no case be touched. Dry light wine is preferable to any other liquor, as it has less body, and is therefore not so heavy or heating. These instructions may not necessarily be followed closely at the commencement of training, but should in all cases be followed certainly two weeks previous to the event. Milk should not be taken in any quantities, excepting, perhaps, with a raw egg or two beaten in it.

Of course a good deal of judgment must be used, as it is impossible to give a formula for diet such as will fit every case. Let us suppose a man commences training a month before the race, perhaps in the fall months. The spring and summer riding has reduced his flesh somewhat, and strengthened and toughened his muscles. He is desirous of doing all in his power to prepare himself for the trial. Let him at once go into training. Let him make it his special study to *feel well every day*. The following is a rather liberal *menu*, to be followed as closely as circumstances or taste will permit:—

BREAKFAST.

This should not be a heavy meal. Eat enough to satisfy the hunger, but not to overload the stomach: —

	Meats.	*Accessories.*	*Drinks.*
Either.	From 2 to 4 Mutton Chops, quickly cooked.	One Baked Potato.	Weak Coffee.
	½ Broiled Chicken.	Eggs on toast, or boiled.	Weak Tea.
	½ pound Beef Steak	Dry Bread (sparingly).	Cocoa.
		Fruit.	

DINNER.

	Meats.	*Accessories.*	*Drinks.*
Either:	Roast Beef.	Baked Potatoes.	Ale or Beer.
	Roast Mutton.	Lettuce.	Light Wines.
	Beef Steak.	Celery.	
	Roast Fowl.	Dry Bread.	

DESSERT.

Blanc Mange. Sago Pudding. Currant Jelly.

SUPPER.

This meal should be a light one, and should consist of toast and tea, with possibly a bit of cold fowl, with jelly and sponge cake.

In no case should track work be indulged in within an hour and a half after any meal.

The question of diet should be looked into very carefully on the eve of a race, as an attack of indigestion would undo all the good results hitherto obtained. Should a man actually have no time for track work in preparing for a race, let him give strict attention to his diet alone, and his chances would still be good for carrying off the prize. Nothing makes a man so happy and contented as a good, sound digestion with plenty of sleep. A good deal is said concerning an easy conscience being conducive to sound sleep; but a good deal of the so-called ease in mind comes directly from a healthy stomach. Mental excitement will disturb the digestive organs; therefore, keep cool, and allow nothing to disturb or trouble the mind. If the flesh is not reduced with hard work, do not worry. If hard work with a moderate diet won't bring your weight down, you may make up your mind that you are about right in weight, and are capable of carrying all your superfluous flesh around the track in good style. Some care must be observed in not reducing the weight too speedily, as it is apt to enervate and weaken the system. In ordinary cases, two or three pounds a week is sufficient A good meal well digested, two full hours before the race, gives a man strength and confidence.

I know of a case where a man (and a good one, too) entered a five-mile-heat race at nine o'clock in the evening, having tasted nothing since breakfast that morning. By good luck and hard work he won the final heat, but was found half an hour afterwards in a swoon, and on coming to, remarked that "he felt hungry." That was carrying the precaution too far by some six hours. In the next article we shall take up the subject of exercise.

SAFETY BICYCLES.

THE so-called "safety" bicycles are among our most useful machines, and are daily becoming more popular.

One firm has imported considerable numbers of the 'Xtraordinary Challenge into the United States, and say that there will be an increasing demand for them this season.

This letter will be entirely devoted to this machine, as it is the best known, and the oldest in the market, of all safety machines.

Many men who will never ride the ordinary bicycle will gladly take to a machine affording the manifold advantages of the one in question.

These are generally quiet business men, or men of middle age, who have neither time nor inclination to learn fancy riding, or to go through the long training which any one must have, to be reasonably safe from headers on the ordinary bicycle. Such persons will care most for comfort, safety, and ease in mounting and dismounting; and these are points in which, I have abundant testimony to show, the 'Xtra is superior to any other bicycle.

This machine has from seven to ten inches rake, and as can be seen in the accompanying design, is driven by side levers connected with the crank. These side levers are connected by light guide rods with the fork. Both the side levers and guide rods are made of weldless steel tubes, flattened and shaped.

The path of the pedal is a compound curve similar to the outline of a longitudinal section of an egg, the small end up, and the whole pointing downwards to the front. The saddle is some three inches lower than on the ordinary machine, and is nearly midway between the centres of the two wheels. The rear wheel is twenty-two inches in diameter.

The manufacturers wrote me 1 March, that "the 'Extra has long passed its experimental stage, and is universally recognized as a bicycle which combines both speed and safety. It is just as fast on the road as the ordinary, easier up-hill and safer down-hill, and has climbed steeper ascents than any other bicycle in existence."

Henry Sturmey, whose testimony carries conviction on all matters pertaining to bicycling, say that he has ridden the



'Xtra over roads hilly and level, good, bad, and indifferent. He says it is a decided success as a safe and easy-going machine, and continues thus: "I find that I can mount hills quite as easily as with the ordinary bicycle. . . . Over rough ground it has a decided advantage, for it can be driven over such at a pace at which the ordinary machine would capsize, unless the rider were very careful. Large stones, brick-ends, etc., can be ridden over with impunity, the only penalty for so doing being a sharp jar, though nothing like what would be felt on an ordinary bicycle. On a smooth, level road or on a path, I should say the neater machine has the advantage in pace, but not so much as would be imagined by some, — a quarter of a mile in an hour's ride, perhaps, if so much. . . . The chief objection that can be brought against it is its peculiar appearance, which certainly will not contrast favorably with the neat appearance of the older machine. . . . It is a capital thing for night riding."

Waller, the long-distance champion, says that it is a first-rate machine, and that when mounted on his 'Xtra, he has always held his own against other machines. He remarks, "in fact, I think it is easier up-hill," and declaring it comfortable and safe, states that he was saved from one very bad fall by its use, "it being almost impossible to come to grief from it."

The editor of an English journal says, of a well-known amateur, that his big 58-inch 'Xtra is propelled up hills and along the levels as easily as an ordinary bicycle. These gentlemen rode together; and on hills, the big 58 went away from the ordinary machine. This same amateur writes me from England, that "we have a lot of 'Xtras in our club, and they are giving wonderful satisfaction. They are quite equal to the ordinary in speed, and faster on a journey, owing to their being able to run hills much faster and in safety."

The ordinary bicycle has never made any record in the United States to compare with that of the 'Xtra in England.

Hebblethwaite, at Surbiton, made one mile, with a wind against him, in 2 min. 57 3-4 sec.

At Coventry, 2 June, 1879, a rider only eighteen years old made three miles, in a drenching rain, in 9 min. 43 sec., riding a 52-inch 'Xtra.

At Pembroke Dock, Waller made ten miles in 35 min. 40 sec.

Bowman, at Newcastle, made thirty-three miles in 1 hour 59 min., and also made one hundred miles in 6 hours 51 min.

All of the above were made on 'Xtras.

Mr. H. Wyke, writing from Rome, says: "Except on one or two of the roads here, which are in tolerable order, any ordinary machine would be quite out of the running. I generally do the journey to Ostia (16 miles) under 1 1-2 hours." This is the record of a 50-inch 'Xtra.

A writer from Cork says that he has ridden his 'Xtra over 1,000 miles, and would not exchange it for the best ordinary machine which could be made. A prominent citizen of Philadelphia made a journey of over six hundred miles, last autumn, on an 'Xtra. The account of it can be found in the BICYCLING WORLD, of 17 December last. Another gentleman, a Philadelphia merchant of high standing and character, writes me that he is now riding an 'Xtra, and is well satisfied with it. Both of these gentlemen gave up the ordinary bicycle to adopt the 'Xtra.

Another business man writes me from New York, that after riding a number of bicycles, large and small, nothing would now induce him to give up his 'Xtra, and go back to the old machine.

Still another, a good rider, and a man whose judgment is second to none in this country, in all matters pertaining to the proportions and construction of the bicycle, says that he has been using an 'Xtra for nine months, "and can truly say that it is a thoroughly good and safe machine." He thinks that it drives up-hill easier than the ordinary, and is about equal to the latter on a level. He descends hills, legs over and hands off, and rides levels constantly with hands off. He says of the 'Xtra, "Its superior points are its safety, ease in mounting and dismounting," and that the pedals are brought more directly beneath the rider, so that it is not necessary to lean over the handles when it is desired to drive hard. He also says that it can be ridden over any road in the dark, as it will stop against any obstacle without throwing the rider over its head.

I can add much similar testimony, of reliable persons, but think I have quite proved the value of safety bicycles.

The elements of beauty and symmetry are of less importance than safety and comfort, and while the ordinary is better looking, the 'Xtra is safer and more comfortable, and easier to ride and propel on rough ground. The easy mount and dismount are most valuable points in favor of the 'Xtra. This comes from a slightly lower seat, together with the position of the saddle farther back from the centre of the large wheel. The 'Xtra is not an ugly-looking machine, by any means, as the reader can see in the accompanying sketch; and it is not only much superior in looks to the tricycle, but the rider appears to vastly better advantage than when seated low down between the wheels of the tricycle.

For short distances, of a few miles, over smooth and level roads, and for street work in cities, or for carrying packages, the tricycle is probably better than the bicycle; but it has serious drawbacks. It costs much more than a bicycle; it is harder to propel; it is heavier by fifteen to thirty pounds, and cannot pass through an ordinary doorway. This is harped upon continually in English bicycle journals, and prevents some from using the machine because they cannot store it. A humorous writer in the *World*, signing himself "Park St.," makes this objection very forcibly and with excellent reason.

Personally I do not like a tricycle, with its low seat, its complications of gears or chains, and great weight, but I acknowledge my neighbor's right to do as he

pleases, and am ready to respect his choice.

The 'Xtra weighs about five pounds more than the bicycles made by the same manufacturers. Their work is of the heavy class. Other makers would probably reduce its weight somewhat. It was originally troubled with loose spokes, but not a particle more than other bicycles made by the same firm. This defect has been remedied in the modern machine, the 'Xtra going on now successfully in its fourth year.

The steering requires more frequent adjustment, and the lower end of the spindle wears out in front more rapidly than on the ordinary machine. These are defects of detail in construction, which do not affect the principle of safety and convenience, and which can be easily remedied. They are not serious drawbacks. One rider states that he has ridden his 'Xtra three thousand miles, and that it still runs as true as ever. Aside from the named defects this machine wears about like any other two-wheeler.

It has little more friction to overcome than any other machine. Its small guide rods have but very slight strain upon them, and the crank-pins are the same as on any other bicycle. Its pedals have but very little friction as they move slowly and through a very limited space. Its defects are more than offset by its advantages, as I have shown in the foregoing pages.

I will only add a few points which I have not touched upon. Unlike any other bicycle, the 'Xtra permits the most powerful application of the brake with perfect safety. It has only twelve inches tread, while other bicycles have fourteen and a half to sixteen inches. This narrow tread give a more natural position to the legs and a minimum side thrust on the pedals. I have heard that at high speed the 'Xtra sways to one side and the other more than other bicycles, and I have also heard it stoutly denied. I believe that it occurs only when the rider has a machine too small for him, and the side bars are too long, and the pedals too low. An old rider informs me that this is the real cause.

The rider sits nearly midway between the two wheels of the 'Xtra. In consequence, the motion of the body is less than on other machines. In riding over a brick, for example, the rider is lifted one inch, but on the ordinary bicycle he is lifted full a half-inch higher, and probably somewhat more. The elastic, easy motion of the 'Xtra is notorious, and is a point of real superiority.

I advise all men who wish to make a journey of several days' or weeks' duration to ride the 'Xtra, as easier and better for such work than any other machine, and let the ordinary bicycles be kept for town use, racing, parades, and short journeys. Most young men with youthful blood, and full of dash and energy, do not need the 'Xtra, and I do not write for them; but men who have come to maturer years or quieter life can find more pleasure and comfort on the 'Xtra than on any other bicycle.

I have no interest whatever, direct or indirect, in bicycling or bicycles, except as an amateur rider. I have written the foregoing, hoping to encourage all classes, and especially to bring into the field a large number of men who will not use the ordinary bicycle, and who may be induced to take up the safer and more convenient machine.

Safety machines are attracting much attention in England, and several new ones have come upon the market recently. As soon as I can obtain reliable information, in regard to the more prominent ones, I shall ask permission of the BICYCLING WORLD to publish it for the benefit of its readers.

C. E. HAWLEY.

WHEEL CLUB DOINGS

MONTREAL BICYCLE CLUB. — The third annual meeting of this club was held on Friday evening, 1 April, at headquarters, Montreal Gymnasium, Mansfield street, when the following officers for 1881 were elected: Chas. I. Sidey, captain (re-elected); Horace S. Tibbs, hon. secretary; A. T. Lane, 1st lieutenant; J. D. Miller, 2d lieutenant; G. M. Smith, 3d lieutenant; C. A. Whitham, 4th lieutenant; G. De Sola, 5th lieutenant. It is expected that by Good Friday, at the latest, the roads will be in a fit state for the opening Meet to be held. The club intend to send a large deputation to the Annual Meet of the "League of American Wheelmen," of which all are members, to be held at Boston, on 30 May. It is also proposed to hold a race-meeting at Blue Bonnets, probably in the early part of September, when handsome prizes will be given for the open events, as an inducement to draw first-class competitors: so that some good contests may be expected. Mr. Raphael, the well-known artist, is composing a group for Mr. Martin, who has a photograph of the members in hand, which will be framed and placed in the clubrooms.

THE BRATTLEBORO' CLUB members are much pleased with the decision of the League Committee in having the next Meet at Boston. We hope to be represented in full force. Our club membership will be increased this year. We are just uncovering our wheels. Let us not lose Corresponding Secretary Parsons from our League. He is too prominent.

ARTHUR W. CHILDS, *Sec'y.*

BUCKEYE BI. CLUB. — The second general meeting of our club was held recently at the residence of the president, Mr. W. H. Miller, with seven new members since last meeting, making our club number twelve. We have lost since our organization by removal. The meeting was called for the purpose of adopting by-laws and rules and the election of officers, and was in every respect harmonious and enthusiastic. A committee on by-laws and rules was appointed, and was able to report the same evening, — the report being satisfactory. By-laws and rules were adopted, and the old officers re-elected as follows: President, W. H. Miller; secretary and treasurer, W. B. Waggoner; captain, G. W. Rhodes: lieutenant, H. B. Hutchinson. Columbus is splendidly situated for bicycling, and a number of trips to adjoining towns are being planned for the summer. The club has adopted a uniform of a drab flannel coat, gray Yale shirt, drab corduroy knickerbockers, polo cap, and dark-blue stockings. Five of us are League members, and the rest will soon follow. Wheelmen visiting this city will find in our president, Mr. W. H. Miller, superintendent of the Columbus Gas Company, West Long street, an enthusiastic bicycler and an agreeable gentleman.

BUCKEYE.

THE KINGS COUNTY WHEELMEN held their second regular meeting Thursday evening, 24th inst., at the residence of Mr. Frank H. Douglass, 25 Bedford avenue, Brooklyn. A set of by-laws were adopted, and club colors and uniform decided on. The colors are to be seal-brown and cardinal, and the uniform is to be seal-brown coat, breeches, polo cap, and stockings, and gray shirt. The club has about decided to join the L. A. W., and expects to send quite a delegation to Boston, to attend the Meet of the League. The organization will, in all probability, number fifteen active members this spring, all mounted.

THE BOSTON BI. CLUB held its second run of the season, 2 April, starting from the club headquarters, and proceeding to Braintree *via* East Milton; after a short stop at Braintree they returned to East Milton, where the night was spent at the Blue Bell. On Sunday they were joined by several other riders, who rode with them back to the headquarters, where they arrived about 2.30 P.M. One pleasant feature of the run was the official call upon Mr. Pitkin, consul for Braintree, by Mr. Hodges, director for Massachusetts, and Mr. Dean, consul for Boston.

THE Rochester Bicycle Club will take its first club run 12 April, at 6.30 P. M. An invitation was received by the editor per postal card. It is gotten up neatly, and is accompanied by a spirited illustration of a weary, homeward-bound, grub-struck bicycler, with his whole soul absorbed in getting up a steep hill, while his movements are watched by an audience of two small boys and a dog. The figure of the wheelman is evidently that of Secretary Learned, and is very accurately executed: while the derision of the small boys, and the shameless, half-contemptuous smile of the dorg, are admirably pictured. We will R. S. V. P. Secretary Learned by simply stating, D. S. C. C. (Very sorry, can't come.)

THE Boston and Massachusetts Club meetings of this week will be reported in our next issue.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 *for individuals;* 50c. *each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to A. S. Parsons, Cambridgeport, Mass.*

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending* 10c. *to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the corresponding secretary, with a deposit of $2.00 *for solid silver, or* $1.00 *for nickel-plated badge.*

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

ADDITIONAL MILWAUKEE BICYCLE CLUB, all of Milwaukee. — W. C. Temple, care of Mitchell's Bank; H. Weller, N. W. Telegraph Co.; W. Weller, N. W. Telegraph Co.; G. Messer, M., L. S. & W. Railway; J. G. Donnelly, Court House; Fred M. Mann, Mann Bros.; John Owens, E. P. Bacon & Co.; Howard J. Gilson, Nat. Exchange Bank; Chas. Ilsley, 572 Marshall street; Henry Rogers, care of P. McGeogt; D. G. Rogers, Jr., 260 South Water street; Willis Story, care of Wells, Brigham & Upham; W. A. Friese, care of *Sentinel* Co.; W. Miller, 559 Marshall street; L. M. Richardson, 15 Broadway; R. Burke, 123 Prospect avenue; L. Ellsworth, County Treasurer; A. Zinn, care of Nunnemacher & Co.; F. B. Keene, Greenbush street; E. L. Dixon, 53 Prospect avenue; Arthur Young, care of B. Young & Co.; Sam Marshall, 40 Prospect avenue; Geo. Nash, care Newhall House; J. M. Miller, Jr., corner Astor and Knapp streets; Louis Ogden, Farewell avenue.

F. G. STARK, *Secretary.*

COLUMBIA BI. CLUB, OF NORTH ATTLEBORO', MASS. — Wm. E. Lull, Wm. C. Ames, Edward C. Stanley, Thomas E. Bell, Byron F. Blackinton, Elseworth E. Blackinton, Louie T. Jones, Paul L. Pratt, Louis W. Morse, Geo. W. Blackwell, — all of North Attleboro', Mass.

STAR BI. CLUB, OF LYNN, MASS. — Frank J. Faulkner, 18 Johnson street; Walter O. Faulkner, 18 Johnson street; Asa Barker, Jr., 42 Johnson street; Frank H. Hobbs, 75 Newhall street; Fred. A. Winship, 255 Essex street; Frank S. Winship, 255 Essex street; Wm. E. Smith, 237 Chatham street; W. E. Alley, 25 Hollingworth street; Charles Howe, 16 Johnson street; Washington Melzard, Swampscott; J. Horace Pope, 335 Western avenue; Wm. O. West, 46 Market street; Elmer F. Davis, 26. No. Common street; Albert W. Fuller, 29 Baker street; Edward S. Freeman, 91 Summer street; Charles H. Johnson, 9 Franklin street; Wm. Boyle, 2 Central square; Thomas P. Garde, 55 Shepard street; Horace Tarr, 31 Harwood street.

HAWTHORNE BI. CLUB, OF SALEM, MASS. — Fred. C. Packard, Lucius B. Packard, E. Victor Emilio, John H. Bickford, Henry Bowie, J. B. Burbank, A. D. Sanborn, F. Pickering, George H. Lawrence, Clarance Murphy, S. B. Henderson, R. B. Chipman, — all of Salem. J. A. Landers, Lynn; Joseph Cleaves, Beverly; Charles W. Hood, Danversport; Clarance O. Hood, Danversport; Clarance S. Whittier, Danversport.

STONEHAM BI. CLUB, OF STONEHAM, MASS. — Harry E. Hersom, president, Maple street; Herbert Sheldon, captain, Lincoln street; Bradley Tay, Tremont street; Samuel C. Batchelder, Maple street: Homer C. Hay, Central street; Hiram S. Drew, Gould street: Thomas H. Gerry, Central street; Charles Poor, Franklin street; Frank H. Messer, Common street; George A. Osgood, Maple street; Frank H. Burrill, Main street, Greenwood.

UNATTACHED. — Charles H. Sanders, Fisherville, N. H.: James M. Denniston, Pittsburg, Pa.: De G. H. McMichael, Brantford, Ont.: C. A. Brown, Framingham, Mass.: Benjamin B. Hooper, Oshkosh, Wis.; Curtis H. Veeder, Plattsburg, N. Y.; W. F. Curtis, Middletown, Conn.; Ransom D. Pratt, Marlboro', Mass.: Harry C. Waldron, Farmington, N. H.

REPORT OF TREASURER L. A. W.

THE following is the report of H. L. Willoughby, Esq., prepared up to date 19 March, 1881, and forwarded to me for publication, in accordance with a vote passed at the late meeting of the board of officers.

CHARLES E. PRATT,
President L. A. W.

League of American Wheelmen in Account with Hugh L. Willoughby, Treasurer.

DR.

To cash — Renting the Rink	$15 00
Printing and book for treasurer	5 25
Parade badges and stenographic reporter	9 20
Books and stationery for corresponding secretary	15 75
Printing treasurer's blanks	3 00
Postage stamps	1 00
Printing of corresponding secretary	14 25
Stenographic reporter at officers' meeting, N. Y.	10 00
Membership tickets and postage (corresponding secretary)	9 00
Parlor for officers' meeting New York, 18 September	5 00
Membership tickets and postage	6 25
Printing badge receipts	2 00
L. A. W. championship badge	77 25
Envelopes and express	3 70
Postage and stationery	17 00
Bill in the "Haddonfield Turnpike case"	50 00
Money order	25
10 silver badges at $2.00	80 00
Postal cards	50
50 silver badges at $2.00	100 00
50 silver directors' badges at $2.50	125 00
Express	90
Engraving, printing, postage (corresponding secretary)	72 00
Membership tickets	13 00
40 nickel badges at $1.00	40 00
Engraving, postage, express	10 11
Balance	45 26
	$730 67

CR.

By cash — From 910 Members of clubs at 50c.	$470 00
" 86 unattached at $1.00	86 00
Collection taken at Newport	54 67
Deposit for 57 silver badges	114 00
" " 6 nickel "	6 00
	$730 67

By balance cash on hand $45 26

On hand, 34 nickel, 43 silver directors' and 40 silver badges.

HUGH L. WILLOUGHBY,
27 MARCH, 1881. *Treasurer.*

CONSULS OF L. A. W. FOR NEW YORK STATE, appointed by W. F. Gullen and confirmed by J. O. Munroe. — Abraham P. Cobb, Flushing, Queens County, L.I., business address, G. F. M. Lockwood & Co., 8 Exchange court, New York City; William S. Wintringham, Brooklyn, Kings County, L. I., business address, 168 Hicks street, Brooklyn, L. I.; R. O. Osborne, Poughkeepsie, Dutchess County, N. Y., business address, 37 Market street; E. Nott Schermerhorn, Schenectady, Schenectady County, N. Y., business address, Tradesmen's Fire Insurance Company; James S. Allen, Garden City, L. I., business address, 940 Broadway, New York City; George A. Mosher, Troy, Rensselaer County, N. Y., business address, No. 1 Mutual Building; F. B. Graves, Rochester, N. Y., business address, corner Centre and Frank streets; E. M. Bell, Buffalo, N. Y., business address, 48 East Mohawk street; George A. Griggs, Hornellsville, N. Y., business address, Bank of Hornellsville; Roderick H. Smith, Dunkirk, N. Y., business address, 53 Centre street; James H. Gilmore, Utica, N. Y., business address, 3 Pine street; Charles F. Hurd, Medina, Orleans County, N. Y.

CONSULS FOR BALTIMORE, MD., appointed by Samuel T. Clark and Clymer Whyte. — T. J. Shryock, business ad-

dress, Eastern avenue and Union Dock, Baltimore, Md.; Blanchard Randall, business address, care Gill & Fisher, corner Gay and Lombard streets.

CONSUL, OSHKOSH, WIS. — Benjamin B. Hooper.

QUERIES

Ed. Bi. World: —Your Nevada readers want to be enlightened in regard to the pronunciation of the word bicycle. In a back number of the WORLD, in answer to several queries, you state that the *y* in the second syllable is pronounced *long*, but you do not give any reason or authority for so stating, which leads your humble servant to presume that your authority is based on popular usage among the Eastern wheelmen.

Now, I am a firm believer in the WORLD, and have ever since pronounced it "bicycle"; but in an argument, to-day, a friend brought the last edition of Webster's Unabridged to bear against me, and I could say nothing, only could reserve my decision until I could hear from you.

In the revision of 1880, — Webster's Unabridged Dictionary, — supplement, page 1575, you will find "bicycle" with the *i* long, the first *c* soft, the second hard, and the accent marked on the first syllable, but the *y*, the bone of contention, unmarked.

On page XLIV. of the "Principles of Pronunciation," in the same volume, Sects. 42, 47, and 54 lead me to think that the *y* must be short.

Now, this has nothing to do with the League Meet (which, by the way, I suggest we have in Reno, and I am authorized to offer you the freedom of the city), but it *is* of interest to the lone Nevada bicycler, and I hope you will send me authority conclusive enough to enable me to theoretically sit down on this Philistine, and greatly oblige C. M. FASSETT.

RENO, NEV., 16 March, 1881.

ANS. — Your friend can pronounce "cycle" right, and he probably knows that it is from the Latin *cyclus*, in which the quantity of *y* is long, and has the sound of *i* in "vice." It is alike in Latin and in English. His grammar will inform him that compounded Latin words retain the quantity of their elements; and also that derivatives from a foreign language retain the quantities and accents of their originals, with the exception that accent often changes to follow the usage of the adopting tongue. The *i* in *bi*, prefix, is long, as in biacid, bibasic, bidental, etc., and it does not change either accent or quantity in the word to which it is prefixed. So when it is prefixed to *cycle* to make the word in question, it is bi-*cycle*, the *y* remaining long and retaining the sound of *i* in dice, and keeps to some extent its accent, too. But here is a trisyllabic word, with the first two syllables long in quantity, and both, from the necessities of our tongue, having accent; so it has succumbed to the strong English rule and takes the primary accent on the antepenultimate syllable, and we have not only a *cy*-cle, but also a BI-*cy*-cle. In "Webster's Unabridged," 1880 edition, referred to, the *y* has no mark to indicate whether it be long or short, in the editor's judgment, or whether it have a secondary accent (which by usage is very slight); and so I fail to see how it is brought to bear against you.

C. E. P.

Editor Bicycling World: — I saw in a past issue that some gentleman asked in regard to the durability of the "Hancock" tire. I will give him my experience with one. I have a 54-inch "Special Club," with a 3-4 inch "Hancock" tire on the large wheel, and 5-8 inch on the small wheel. This tire I have used over macadam (good and bad), and country roads composed of fine gravel, for fully 1,700 miles, and I find upon examination that there is but one cut in the centre ridge of my large tire. There are quite a number of small nicks on the edge near the felloe. While the edges of the tire on each side of the groove are not rounded off in the least. The back tire has no cuts, but the edges have worn off less than 1-16 of an inch. I think for wear the "Hancock" tire is the best of any tire I have ever used.

Yours truly,

E. R. BELLMAN,
Secretary Essex Bicycle Club.

584 HIGH ST., NEWARK, N. J., 20 March, 1881.

THE SECOND ENGLISH BICYCLE TOUR.

Editor Bicycling World: — Permit me, through the medium of your paper, to briefly reply to the now rapidly increasing number of inquiries which I am receiving on this subject: —

First. — I *do* propose to repeat, substantially, the very enjoyable tour of last season, covering about the same ground, with certain deviations and additions, to be hereafter announced.

Second. — I *do not* propose to start so early as I did last year, because it will not be convenient for me to do so, and also because I should not wish to be instrumental in lessening the number to be present at the L. A. W. Meet, by even one wheel.

The objective point of this year's trip will be the Annual Meet and meeting of the Bicycle Touring Club, which will probably be held at Harrogate, in Yorkshire, and at which there are likely to be present from 1,000 to 2,000 riders, including representative wheelmen from all parts of the world.

The start from this country will be on or about 16 July next, so as to arrive at Liverpool about the 26th.

Assuming that Harrogate is selected for the Bicycle Touring Club Meet, I shall allow myself four days to cover the one hundred miles (about) which intervene between that place and Liverpool, and my present plan is to make that part of the tour *via* Wigan and Burnley. After about three days at Harrogate, the start will be made for London *via* Leeds and Manchester to Chester, where I shall strike the route traversed by my party with so much enjoyment last year, and leading through Shrewsbury, Wolverhampton, Dudley, Birmingham, Coventry, Warwick, Stratford-on-Avon, Cheltenham, Gloucester, Dursley, Bristol, Bath, Marlborough, Reading, Maidenhead, Eton, Windsor, Virginia Water, and so on to London.

From London, if time permits, I propose making a brief run southwards and return; but as experience has taught me that it will enhance the enjoyment of the tour to linger somewhat at the various places of interest passed through on the road to London, and to devote a little more time than we did last year to their examination, it is more than likely that London, when reached, will prove the terminal point of the wheel part of the journey, for which I allow — Liverpool to London inclusive — thirty-five days.

The average day's wheeling will be less than thirty miles, and the total time of absence from this country need not exceed two months; so than any gentlemen who may accompany me, can arrange to be back at his business on or before 16 September, if he wishes to.

With regard to accompanying me on this tour, — I have not the time to devote to any great endeavors to "get up" a party, but I intend to make the run I have outlined, and shall be pleased to take with me a limited number of such congenial spirits as may wish to share my pleasures. With regard to the expenses of the trip, it would save me considerable anxiety in preparation and on the journey, and would be preferable to me in every way, if each rider would govern his own expenditure and pay his own bills; but provided not less than ten gentlemen signify their intention of accompanying me, I will, if they desire it, agree to again make the arrangements for reducing the expenditure of each which worked so satisfactorily on last year's tour.

With your permission, Mr. Editor, I will ask those gentlemen who may be interested in the foregoing to address me, in care of the office of your valuable paper. FRANK W. WESTON.

FROM every quarter the editor is receiving the assurances of club men that they are determined to be present in full force at the League Meet, and from some parts of New England, — notably from the ever-enterprising Providence men, — there have come offers of assistance to those who will have on their shoulders the matter of entertaining so large a body of men. The matters of League dinner, parade, and business meeting are in the hands of the L. A. W. officers; but there will devolve upon Boston wheelmen, and those of New England who kindly offer assistance, the matter of providing those other attractions which will lead greatly to the success of the meet. The influence of this occasion will be felt everywhere, and its weight will depend a great deal upon the number of wheelmen present.

The Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America, — clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 8 APRIL, 1881.

THE ARCHER'S DREAM.

WITH the closing days of the good old year 1881, I laid aside my bow, and nicely arranging all my arrows into a case, so that each could stand erect and have so much space that all might dwell together in unity, without contention enough to ruffle a feather, I prepared to go into my den and hibernate until April should thaw me out. It was a long time before I could get settled into the true winter sleep. So soon as I began to get a little drowsy, Weston would drop in a word about the way things were prospering at Highland Park, and ask a few questions about the next national meeting, specially wanting to know "what the range and number of arrows for the team shoot was going to be." After telling him with rare brevity that I did not know, and that he, being a member of the executive committee, should know all about it, I would again stretch myself for a good sleep, — beguiling the drowsy god by musing over the motives of Weston for asking such a question, and coming to the conclusion that the Highland Park Club had looked the field over, and had determined to be the boss team at Brooklyn; that they remembered that Peddinghaus had left the Ardens, and was now probably dead, as nothing has been heard from him for so long, and that therefore that strong team was too much weakened to again bear off the laurels, and thus the Highland Park archers would go home from Brooklyn unquestioned victors of the team shoot. I was just subsiding into a precious nap, when I heard the voices of Walworth and Hyatt in loud and angry contention about their 60-yards shooting. Surprise that such generous archers should care a fig about being beaten caused me to rouse up and listen closely, when I discovered that each was endeavoring to prove the *other* to be the best archer. Greatly relieved, I once more reclined on my couch, and was lulled to repose by the hum of their conversation, only occasionally half wakened by a few strange sentences, or parts of sentences, spoken rather louder than the average of their talk, such as "twenty-three, one hundred and sixty-five!" "Twenty-four, one hundred and sixty!" "Hurrah for you, Hyatt!"

"Twenty-four, one hundred and seventy!" "Twenty-four, one hundred and eighty-four!" "Well done, Walworth!"

Then I lose even the louder tones, and away into dreamland, the voiceless domain of my rest. It is not often that the mind goes backward in sleep, which proves that the natural tendency of the mind is forward; that there is more true pleasure in hope than in memory; that life is creative, not monumental. So in my slumbering visions I saw none of the pleasant places of the past, but only the chosen beauties of coming days. Before my dream the snow and ice melted and ran away, leaving the face of nature as sweet and clean

> "As though our Lord
> But yesterday had finished it."

A wind blew out of the south, — stormy with birds, and heavy with odors of rose and hyacinth. The dull, cold world seemed to feel the heat and presence of its lover, the summer, and with responsive passion forced the rich blood to mount from her very heart, up through every trembling arm of oak and beech and maple. They opened wide their leafy hands and clapped a million palms with glee! A vast cheer from the wilderness.

> The birds have become uproarious,
> They ruffle their plumes and sing,
> For the forest is green and glorious
> For their inhabiting.

The orchards were billowy reaches of bloom, each tree humming its old, old tune of birds and bees. The rich green of the growing grass was most alluring in its cool, lush luxury. Surely, I said, this is the time of pleasance, — the time when earth renews herself; when she drinks at one mighty draught the flood of yellow wine, poured by the sun from the monstrous turquoise cup inverted above her.

No wonder she fills her million mouths with song, and her great cheeks flush with clover. It is time for me to be out and doing. Give me my bow, and pitch my targets quickly. Come, Walworth and Hyatt and Weston, and all good archers and true! Come! I feel the elixir of life hot in my veins, and I will see whether you young bowmen shall always be victorious!

Ha! are you afraid? Then why do you stand back and scowl so gloomily? Up, good archers and true! let us gather some glorious scores while this grand morning shines.

What holds you? Why do you point so vengefully at yon gay-faced target, and hang your head in shame?

Ah! I see! Some scheming monster has dared defile my grand old target with the niggardly and insignificant numbers, 1, 2, 3, 4, 5!!!

Seize him, friends! Ah! there he is! We have him now! So, bind him with bowstrings, and bring him before me! There he stands. See! he is all in a quiver! He blushes to his finger-tips! He is as white as a score card. He expects some hard knocks, no doubt. He deserves to be strung up, but we will reserve him for a keener death pang. Take down that disgraced target and hang him upon the stand. Now, bring me my 70-pound bow quickly. Range yourselves closely by me, friends, and let us all draw together. Now I will give the word. He shall die with the sound of his crime ringing in his ears.

Now, One! Two! Three! Four! Five! "Out, damned spots!"

W. H. T.

FUSS, FEATHERS, AND FIGURES.

Editor Archery Field: — Something over a year ago, when a revaluation of the rings of the target was first talked about, I devoted considerable study to the subject without giving voice to my lucubrations; but immediately after the appearance (21 January) in the columns of your journal, of Mr. Brownell's article entitled "Target Valuations," I resumed my studies, and began an article on the subject. This article was to contain, (1) a mathematical examination of the target, with a view to determning what value should be given to the different rings of the target: and (2) an examination of the arguments that had been advanced pro and con a revaluation of the rings. The first division of the article I completed, but for want of time was unable to touch the second. Nor have I had any time since to give to the matter; and as there is no likelihood that I shall have in the immediate future, and as I believe my article in its fragmentary form will furnish objections to a revaluation of the target that Mr. Brownell would do well to consider and answer before he takes final "action" and establishes in America his long-contemplated revaluation, I am led to offer it to you for publication. I am especially anxious to say just now what I can in favor of the present valuation of the target, because Mr. Brownell, in the last number of your journal, so emphatically throws down the gauntlet on the side of revaluation, and because I do not think that Mr. Brownell's arguments in favor of revaluation have been adequately answered yet. Mr. Thompson's reply fell far short of what was to be expected from him, — indeed, it was more remarkable for its inaccuracies and irrelevancies than for anything else; and Mr. Walworth's,

although it showed the writer had correct ideas on the subject, was rather an epigrammatic expostulation than a connected argument. My article, as I laid it aside last winter, runs as follows: —

Mr. Brownell's enthusiasm in archery, and his labors toward its advancement as a pastime and as an art, are deserving of all commendation; but to his proposed innovation of a revaluation of the colors of the target it seems to me that very serious objections may be urged. In place of the values 9, 7, 5, 3, and 1, now given to the colors of the target, Mr. Brownell proposes to substitute the values 5, 4, 3, 2, and 1, claiming that by this revaluation more equitable results will be obtained in the computation of scores than are obtained by the present valuation. Let us examine the matter.

In the first place, what is a target, and what is its use? More particularly, what is the archer's target and its use? It is a contrivance designed to indicate the value of an arrow shot at a particular spot, and striking within certain limits, — the spot shot at being the centre of the target, and the limits within which the arrow must strike, to receive any value, the circumference of the target. This definition being admitted, we are confronted with the question, What should determine the value of an arrow in the target? And the generally accepted answer to the question is that the value of an arrow in the target must be determined by its distance from the centre of the target; and that the value of an aggregation of arrows in the target must be determined by the sum of their distances from the centre.

For example, suppose that A and B each shoot 3 arrows at a target, and that A's arrows measure severally 5, 10, and 15 inches from the centre of the target; and B's, 10, 10, and 20 inches. Now, the sum of the distances of A's arrows from the centre of the target is 30 inches (A's "string"), and the sum of the distances of B's arrows is 40 inches (B's "string"); and the superiority of A's shooting is shown by the lesser length of his "string" as compared with B's, or the difference between 30 inches and 40 inches, — *i. e.*, 10 inches, — the aggregate distance of A's arrows from the centre of the target being 10 inches less than the aggregate of B's arrows. This method of determining the value of one arrow as compared with another, or of one aggregation of arrows as compared with another, is called the method by "string measurement," and is, I believe, — and Mr. Brownell has affirmed the same belief, — the only perfectly fair method, and should be the touchstone of all other methods.

(It is obvious that this method by measurement involves more labor in the computation of scores than is consistent with a pastime: hence our present target, which was designed to show at a glance what could be found out by measurement only with labor and loss of time.)

Thus it seems there is no argument between Mr. Brownell and myself as to the *principles* that should govern the construction of a target, and I take exception only to his assertion that our present target is found imperfect when tested by those principles. And so I shall proceed on the assumption that the value of an arrow must be determined by the distance it strikes from the spot shot at (the centre of the target), and that the target is an instrument designed to measure and indicate that distance, and is efficient in proportion to the exactness with which it measures and indicates that distance.

Upon examination it will be found that our target is circular in form, 48 inches in diameter, and divided into 5 concentric rings (the smallest or inner ring is in reality a circle, but for present purposes must be treated as a ring around a point), each ring being 4.8 inches in width; and to these rings, beginning with the smallest, are given the colors gold, red, blue, black, and white, and the symbolic values 9, 7, 5, 3, and 1. I call the values given to the rings of the target *symbolic*, because they are but symbols of magnitudes of distance. It must be distinctly borne in mind that what we want to know is the *distance* an arrow strikes from the centre of the target, or the aggregate distance when a number of arrows are shot into the target; and if the symbolic values given to the rings of the target are the right ones, they will show either the distance a single arrow may strike from the centre of the target, or the aggregate distance of any number of arrows. Therefore, the question may now take this form: Are the values, 9, 7, 5, 3, and 1 the right symbols for the magnitudes of distance they represent?

I have said that the values given to the rings of the target are symbols of magnitudes of distance. These magnitudes of distance are not fixed, however, but vary along the radius of the target between certain definite limits. Of course, since the value of an arrow depends upon its distance from the centre of the target, and the target is circular, all calculations upon the values of arrows must be made along the *radial lines* of the target. Thus the distance between the centre and the periphery of the gold is 4.8 inches, and as for this distance there is but one value, that value may represent any magnitude of distance not more than 4.8 inches in extent. But it is necessary in examining the target with a view to ascertaining its mathematical correctness, that the value given to each of the rings of the target should symbolize a definite distance, and this definite distance for any of the rings of the target should be the average distance from the centre of the target of the arrows that strike within that ring, or the distance between the middle of that ring and the centre of the target; for it is apparent, if we keep distinctly in mind that all calculations upon the values of arrows are made upon the radial lines of the target, that on the theory of probabilities — and I need scarcely remark that data resting on the theory of probabilities are valid in all exact argumentation — of a number of arrows shot into any one of the rings, the *average arrow* would strike in the middle of that ring. And now, since the rings of the target are all of the same width, — 4.8 inches, — a very simple arithmetical calculation will show the distance that the average arrow for each ring strikes from the centre of the target; or those definite magnitudes of distance which the values given to the rings of the target symbolize. The distances are as follows: —

Gold.	Red.	Blue.	Black.	White.
2.4 in.	7.2 in.	12 in.	16.8 in.	21.6 in.

We now have the scale of distance for the rings of the target, and are prepared to determine what values should represent these distances.

The distance that the average gold arrow strikes from the centre of the target is 2.4 inches. This is the smallest magnitude of distance we have to deal with, so we will treat it as the *unit of distance;* and as it is entirely arbitrary what value we give to any ring, provided the values given to the other rings bear the proper proportion to it, for convenience we will give to this unit of distance the value 1, and 1 shall be our *unit of value*. Now, the average red arrow strikes 7.2 inches from the centre of the target, or just three times as far away as the average gold arrow does, and therefore should be represented by a value three times as great as that given to the average gold arrow, or 3. In the scale of *distance*, the red arrow has 3 units of distance, and so in the scale of *value* it must have 3 units of value. And in like manner, as the average arrows for the blue, black, and white rings strike severally 12, 16.8, and 21.6 inches from the centre of the target, or 5, 7, and 9 times as far away as the average gold arrow does, they must have the values 5, 7, and 9.

So we find, basing our calculations upon the above scale of distances, that the value for the rings of the target should be as follows: —

Gold.	Red.	Blue.	Black.	White.
1	3	5	7	9

And as far as I can see, this scale of values is perfectly correct.

If the distance that a gold arrow strikes from the centre of the target is represented by the value 1, and a blue arrow strikes five times as far away, if we would correctly indicate the distance that the blue arrow strikes from the centre of the target, we must represent that distance with a value five times as great as that given to the gold arrow, or 5; and likewise is it with the other colors of the target. With this scale of values, if an archer would know the length of his "string," it is only necessary to multiply his score, or in other words, the number of units of value, by 2.4 inches, the unit of distance; and if he has made no misses, the product will be the length of his string in inches. The only objection to this scale of values is that it makes necessary a record and a valuation of

misses, or the archer with the most misses would likely have the best score. It as accurately indicates the distance that an arrow strikes from the centre of the gold as the conformation of the target will permit. If the rings of the target were narrower, the distance could be more accurately indicated; but the fact that it makes necessary the consideration of misses in the computation of scores is an objection so serious that it must be remedied if possible. But how can it be remedied? Simply by inverting the scale of values by giving to the gold the value 9, red 7, etc., etc. But it will be asked, What effect does this inversion have upon the results in the computation of scores? Really no effect whatever. It makes no difference in the comparative results whether arrows are valued according to their distance from the centre of the target, or *inversely* as their distance. In the one case, we call perfection—the perfect arrow — 1, and in the other case we call it 9; and an arrow will be just as many points — units of value — short of perfection, if it misses the gold, by one scale of values as by the other. Thus, if an arrow strikes in the red ring, it will be 2 points short of perfection by either scale: or, if the blue ring, 4 points by either scale, and so on. And what is true of one arrow is true of any number of arrows. Take for instance the following score: —

	9 to 1 scale of values.	1 to 9 scale of values.
5 golds	45	5
10 reds	70	30
11 blues	55	55
3 blacks	9	21
1 white	1	9
30 arrows	180	120

Here we see that 30 arrows have been shot, and that according to the 1 to 9 scale of values the perfect score — 30 golds — would be 30, and that the score made is 120; hence the score made is 90 points short of perfection, — the difference between 30 and 120; and we see that according to the 9 to 1 scale of values the perfect score — 30 golds — would be 270, and that the score made is 180, hence this score is as many points short of perfection as the difference between the 180 and 270, or 90 points. Thus we find that by either scale of values the score is 90 points short of perfection.

I do not think it is necessary for me to discuss any further this matter of inversion, for it is true of all scores, as it is of the above one, that it makes no difference by which scale of values a score may be calculated, it will be just as many points short of perfection by one as by the other. The only difference between the two scales is that one starts from the gold ring, and the other from the white ring; one scale shows by symbols how far along a radial line of the target an arrow has struck from the centre of the gold, and the other how far along a radial line of the target an arrow has struck from the periphery of the white. The 9 to 1 scale indicates how far an arrow has struck from the periphery of the white; and knowing this distance, we may easily determine how far the arrow has struck from the centre of the gold.

And now, if our logic and figures have been correct, what have we determined? No more nor less than that all this "fuss and feather" about the target has been "fuss and feather" indeed, and that the present valuation of the rings is just what it should be.

This is as far as I carried my examination of the target last winter. The examination ends abruptly, and is evidently incomplete, but it fully explains my views as to the right valuation of the rings of the target, so I shall trust it to the mercy of your readers.

DEAN V. R. MANLEY.

TOLEDO, OHIO, 23 March, 1881.

THE STANDARD VALUATION.

I THINK I can convince even Mr. Brownell that the old system of valuation accords more nearly with string measurement than does the new.

Here are two scores from my own record, — 1 gold, 7 reds, 6 blues, 4 blacks, 6 whites = 24–106; and 3 golds, 9 reds, 7 blues, 3 blacks, 2 whites = 24–136. By the California method, the scores are 24–65 and 24–80. Now, it is a very simple matter to ascertain which ratio — 106–136 or 65–80 — better represents the ratio of results of string measurement. Let 's see. The average gold measures 2.4 inches; average red, 7.2 inches; average blue, 12 inches; average black, 16.8 inches; average white, 21.6 inches; string measurement gives, for the first score, 322 inches; for the second, 250 inches. The value of the ratio 250–322 is .7702; that of the ratio 106–136, .7794; that of the ratio 65–80, .8125. Mr. Brownell will see that the old system comes nearer the result of string measurement than the new, and that even by the old the better score suffers in the comparison.

Try two others, also actual (I select them because they differ so much in number of golds and reds): 7 golds, 5 reds, 6 blues, 2 blacks, 2 whites = 22–136; and 1 gold, 1 red, 8 blues, 7 blacks, 5 whites = 22–82. By the California method these scores would be 22–79 and 22–52. Now which represents the ratio of string measurement better, 82–136 or 52–79? The value of the former is .6029; that of the latter, .6582; while that of string measurement (202–331) is .6103. Here, by the present system, the larger score stands better compared with the smaller than by string measurement; but by the California system, the difference is *much greater* in favor of the smaller score.

Now, please, a comparison in which the two scores are very nearly the same, — 3 golds, 8 reds, 6 blues, 5 blacks, 2 whites = 24–130; and 4 golds, 7 reds, 4 blues, 6 blacks, 3 whites = 24–126. By the new system, the scores are 24–77 and 24–75. Which represents more accurately the ratio of string measurement, 264–273.6 (value .9649), the ratio 75–77, or 126–130? The value of the former is .974, that of the latter .9692. In this instance, as in the first, both systems favor the inferior score, if string measurement is the standard; but the California system is further out of the way than the old.

Now, a supposed case: In one score golds and whites predominate; in the other, reds, blues and blacks: 12 golds, 6 reds, 6 whites = 24–156; and 12 reds, 6 blues, 6 blacks = 24–132. The California system gives us 24–90 and 24–78. The value of the ratio in the latter system is .8667; in the former, .8461; while that of the ratio of string measurement (202–259) is .7799. Once more: string measurement would give the larger score a larger relative value than either of the others; but once more, too, the new system is farther out of the way than the old.

Can't we, however, contrive two cases, the comparison of which will show decidedly for the new method? Yes, by comparing two scores in which the hits are few, *the misses averaged at 2.4 inches outside the target*, and the difference between the scores large, *e. g.*, 1 gold, 6 reds, 6 blues, 3 blacks, 1 white = 17–91; and 1 gold, 3 reds, 3 blues, 6 blacks, 4 whites = 17–67; by the California method, 17–54 and 17–42. Now, averaging the seven misses in each instance at 26.4 inches from the centre, and the ratio of string measurement would be 374–432 (value, .8657); of California valuation, 42–54 (value, .7778); of English valuation 67–91 (value, .7363). Here is a clear case in which California valuation comes nearer the result of string measurement than does English valuation. But what 's the secret of it? It lies chiefly in *averaging those seven misses!* And here I should like to ask Mr. Brownell the general question, Whether he would let the misses (no miserable pun, now) turn the scale in favor of his system? Another and more specific objection is, that as the seventeen hits in one case averaged nearer the centre than in the other, so the presumption is, that the seven misses in one case averaged nearer the target than in the other, and consequently we have no right to give both the same average. That "imaginary atmospheric ring" is Mr. Brownell's only hope, and well he may say to the editor of the *Olympian*, who makes unkind allusions to it, "*Et tu, Brute!*"

I will simply conclude by saying that I have compared a large number of my scores in the manner indicated above, and in an *overwhelming* majority of cases the old method comes nearer expressing the results reached by string measurement than does the new. This is true in every instance of 24 hits, and I have not been able to frame two cases of this kind in which the English method does not secure more accurate results than that of our occidental friends; *i. e.*, of course, if string measurement is the standard. Respectfully, C. C. A.,

T. R. WILLARD.

Editor Archery Field: — I enclose the score of a club match between the New York and Spuyten Duyvil Archery Clubs, shot this evening, by gaslight, in the hall of the New York Club. It was a return match, the first occurring last July, when the Spuyten Duyvils won by several hundred points at the American round. This evening, the New York Club turned the result the other way, and repeated the defeat in an informal match, reported in your issue of 18 March. Another match will probably be arranged as soon as the weather permits of outdoor shooting.

Aside from the interest in the contest between the teams, the large number of friends of the New York team became absorbed in the exciting rivalry of the three leading archers, Messrs. Roper, Auten, and Frazer, each of whom led the score alternately, till it resulted in the first-named winning the highest score, and carrying off the victor's bouquet, presented by a New York lady. In justice to Mr. Frazer, I must say that his score is over 100 points less than his average for two months past; and in justice to all the twelve archers, that the imperfect and deceiving light cut down the scores of every one. The contest was closed by refreshments and dancing, and every one present voted it a most enjoyable "shoot."

On the evening of 9 April, a team of four gentlemen and two ladies of the Newark Toxophilites visit the New York Club's hall for a contest with a similar team, when the New York ladies will have an opportunity to give in public some of the big scores they have secured in regular practice.

Yours truly,
S. S. ROPER,
Sec'y N. Y. Club.

NEW YORK CLUB, 90 *arrows, at* 40 *yards.*

	1ST 30.	2D 30.	3D 30.	
Roper,	148	185	172	505
Auten,	164	161	176	501
Frazer,	160	174	161	495
Elliot,	123	159	180	462
McLean,	141	166	153	460
Pond,	141	135	140	416
				2839

SPUYTEN DUYVIL CLUB.

J. R. Whiting,	131	117	148	396
G. Johnson,	118	114	125	357
F. Hopkins,	194	167	190	551
A. Johnson,	170	160	162	492
J. Apgar,	159	155	170	484
H. Hayden,	139	142	150	431
				2711
				128

ARCHERY.

THE Executive Committee of the National Archery Association of the United States is now in session at the office of the Corresponding Secretary, Mr. G. F. E. PEARSALL, No. 298 Fulton street, Brooklyn, prepared to receive applications from archery clubs in any State of the Union for admission into the National Association.

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary, who will afford all necessary information, with copies of the Constitution, By-Laws, etc. — *Com.*

GENERAL ORDERS FOR THE L. A.W. MEET.

To Captains of League Clubs:—Gentlemen, — At the meeting of the Board of Officers L. A. W., held in Boston, 19 March, it was decided that we hold our annual Meet, on the 30th day of May next, in Boston. It now remains for us to do everything within our power to make that Meet a success. You will therefore use your influence to induce as many members as possible of your club to attend the Meet, and will at your earliest convenience report to me the number of riders from your club who will probably join us on that occasion. You will also please report the date of your expected arrival in Boston, and if possible the location of your quarters while in that city, as well as any other information concerning your club that you may deem useful. These reports must be made before the twentieth day of May.

If any clubs belonging to the League do not propose sending representatives to the Meet, it is desirable that a statement to this effect should be made. Therefore *all* captains of League clubs will forward reports to me, stating whether or no their clubs will be represented at the Meet, and if not, giving the reason for their non-representation.

Per order,
C. K. MUNROE,
Commander L. A. W.,
331 Pearl street,
N. Y. City.

To Unattached Members L. A. W.:— Gentlemen, — If you intend joining in the parade which is to be a feature of the L. A. W. Meet, to be held in Boston on 30 May, you will please to report to me by mail between this date and the 20th of May.

Per order,
C. K. MUNROE,
Commander L. A. W.

To Captains of Bicycle Clubs other than those belonging to the L. A. W.:—Gentlemen, — You are hereby cordially invited to join, with as many members of your club as choose to accompany you, in the annual parade of the League of American Wheelmen, to be held in Boston, on the thirtieth day of May next.

If you decide to accept this invitation, will you kindly report such intention, and the probable number of riders from your club who will accompany you, to the Commander L. A. W. at your earliest convenience, and before the 20th of May?

Fraternally yours,
C. K. MUNROE,
Commander L. A. W.

To All Unattached Wheelmen, not Members L. A. W.:—Gentlemen, — The above invitation is as cordially extended to you as to club members, and if you see fit to accept it, will you kindly report at the L. A. W. Headquarters (to be hereafter designated) in Boston, before 10 o'clock on the morning of 30 May?

Fraternally yours, C. K. MUNROE,
Commander L. A. W.

IN WHICH THE 'LONG MAN" RISES TO EXPLAIN.

Editor Bi. World: — I noticed in your last issue a query as to the whereabouts of the directors of the L. A. W. for Pennsylvania. I don't know what the other man was about, but this party was minding his own business. And here I want to say something: I don't want and won't accept any more official dignity, — so I may say my little say, freely. I think that if any but one set of officers are to have the management of the L. A. W., it would be well to have an occasional change in the peace of holding the business meetings; or else that a fund be raised to pay the expenses of poor and indigent" directors, who, though as in my case, they may be "heart and soul" (?) in the cause, will yet look for some time at a twenty-dollar bill before they will spend it for the sake of hearing themselves talk for five minutes.

But I will say for myself as the director for Eastern Pennsylvania, that had I been in Boston the other day, as Washington seemed to have been set aside utterly, my vote would have been cast for Boston. Philadelphia is a little better than New York, and you would have been treated well here; but, Mr. Editor, I think your object in coming to Philadelphia would have been to ride, — and from what I can learn, people outside this town don't seem fond of riding "Belgians," — but we would have given you a dose.

Now, I can also say for the bicycle *riders,* — remember, *riders* of this city, for we have two kinds of wheelmen here, each very good in their own way, — the riders want to come to Boston; they want to see some good roads, they want to try some hills, — they want to gaze upon Jack Easy and Praed and Juvenis, and all those other great and mighty personages, — and we, the riders, are very glad you have given us an opportunity; and finally see if we don't turn up about 30 May.

Very truly, W. PENNELL.

GERMANTOWN, 31 March, 1881.

PARTICULAR NOTICE. — Treasurer Willoughby has been obliged by sickness in his family to resign, until a new treasurer is appointed; therefore, *all checks, drafts, postal money orders, etc., should be made payable to Albert S. Parsons, Corresponding Secretary, Cambridgeport, Mass.,* to whom orders for badges, with deposit, should be sent. Badges furnished promptly. Bicyclers should remember that to become members in season for the League Meet and meeting, *immediate application must be made.* Names must, by the Constitution, be published two weeks, before the Committee on Membership can pass upon them.

GLANCES ABROAD

THE PATENT GRIP TREADLE.

To the Editor of the Bicycling News: Sir, — I have been trying a pair of these with the most complete success, and can strongly recommend them; they seem almost to double the treadling power, and must be favorable for racing, as the most tremendous spurt can be made without the least fear of the foot slipping. I never spurted so fast before. You can both pull and push with them. The foot is not jammed in the treadle, it is simply prevented from going further than the proper distance, and can be removed with the utmost ease.

I was telling a friend of mine about them, but he seemed to think I was coming it rather strong, so I let him try them; and after the first mile he saw their value, and after the thirtieth he was obliged to admit all I had said was true; and he moreover had a fall sideways off his machine, and his foot left them as easily as if he had had the ordinary kind. The back-treadling power, too, is much increased.

I am not interested in the patent at all, though the patentee some year or so back mentioned the idea to me, and I myself proved the idea to be a good one, and made a sketch of how I thought it could be done, saying he might make me a pair for trial. My sketch was much improved on, and the patent taken out.

A really good thing of the kind cannot be too widely known, and I should advise every rider to try for himself, the cost not being great and the advantage certain. The helpless feeling one has, on changing from the grip side of the treadle to the ordinary side, is most convincing of their efficacy. F. J. B.

TRICYCLING WRINKLES.

BY JOHN BROWNING, L. T. C., V. P. T. A.

SEVERAL correspondents having misunderstood me on one point in my last communication, and asked for further information on others, I am tempted to ask for space to say a few last words. First, then, it seems to be supposed that I have stated that a tricycle is not adapted for ascending hills, but it is at no greater disadvantage than any other machine that has to be driven on wheels. As compared with a bicycle I think it has the advantage, barring speed; yet in this respect it is not greatly behind the two-wheeler. In the Reigate Hill ride the gold medal was won on a bicycle, the time being 12 minutes; the same hill has since been ridden on a tricycle, without the spur of riding with competitors, in 13 minutes.

A tricycle for hill climbing should drive with both wheels, or there will be loss from slip in either dust or mud. Machines without a small front steering wheel are the best. The "Salvo" is, however, fairly good, because a skilful rider can ride up-hill with the front wheel raised from the ground. These remarks apply to machines geared level, that is, in which the cranks and driving wheels move at the same rate; but most rotary tricycles are now geared down, the cranks being made to move quicker than the driving wheels: about one sixth quicker seems to be the gearing most approved. On a machine with 50-inch wheels geared to move at the rate o 40-inch, hill climbing would be easier than on a bicycle, with the advantage that the rider could ride as slowly as he pleased without fear of stopping, and if he chose, he could come to a stand-still and start again at pleasure, while no bicycle rider could start again on a steep hill if he once came off.— *Cyclist.*

A LADY'S BICYCLE AT THE STANLEY EXHIBITION. — The "Lady's" bicycle, shown by Sparrow, of Brompton Road, was perhaps the most extraordinary machine in the exhibition. This is something like an ordinary bicycle with the cranks connected to pedals, which are prolonged towards the small wheel The machine is supposed to travel with the small wheel leading, and the steering handle is found to come behind the back. It is said that it is particularly easy to get off this machine, and that you cannot possibly go over the front. It has been ridden by ladies in their usual attire, and therefore is a practicable machine. It seemed to us impossible that a rider could mount the machine unaided, and on inquiring we found that our inference was correct; the maker may well say that the machine is easy to *get off of,* but how can it be *got on to?* This seems an essential attribute of a bicycle, and when it can be accomplished with tolerable ease, Mr. Sparrow's invention may be of some use; till then we doubt it.—*Design and Work.*

EYE-OPENER GETS ON HIS MUSCLE.

I HAVE N'T carried out friend Pratt's suggestion that I should stand on my head to give my brain a little nutrition, because he spoke as if he had tried it himself, and if so. I don't see anything in his pars. to induce another to follow his example. By the way, Mr. P——, I can't carry out another portion of your excellent advice, because it is a physical impossibility for small boys in *this* country to carry lamp-posts, but in *America* — well, nobody would be surprised to see or hear of small boys carrying a complete set of gas works. Besides, even supposing I could find a small boy capable of performing such a Herculean task, I really don't see, though I may be very dull, that a lamp-post would throw any light on the mystifying article. Friend Pratt, you have n't used an American lamp-post for the same purpose and become light headed, now have you? * * * * * *

I 've a big brother, friend P——, who stands 6 ft. 2 in. in his stockings, and an additional 3 in. with his boots on, to whom I 'll be most happy to introduce you if you 'll look me up when you come over with that American party this year. "He 's a wonderfully nice fellow when you know him." — *Cycling.*

MACPHERSON'S BICYCLE.

THE Rev. Mr. Macpherson had been for nearly a year the rector of a church in Ishkatawhunky, Iowa, and together with his young and attractive wife had won the admiration of all but the unmarried ladies of the parish, when he became interested in bicycles. Being young and athletic, he soon became an excellent rider, and every afternoon after 4 o'clock he was accustomed to mount his bicycle in the back yard, to ride swiftly down the carriage path to the street, and thence through the village. As his house was an isolated one, and no curious neighbors were near, Mrs. Macpherson undertook to learn to ride, and in a short time was able to mount with ease and to ride the length of the yard, where her husband would meet her and hold the machine while she dismounted. She greatly enjoyed the sport, and it may possibly have been in order to remove from her the temptation to ride outside of the yard that her husband avoided teaching her to dismount without his help. A fortnight ago, Mr. Macpherson bought one of the new Chicago spring-motor velocipedes, without informing his wife of the nature of his purchase. It was delivered at his house while he was absent at the Diocesan Convention, and his wife was filled with the admiration of its beauty. She was entirely ignorant that it was in any respect different from other machines, and late in the afternoon she determined to try it. Her husband not being at hand to help her to dismount, she called the cook, and gave her full directions as to how to catch the machine and hold it. Then taking the new machine to the extreme rear of the yard, Mrs. Macpherson sprang into the saddle and was off at a speed of fifteen miles an hour.

It need hardly be said that she was terribly frightened. Scarcely less frightened was the cook as she saw her mistress swooping down upon her at so terrific a speed. Instead of trying to stop the machine, she screamed wildly, and ran out of its path. The gate was open, and Mrs. Macpherson whirled into the street. She would have given worlds to stop the runaway bicycle, but she did not know the secret of the lever, and she did not dare to risk her life by jumping off. In a few minutes she found herself entering the long principal street of Ishkatawhunky, and saw that the inhabitants were flocking to the sidewalk to watch her. She was crimson with horror as she reflected that the machine was strictly designed for riding with trousers, and for a moment she almost made up her mind to throw herself to the ground, regardless of the consequences. Fortunately, she reflected that the results of a fall would be even more startling and extensive than those entailed by keeping her seat, and so, trying to comfort herself with the reflection that they were really Balbriggan, and unusually tasteful in color and pattern, she rode on. She would gladly have changed places with Mazeppa, who rode through a desert instead of a

crowded street, and she envied Lady Godiva, who had induced the people of Coventry to close their window-blinds. The sensation she caused as she rushed through the village and out again upon the prairie, cannot be described, but she knows perfectly well that no possible story that she could devise would be accepted in explanation of the frightful impropriety of which she had been guilty.

The runaway bicycle came to a stop ten miles out of Ishkatawhunky, and close to a railway station. Mrs. Macpherson promptly took the train to Milwaukee, where her parents resided, and then telegraphed to her husband. Of course she never returned to Ishkatawhunky, and Mr. Macpherson was requested to resign his parish on the ground that the conduct of his wife was to the last degree scandalous. He has since given up bicycling, but he is under a cloud, and his hopes of usefulness in the church are ruined.—*N. Y. Times.*

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique,

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1880.

BY HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, 50 cents. Address

E. C. HODGES & CO.

40 Water Street . . . BOSTON MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,

40 Water Street, Boston.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER, 628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO. 98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD, Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO. 6 and 8 Berkeley Street.
C. R. PERCIVAL, 96 Worcester Street.
THE POPE M'F'G. CO. 597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT, 160 Fulton Street.
SCHUYLER & DUANE, 189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART, 813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY, Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY, Union Hall, 135 Broad Street.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,

40 Water St., Boston, Mass.

THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,

40 Water Street, Boston.

NOW READY!

BOUND VOLUME

BICYCLING WORLD

1879-80.

FOR SALE AT THIS OFFICE.

WILLIAM M. WRIGHT.



BICYCLES OF EVERY MAKE,

Will Remove May 1st,

—FROM—

160 FULTON ST.

—TO—

791 5th AVENUE.

After May 1st, 1881, all communications should be addressed to WM. M. WRIGHT, 791 Fifth Avenue, New York City.

SEND 1c. STAMP FOR CIRCULAR.

BICYCLE EMPORIUM RIDING SCHOOL

1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

THE LARGEST RIDING SCHOOL IN THE STATE.

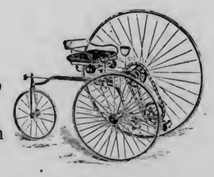
Open from 8 A. M. till 9 P. M., Sundays included.



CHARLES R. PERCIVAL,

IMPORTER

Bicycle and Tricycle Agent for all Makes of English and American Machines.



The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

—AND—

TYLER'S PAT. RUBBER HANDLES.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

VOLUME ONE, 1879-1880,

BICYCLING WORLD AND ARCHERY FIELD,

NOW READY,

In Handsome, Black Binding.

IT CONTAINS:

History of the League, Organization and Rules L. A. W., Rules for Clubs, B. T. C. Rules and Organism Complete Club Directory, 1880, Brief History of Prominent Clubs, A full Account of the Amateur-Professional Difficulties, together with the decision defining an Amateur, Racing Records, Ladies Bicycle Races, Descriptions of Bicycle Manufacture, Personal Interviews with Prominent Wheelmen Instruction for Beginners, Articles on Wheeling on Ice, Effects of Bicycling on Health, The Visit of the English Professionals, and everything pertaining to Bicycling Literature of the Time.

SENT, POSTPAID, UPON RECEIPT OF PRICE, $3.00.

E. C. HODGES & CO. - - 40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling & Archery World & Archery Field

$3.00 a Year. 10 cents a copy.

A WEEKLY JOURNAL OF POLITE ATHLETICS

Volume II. Number 23.

LOUIS HARRISON, Editor. E. C. HODGES & CO., Publishers.

BOSTON, 15 APRIL, 1881.

CHARLES E. PRATT, } Editorial
WILL H. THOMPSON, } Contributors

[VOL. II. CONTENTS No 23]

Currente Calamo	357
Editorial—Bicycling World	359
The Literature of Bicycling	359
Training, II.	359
The Exhibition	360
Some Tricycles	360
The Otto	360
The American Star	360
Wheel Club Doings	362
Essex Club Song	363
That 'Xtraordinary Plea	363
L. A. W.	364
Archery Field	365
Putting the String across the Target Face	365
A Couple of Suggestions	365
Odds and Ends	366
A Mathematical Demonstration of the Truth of the Present Target Valuation	366
A Spring-Time Phase of Archery	367
Eastern Archery Association	367
To My Wheel	367
Correspondence	368
Chicago Notes	368
Milwaukee Notes	368
From Pittsburg's Classic Gloom	368
A Solemn Suggestion	369
A League Appointment	369

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

FOR SALE.

BICYCLE 54-inch, Ball-Bearings, light, highest finish; quite new. Taken for debt. Cheap. Box 1371, New York. A thoroughly first-class article, with English Red Rubber Tires.

CURRENTE CALAMO

ALL BICYCLERS, whether or not they are members of L. A. W., are cordially invited to participate in the League parade at Boston, 30 May. The League was formed with the idea of assisting and protecting those bicyclers who would give it their support; but it is a hospitable organization, and will not exclude from the grand parade at the annual Meet any club or any reputable bicycler who may desire to appear. Clubs that are not attached to the League may, upon application to Commander Munroe, of New York, receive a place in the line, and while on parade will be subject to his orders.

IN response to the invitation extended by a committee from the Boston Club, between thirty and forty representative bicyclers assembled at 40 Providence street, from Providence, Worcester, Waltham, Middlesex County, and from the outlying towns around Boston, to make some preparation for receiving L. A. W. members at the Meet. The meeting was called to order by Mr. Harrison, chairman of the committee; and upon motion of Mr. Kempton, President Pratt was called to the chair, and Mr. George E. Pope, of the Massachusetts Club, was chosen secretary. In the brief discussion that followed, the prevailing sentiment was for a most generous and hospitable reception of all League members, especially of those who come from any distance. To systematize the matter, a general entertainment committee of five was appointed, with full power to select sub-committees on finance, reception, hotel accommodations, police arrangements, printing, railroads, and transportation. The following gentlemen, Messrs. Hodges, Carpenter, Shillaber, Dean, and Harrison, comprise the entertainment committee. The meeting adjourned, subject to the call of the committee.

THE LEAGUE UNIFORM is not only the most reasonable in price, but is one of the *best looking* uniforms yet seen.

WE MAKE

SPORTING GOODS

A SPECIALTY



And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING,

BICYCLING, FOOT-BALL, BASE-BALL,

LAWN TENNIS and GYMNASIUM

SUITS, ETC.

G.W SIMMONS & SON,

OAK HALL,

BOSTON - - - - MASS.

The color is a beautiful one, and should it prove to be as serviceable as it is claimed to be, it will lead all other colors for a bicycle touring costume. The blouse is cut in nobby style, and the whole suit is nicely gotten up by G. W. Simmons & Son, who seem to take great pains to secure a good fit.

IT is rumored that a very cordial invitation has been sent to the Park Commissioners of New York, to attend the League Meet in Boston. They probably will be allowed to attend one hour in the morning and one in the afternoon.

THE indications are that Western men will take to bicycling in large numbers this year, and if the pastime becomes popular among them, it will receive a

most generous and enthusiastic support. Chicago and Milwaukee have large and flourishing clubs, the latter leading the Eastern clubs in League membership: and the smaller towns are waking up to a realization of the beauty and efficiency of the wheel.

THOSE members of the B. T. C. who may be present at the forthcoming League Meet, will find that Chief Commander Weston, B. T. C. has made arrangements at one of the hotels for a room, to be utilized as their headquarters, and where all Touring Club men will be welcomed.

L. A. W. BADGES can be obtained of Dillwyn Wistar, No. 233 North Tenth street, Philadelphia, who has been appointed treasurer *pro tem.* Applications for badges should be made immediately.

SEVENTY-EIGHT new names added to the League membership this week makes the L. A. W. department have a business-like appearance. The clubs that join now take *precedence* in the parade over those who delay becoming members. It is understood that the order observed on parade will be regulated by the date of a club's admission to the League, so that those who gave it their support when it was in its infancy shall have the leading places. If the unattached men wear the League uniform, they will present as fine an appearance as any club in the line.

THE world *does* move. The New York *Tribune*, a paper that has regarded bicycling with magnificent and impressive disdain for the past three years, now condescends to notice wheeling interests quite regularly. It modestly acknowledges that Boston offers the greatest inducements this time for a grand Meet, and ends up some recent comments by saying, "It is thought that 1,500 wheelmen will take part in the procession." This is *too* good, — about 750 wheelmen too good; but next year, when the Meet is in New York or some other place, we may astonish the non-bicycling community with about that many wheelmen in line.

THE removal of the championship contests, Bicycle Union, from London to the Provinces, has created considerable excitement among English riders of the wheel. The Union derives its chief support from the metropolis, but it is only just that the minority should have some of the benefits of the organization. The opportunity given to provincial riders, whose interest in racing is a live one, to observe the character of work done, will benefit the Union itself.

ENGLISH BICYCLES & TRICYCLES.

LANE BROTHERS, Liverpool, Eng.

BICYCLE DEALERS,

Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to

A. T. LANE, P. O. Box 1196,

Orders cabled free. MONTREAL.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

HENRY W. WILLIAMS,

Solicitor of American and European.

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprisng an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON. WILL H. THOMPSON,

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

JUST PUBLISHED!

THE

WHEELMAN'S LOG-BOOK

FOR 1881.

Price 25 Cents.

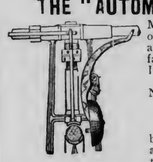
Send for Circular.

FRED. JENKINS,

Publishers,

75 FULTON ST., NEW YORK.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

I have a few of my very nice

BICYCLES BICYCLES

for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.

A. J. PHILBRICK,

36 Bridge Street - - Salem, Mass.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . . WOLVERHAMPTON, ENG.

THE Bicycling World AND ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herold of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 15 APRIL, 1881.

THE LITERATURE OF BICYCLING. — It has been a matter of surprise, not only to outsiders but to bicyclers, and even to the editor of this journal, that so exclusive a sport as wheeling should be so rich in material for a literature. At the beginning of this year, the publishers made an effort to brighten the dreary days of winter by printing an attractive mid-winter number; and this enterprise was the means of calling out many accomplished writers whose abilities had been unknown to the world of bicyclers. The principal feature of the number was the interesting narration of a bicycle tour in England, by Mr. Alfred D. Chandler. His views from the wheel are so easily and gracefully presented to the reader that they form an attractive picture gallery, — such a one as would linger in the memory of an observant tourist. Those particulars of the tour which are of practical interest to bicyclers were handled with care, and the whole description so well drawn that it could not come from a pen untrained and unknown in literature. In a preceding number, the first of a series of articles appeared on a "Comparative Study of the Bicycle," which at once commanded the interest of bicyclers and stamped the writer as a man of clear mechanical understanding, as a shrewd observer, and as an experienced writer. The secret is out that "H." stands for Hawley, and that the gentleman from Washington, whose love of bicycling amounts to the best kind of enthusiasm, was the first to give impulse to a critical examination of the "wheel."

Strange to say, the discovery of the romantic side of bicycling was made by a young lady, and by one who knew nothing more of the pastime than she had acquired by her own observation. Miss Madeline had already won popular favor by her sharp witticisms at the expense of the club costumes of Boston, and had aroused considerable curiosity as to her identity, when she gave to the BICYCLING WORLD its first story. "Ixion" followed quickly with a bright little romance; but since then, no one has dared compete with them in the field where they have achieved such marked success. They have contributed also to the poesy of wheeling, and so ably as to prove that they are as versatile as they are skilful.

Among the correspondents, L. J. Bates, of Detroit, is certainly the most popular, as his quaint humor is always gladly welcomed by wheelmen, whatever its object. "Knick O'Bocker" was — we are sorry to say *was* — always a favorite, as his fragmentary witticisms and jolly little rhymes formed an attractive light reading for wheelmen. The "Two Chromos," "Carl," "Middlesex," "London W.," "Whele," "Augusta," "Rolain," Mr. A. S. Parsons, and Charles Lockyer form a charming *coterie* of regular correspondents, whose communications are always read with interest; and there are a host of others who have as yet made no ambitious attempts, but who may be heard from in the future. A literature has been established and has the brightest prospects. The well-known writers have promised entertainment and instruction for the future, and there are coming some brilliant contributions from new writers.

TRAINING. — II.

EXERCISE.

AFTER laying a sure foundation for good health and strength by proper dietary, we may next consider the subject of exercise.

The amount of exercise or track work to be taken depends largely upon the distance to be run, length of time spent in preparation, and possibly the comparative value of the contestants. A general idea has prevailed that in preparing for a race it is only necessary to be in the saddle as much as possible.

Nothing injures speed more than hard road work. It is an acknowledged fact that the best athletes are the men who have never performed continuous manual labor.

This fact especially applies to bicycling contests. In order to produce the best results the muscles should be limber and elastic, in order to stand the rapid contraction and expansion that is required of them. Quickness of movement combined with long wind and endurance are the winning cards.

Of the different distances generally run, four only need be considered here. viz.: the quarter-mile dash, half-mile, one mile, and two miles.

The quarter-mile is generally a dash race; that is, it is, it is not run in heats. There is but little to say concerning this distance, excepting to cover the distance *twice a day* at best speed. The remainder of the time can be spent in making spurts of one hundred yards, to accustom one's self to the quick motion of the pedals. The distance in this race being so short, there is but little danger of overdoing, but as a general rule it is not considered best to even do more that *half* the distance. The full distance a speed should in no case be attempted the day preceding the race. A quiet spin of from two to five miles can, however, be taken during that day, but it is not always advisable.

The half-mile is run both as a dash and in heats. More care is necessary in preparing for this distance than in the quarter, as the danger of overdoing is increased. At the commencement of training the quarter-mile *only* should be done at speed, but as the condition improves the half may be attempted.

The last quarter should always be done as quickly as the first. A man in perfect condition should be able to do the second quarter some two or three seconds faster than the first.

In other words, always keep a little "spurt" up the sleeves for the finish. The same method should be adopted for the mile, excepting that the whole distance should not be run more than every other day. As the distance increases, greater care should be observed in not overdoing. Many trainers believe in making only half the distance in preparing for a race, excepting in the final trial to ascertain what the distance can be covered in. I believe that this method is certainly preferable to doing the entire distance every day.

The quarter-mile requires speed, the mile both speed and endurance, and the two-mile endurance. A two-mile race should never be run in heats.

For the two-mile race commence with the half, make a mile at the same speed as the half, and finally the two miles in the same proportion, every half to be in the same time. When this can be done with comfort, commence cutting down the last quarter a second or two, then tackle the

last half and bring that down, and finally be able, if necessary, to do each half from one to five seconds quicker than the preceding one. It matters nothing if at first the two miles cannot be covered in less than eight minutes. That is your basis to build from. Make every half in two minutes, and do it until it can be done easily. Each time it is done it will come easier, and by gradually reducing the time for each half a second or two, rapid and easy dash may be made finally without distress or injury.

As to the proper time to do track work, either the forenoon or afternoon will answer, if the work be light. After breakfast a rest may be taken for hour or so, occupying the time by reading or attending to other matters. At ten o'clock, strip, mount, and do one or two miles moderately to limber up the muscles and open the lungs; then commence the work laid out. An hour at a time should be sufficient.

After cooling somewhat, take a good rub down and dinner, after resting fully an hour. Another hour's work may be done in the afternoon. A sponge bath should be taken, followed by a good rubbing, which not only rests and relaxes the muscles, but induces a health circulation. After a light tea the evening may be spent in any manner agreeable to the taste.

It is well to retire at a regular hour, and take an equal amount of sleep each night: from seven to ten hours should be sufficient. Upon arising, take good rub down, but we would not advise bathing, as it is apt to enervate one, and taken on an empty stomach might interfere with digestion.

Regular habits, including a regular time for the stool, should be rigorously observed. A small glass of Apollinaris water may be taken before breakfast as a corrective.

A good house exercise is to stand with the hands on something about the height of the waist, and jump from one foot to the other, quickening the motion and imitating the movements of the pedals as much as possible. This training is the one employed by Charles Terront, the French champion, to such good advantage.

This exercise can be taken at any time during the day, care being not to strain the muscles of the leg or thigh.

THE EXHIBITION: WHO WILL FATHER IT?

Mr. Editor: — Several writers in your columns have proposed to have an exhibition of bicycles and tricycles at the same time and place with the L. A. W. Meet.

This idea is a most attractive one, and I cannot believe that wheelmen will fail to support such an undertaking. Further than this, it seems to me that many who might not undertake the journey to Boston for the Meet alone, would go there when such an exhibition is an added attraction.

Perhaps it is too late for the L. A. W. to undertake such a thing, but cannot some one else do it? Why will you not undertake it? The BICYCLING WORLD has been progressive from the start, and has kept pace with the progress of bicycling in the United States. I think very likely it has been rather ahead of the support given it. I would not for a moment think of asking you to expend from $150 to $250, for the amusement or instruction of wheelmen; but if you will undertake it, I believe the clubs of the whole country will aid you.

I do not know how many clubs there are in this country, but presume there must be fully one hundred: and probably more than half of them, if appealed to, would contribute to defray the expense of the proposed exhibition.

If the money required is guaranteed in advance, the show would undoubtedly succeed, and it is not at all unlikely that the admissions during three days would pay the whole expense. On referring to Spinner's article, from Portland, Me., I see that he is confident that the enterprise would take care of itself. He exhibits the right spirit, and I do not believe he is at all exceptional in his feeling. Let the BICYCLING WORLD suggest that the various clubs of the country pledge themselves to contribute $5 to $10 each, for this exhibition, with the understanding that only the smaller sum be paid in at the beginning, and that whatever may be earned in admissions, over and above expenses, shall be paid back to the clubs.

To open the ball, I pledge the Capital Club, of this city, for the named sum, or more if needed; and your appeal, I feel certain, will be responded to just as cheerfully by the Arlingtons of this city. Who speaks next?

If the WORLD cannot undertake this affair, will not the veterans of the Boston club do it? Let them become the Stanleys of America, and show us a bit of Boston enterprise. Perhaps I can appeal to their pride, by saying what is pretty sure to be realized, — if some one in Boston does not do it now, it will be done elsewhere another year. If your residents will undertake it, we will do what we can to make it succeed. We promise in advance, at least one or two fine machines for the show, and perhaps some drawings and suggestions for improvement in the future.

Many may not understand why so much money might be needed: I hope I am mistaken as to the amount, but fear that the rent of a good hall for three days, transportation, packing and unpacking, attendance, and lights, would together demand as much as I have named.

The importers and manufacturers could leave machines during the whole period of the exhibition, and some riders might send theirs on to be permanently on view during two or three days. Others who bring machines which may be desirable for public inspection, and yet wish to ride them, could remove them from the hall during parade time, or when they desire to ride, and leave them at all other times on exhibition.

Many of our friends and brother wheelmen have really never seen any great variety of bicycles, and some of them have never seen a single tricycle or 'Xtraordinary Challenge. The exhibition would furnish a most interesting entertainment to every one, and to these persons especially.

Perhaps if the exhibition were undertaken at once, foreign makers might send on exhibits.

However, it is useless for me to make further suggestions. If the BICYCLING WORLD or one of the Boston clubs were to take charge of such an exhibition, it would be managed well and would succeed.

CAPITAL P.

WASHINGTON, D. C., 4 April.

SOME TRICYCLES. III.

THE "OTTO BICYCLE." THE "AMERICAN STAR." — In my last paper I adverted to the fact that not every three-wheeled vehicle propelled by a man is a tricycle. It is even more obviously true that not every two-wheeled velocipede is a bicycle. "Bicycle" is a specific name given to a highly developed species of the velocipede, whose characteristics are unmistakable, but could not all be shadowed in a brief name; and although the word used might from its derivation have been applied to any thing having two wheels, it was n't, and it ought not to be. "Velocipede" denotes a genus or class, "bicycle" denotes a species or a particular construction within that genus; and so "tricycle" denotes another species. A chaise is n't a bicycle, even if modified to be propelled by the rider. No more is the so-called "Otto Bicycle" of England, which, by the way, was patented in this country 18 February, 1879. This latter has two large and equal wheels both running on one bent axle, and between which the rider sits on a depending seat, and propels by pedals on a cranked sub-axle, on either end of which is a pulley connected by a band with a pulley on the hub, of the wheel. The wheels are very large, of the suspension, rubber tired style; the seat has a back and a spring; there are foot rests; the crank shaft is adjustable toward and from the seat for different lengths of leg, etc.; and there are two brakes operating one on either hub, together to stop the machine, and separately to guide it. It is, of course, considerably heavier than a bicycle, has more frictional parts, and has some peculiarities of control. There is a pendulum motion for the rider, whose safety in some respects is offset by danger in others. There have been one or two in this country, but it is not yet on the market here; and from the slowness of its introduction abroad, where, after more than three years of existence, it is still a novelty, I judge it will not soon be very widely seen or sought.



It may be a very good kind of velocipede, but it isn't a bicycle, and it ought not to be called so. To be sure, it is also not a tricycle; and that I may anticipate some reader's criticism for introducing it in a series of papers on tricycles, I will say that my reason is twofold: first, it serves by way of illustration to aid my insistence on a correct use of terms in the trade as well as in the literature of the time: and second, it is on a kind of border land between the bicycle and the tricycle, about equidistant, perhaps, from both, but nearer the latter, if either, and just as well described here as in any other article.

The foregoing remarks apply to another machine, which is more prominent in name than in use; namely, the "American Star Bicycle," an electro of which furnishes a fair likeness above. Mr. George W. Pressey, of Hammonton, N. J., designed it, and applied for a patent in May of last year, and again in September for another patent, both of which were granted later in the fall. Apparently, to aid in negotiating these patents, a considerable amount of advertising has been done for this velocipede. So far as I can learn, only one has been built and put into actual operation; but that was ridden some last fall, and several bicyclers tried to ride it and found its management a new and difficult art. It has n't been on the market nor obtainable by would-be riders yet, though the Smithville Manufacturing Company has announced that it would make them. Though it had not passed the stage of experiment, and was not manufactured or in the market, it has nevertheless been heralded in most liberal supply of circulars, shown up with extravagant claims in *Harper's Weekly*, secured a place in the London *Field*, and given its page in the *Cyclist*. All this advertising has naturally elicited considerable inquiry, and the fourteen or more claims of superiority over all other machines have elicited some great expectations. I do not purpose to praise or condemn, but simply to describe it: and the space taken may be excused on account of the paper notoriety referred to, though it might not be for other reasons.

This velocipede has a large suspension wheel loose on its axle, held in a frame which bears a saddle over the wheel, and extends forward and upward to furnish bearings for a steering rod or shaft; this steering rod has a handle bar at its upper end, and a fork and bearings at its lower end for a smaller wheel. The larger wheel is the supporting and driving wheel, while the smaller wheel, placed in front, is the guiding one. On the axle of the large wheel are two boxes or drums, one on either side of the wheel, divided into two parts, — one part containing a wound spring and fixed to the axle, and the other part containing a ratchet and pawl mechanism, — and on the outside of each drum is a strap connected with the drum at one end and to the lower end of a bent lever at the other. This bent lever is pivoted to the framework above and a little forward of the hub, and to its upper end, curved forward and upward, is attached the pedal. Pressure on the pedal depresses the forward end of the lever, raises the rear end, and thus pulls on the strap which revolves the drum which turns the wheel which carries the machine and rider forward; and when the pressure is withdrawn from the pedal, the spring in the drum reverses the motion of the drum, winds on the strap, and brings the lever and pedal to position again. The pedals may be operated either together or alternately, and there is no back pedalling. The spokes are attached to the hubs by bending them about pins near the periphery and crossing them, so as to give them a tangent pull; and the tires are held by a metallic core tightened by nut and thread fastenings. This may be a very good form of velocipede, but it is n't a bicycle, and ought not to be called so.

The claim of the inventor that "it can be ridden safely over logs six or eight inches in thickness," reminds me of the good Bible-reader's remark, when he learned in the commentary that a man could not marry his grandmother: "Well, who the devil wants to?" An expert will ride a bicycle over a log or up steps, but with neither machine is that a practicable or desirable use.

The mode of fastening by a metallic core is not new, nor is the arrangement of tangential spokes, nor the placing of the small wheel in front, nor the driving by clutch mechanism. In fact, the last two particulars, for which so much is claimed as of special advantage in this machine, are both of old style, and the tendency of improvement in both bicycles and tricycles has been away from them.

The "American Star" is a very difficult of mounting and of control; there is a tendency to backward falls: and any pull on the handles lifts the front wheel, so that the rider's weight is substantially all the power he can apply. The machine is heavier, there is more friction, and there are springs whose force is to be overcome; and so, aside from the greater difficulty of balance, it is not so advantageous for road riding as the bicycle, however it might be on the level racing path. A better judgment of the machine can be formed, however, when some competent maker shall perfect the machine and put it in the hands of riders who can test it in practical use.

I have used up my space, Mr. Editor, without reaching a tricycle proper; but next time I will describe one, and an American one too.

C. E. P.

P. S. I note with pleasure the communication of "Ixion," in the BICYCLING WORLD of 1 April, in which he writes of tricycles, with his usual grace of expression, and takes me up for having "spoken too highly of the 'Excelsior' or 'Harvard' tricycle." I do not agree with "Ixion," in his preference for "leading steerers." To put the steering wheel in front is like putting the rudder of a boat at the bow instead of astern: and as usually found, it is everywise in the way besides. As to the distribution of weight, that is or should be the same in both constructions; and I think the trouble he refers to, about more skidding on inclines with a rear wheel, is imaginary. I *have* tried the "Salvo," and several other front-steering machines: some of them are very excellent. But it is still true, as I have before remarked, that placing a small steering wheel in front, whether in tricycles or any other form of velocipedes, is an antiquity which the progress of improvement has tended away from.

I do agree with "Ixion" that the spoon brake on a small steering wheel is insufficient for steep hills, though with back pedalling, and in any ordinary riding, it answers well enough. The

band brake, where it well constructed, is effective, but is of course applied at disadvantage. The brake should, I think, be applied to the periphery of the driving wheel or wheels; that form adopted in the "Cheylesmore Club" tricycle, of the Coventry Machinists' Company, is a particularly good one.

WHEEL CLUB DOINGS

A NEW bicycle club has been formed in Providence, under the name of the Hope Wheel Club, consisting of the following members: President, H. F. Lippitt; captain, P. Waterman; lieutenant, R. L. Lippitt; secretary and treasurer, C. T. Howard; E. Howard, F. A. Nightingale, J. K. H. Nightingale, F. Harris, W. Waterman, J. A. Cross, E. G. Thurber, S. Harris, W. Thurber, R. Harris.

THE STONEHAM BI. CLUB has now a dozen members, and is rapidly increasing its list. The club was organized 20 January, 1881, with the following officers: President, Henry Hersam; vice-president, Frank Messer; secretary, Thos. H. Gerry; treasurer, Charles Poor (he will probably have to change his name); captain, Herbert Sheldon; and sub-captain, Homer Hay. Uniform, gray shirt and stockings, dark-blue knee-breeches, and blue hat.

THE MIDDLESEX BI. CLUB, of Malden, has adopted a new uniform, consisting of gray mole-cloth knee-breeches, with blue belt, white flannel shirt, blue stockings, gray round-top cap with visor, and the monogram "MX" worked in the cloth. Several of the members had run to Revere beach on Sunday, 3 April. They went down serenely, but coming back they struggled against the fiercest northwester they ever faced. The smooth beach was in fine condition for riding, and it ought to furnish some sport next summer, when all the fine improvements are made there.

PROVIDENCE NOTES. — At a meeting of the Providence Bi. Club, held last evening (Saturday), the resignation of W. J. Burton as secretary and treasurer was received and accepted, and Mr. C. T. Handy appointed to fill the position temporarily. His address is Broad street, corner of Eddy. They have a special meeting next Saturday evening, when a new hat will be adopted. Mr. I. S. De Munn and Dr. W. W. Bridge were elected to fill the vacancies on the executive committee. The club transferred its headquarters from the skating rink to Mr. Handy's salesroom and riding rink, where all visiting wheelmen will be welcome. There were three applications for membership, and we shall probably send between twenty and thirty members to the L. A. W. Meet. Should any wheelman from west of Providence come by way of Providence, we should be pleased to act as escort if they prefer the roads to the cars, and would also entertain such as can pass the night here. The headquarters of the club in Boston, during the Meet, will be at the Hotel Brunswick.

O. A. N.

MILWAUKEE BICYCLE CLUB. — *Editor Bicycling World:* — The annual meeting of the Milwaukee Bicycle Club was held Monday evening, 4 April, at the Broadway headquarters, when the following officers were elected to serve for the ensuing year: —

President, Lemuel Ellsworth; vice-president, Andrew A. Hathaway; secretary, Angus S. Hibbard; treasurer, Frank G. Stark; captain, Andrew A. Hathaway; sub-captain, Fred H. Browne; first lieutenant, Angus S. Hibbard; second lieutenant, Henry W. Rogers; third lieutenant, Edward Chapman; fourth lieutenant, Fred L. Pierce.

President Hathaway called the meeting to order, after which the minutes were read and accepted. An interesting paper was then read by F. G. Stark, which embraced all the important points of the club's doings, beginning with the club organization, 13 April, 1880, with thirteen members, and including the runs, meetings, etc., up to the present date. The secretary's report shows that the receipts for the past year were $166.20, expenses $34.05, leaving a balance of $132.15 in the treasury. George Nash and J. M. Miller, Jr., were elected to membership, which now makes a total active membership in the club of fifty as hearty, gentlemanly fellows as can be found. A motion was then made that gray helmets, knee-shaped stockings, white flannel shirts laced with blue silk cord, and dark-green web belts with nickel buckels, be adopted, which was seconded and unanimously carried. The boys then adjourned to the hall and enjoyed a delightful half-hour spin. During the session, the club was honored with a visit from Judge D. W. Small, who resides at Oconomowoc, who, after favoring them with a speech, cordially invited the club to partake of his hospitality whenever they chanced to ride in his neighborhood.

H. W. Rogers opened the season Tuesday afternoon, 31 March, by riding from the club headquarters to his residence on Grand avenue, a distance of a mile and a half. Louis Durr, assistant manager of the *Daily Sentinel*, is riding a 52-inch Columbia. J. F. Antisdel, manager of the Townsend House, at Oconomowoc, and D. W. Fowler, the genial host at Lakeside, have both ordered flags with the club's monogram, which they intend to place on their respective hotels during the summer. The prospects of 'cyclers in this city are discouraging, to say the least, as snow and ice are still two feet deep on all the streets, while out in the country there is a sufficiency to last until the latter part of this month. The members whose names were sent last fall to the secretary of the L. A. W. for membership, have just received their League tickets.

CYCLUM.

THE second annual meeting of the Brooklyn Bi. Club took place at their headquarters, 77 Clinton street, on 5 April. Messrs. John Lee and Henry D Braun were admitted to membership, and the following officers were elected or the ensuing year: President, J. P. Wintringham; captain, W. F. Gullen (re-elected); secretary, E. A. Caner (re-elected); lieutenant, W. S. Wintringham; committee, Andrews Preston, Geo. W. Hunt. Secretary Caner's address is P. O. Box 2,809, New York City.

Yours truly, W. F. GULLEN.

FAST DAY IN BOSTON.

THE bright and cheery morning sun shone down upon some sixty bicyclers and several hundred spectators in Trinity square, on Fast Day. The holiday was observed by bicyclers generally. A club run was called by the Crescents, and an informal Meet was had by the Boston and Massachusetts Club men. About twenty-five Crescents wheeled into line and departed at ten o'clock, for Blue Bell Inn, East Milton: and, a half-hour later, a large party of bicyclers, headed by the Massachusetts men in handsome new uniforms, set out for an extended run through the suburbs of Boston. At Chestnut Hill they were joined by more bicyclers, and from there the party rode *ad libitum* in various directions. The largest division struck across the country through Brookline, Jamaica Plain, West Roxbury, and Dorchester, to Blue Bell, where refreshments for the inner man were extensively served and quite as extensively devoured. The day was a beautiful one, — the air clear and exhilarating, and the sun not too warm, but just warm enough; and the stimulus of this foretaste of the season's pleasures excited some of the fast riders so that on the run to Blue Bell, a scrub race was indulged in. Billy Bernhardt, the fighting editor, Baldy, Scribe, and the Granger from the Lowell, darted off in a reckless struggle for the first place, and the others followed hard, to witness the *finale*. Scribe and the Granger were soon left, and then Baldy let up, and finally Billy Bernhardt's slim but graceful form was seen two or three lengths ahead of all competitors, and a more moderate pace again prevailed. The Crescents had arrived at Blue Bell in advance of those who made a more extended tour, and were already enjoying themselves when the second party arrived. The return home was made in good order, and in time for the evening's entertainments.

THE ERIE BICYCLE CLUB, of Erie, Pa., has now sixteen members, and is in flourishing condition financially and otherwise. The list of officers for the coming season is an excellent one, and is composed of the following gentlemen: Henry R. Bramhurst, president; Frank Fairbairn, captain; Frank B. Whipple, sub-captain; Frank C. Snell, bugler; and A. Gregory, secretary and treasurer. The club has quite recently joined the League.

HARTFORD WHEEL CLUB. — *Editor Bi. World:* — The "Hartford Wheel Club" held its annual meeting Saturday evening, 2 April, and elected the following officers: Arthur H. Eddy, president; Clark Lawrence, captain; Elmer M. White, secretary and treasurer; George Austin, senior sub-captain; Arthur Waite, junior sub-captain; Frederic C. Penfield and Thomas Waite, executive committee. New riders are coming out almost daily. The sport promises to be very popular here this year. Severa additions are expected soon to the club. We shall send a delegation to the League Meet.

SECRETARY.

ESSEX CLUB SONG.

COME, boys of Essex, mount your steeds!
Fling vexing care aside!
Sing gladly of the wheel that speeds
Beneath us, as we ride
Through leafy streets, past stately manse, —
We're joyful as we go;
With health each tingling nerve will dance;
No man feels aught of woe.

We sing, we sing our Essex's praise,
The name we dearly love;
With happy hearts, our voices raise
To blue skies far above.
Loud through the country, far and near,
Our bugles' notes are heard;
Their meaning *we* alone can hear:
Each note to us, a word.

THE BUGLE'S SONG.

Merrily ringing, sweetly singing,
Listen to my call;
Softly sounding, then astounding
With its rise and fall.
Hearken, riders, no outsiders
Know the tale I tell:
But my story, bright with glory,
Essex knows full well.

Quickly speeding, never heeding
Danger in the road;
Then my warning keeps from mourning
All who know the code.
'Cyclers jolly, show no folly
As you fly along;
Cautions steering, hear how cheering
Sounds the bugle's song.

IXION.

NEWARK, April, 1879.

THAT 'XTRAORDINARY PLEA.

ARE we to have a new revolution in wheels? Are the six or eight thousand bicycles in use in this country, and made by two or three hundred different makers, to be at once laid aside and superseded by the adoption of an erratic or divergent make of one manufacturing concern? If so, there will be a wide shutting up of shops, and Singer & Co., of Coventry, England, and the Pope Manufacturing Company, their agents here, will become monopolists in a sense which has never been realized yet. And all this because the bicycle is n't sufficiently safe, comfortable, and easy of mounting and dismounting!

In the exceedingly well-written paper of the genial Mr. Hawley, on "Safety Bicycles," in the last issue of the BICYCLING WORLD, he pressed the claims of the 'Xtra to such an extent as not only to raise these questions, but to call for some comment. It would seem that when he mounts an idea, he at once coasts down the page, legs over, with a rush that has the appearance more of trusting to luck than to any concern of reason that he shall not be run away with. So, when the idea dawned and grew upon him that the 'Xtra is an interesting variation in machines, and is safe as regards liability to headers, he mounts and coasts with that, — the idea I mean, not with the 'Xtra; for some of us who know Brother Hawley, and his career as an accomplished wheelman, are not aware that he ever rode an 'Xtra a whole day on the road, putting all mounts together. So far as we have observed, he has taken his riding straight; that is, on *the bicycle* proper. Knowing these facts, it is amusing to read his urgent advice to "all men who wish to make a journey of several days' or weeks' duration, to ride the 'Xtra, as easier and better for such work than other machine." Really, Brother Hawley, would n't it be better for you to try it before advising everybody else, as if it were an ascertained fact? To some of us who have ridden the bicycle for days together, away into various towns and States, and come home again safe and sound, after ext eme enjoyment and recuperation, and thoroughly satisfied with the comfort, safety, and ease of mounting and dismounting of our bicycles, it is a little more than amusing to have you come and urge, "Let the ordinary bicycle be kept for town use, racing, parades, and short journeys," — as if the bicycle were good enough for a plaything, or to be used only on spectacular occasions, but must be thrown aside as a practical vehicle.

Let us see how Brother Hawley arrives at this conclusion; for his long article reveals some of the way-marks of his course. "The manufacturers wrote me in March," — so he had been studying the matter for a month! and gets his strongest reasons and strongest impulse from the manufacturers. That is good: if you want to know anything about a machine and its comparative merits, write to a manufacturer. You won't find over 300 BEST machines in the market; probably you won't find over 300 styles of machines that the manufacturers will say, as the manufacturers of the 'Xtra write to Brother Hawley, as he says, "The 'Xtra has long passed its experimental stage, and is universally recgognized as a bicycle which combines both speed and safety. It is just as fast on the road as the ordinary" (it is a comfort to know that they don't claim it as faster), "easier up hill and safer down hill, and has climbed steeper ascents than any other bicycle in existence."

Now that is modest, — for a manufacturer, — but must we believe the miraculous? Really, Brother Hawley, do you believe that the 'Xtra can climb a hill anyhow, any more than any other machine? Do you believe that it makes any difference what man you get on to it to make it climb? Do you believe that Singer & Co. know all the ascents that have been climbed by riders on different machines? Do you believe that it is any easier for the same man to climb the same ascent with a machine that weighs fifty pounds than it is with one that weighs forty pounds? or with a machine on which he sits nearly midway between two wheels with half his weight on the smaller one, than it is with one on which he sits with nearly his weight upon the larger wheel?

Now, who wants to ride over "large stones, brick ends, etc."? and who would not be disabled by riding so, even if he got no fall? As to riding in sand and loose roads, and rough roads, don't you know yourself, brother Hawley, that it isn't the danger of headers that makes it impracticable, but the constant tugging of the wheels, that exhausts your power of propelling? When it takes more than 200 pounds to pedal to drive your machine, you can't ride very far. "The ordinary bicycle," says Brother Hawley, "has never made any record in the United States, to compare with that of the 'Xtra in England"; and then he cites some "times" made by wheelmen of experience and skill not yet acquired by any on this side the Atlantic, and made on racing paths, and not as good as the reported times, over similar distances, with the ordinary bicycle. What does that prove? Not that the 'Xtraordinary is a swifter machine, nor that it is as swift. Now, if it rides easier, and is more comfortable, why should n't it be as swift, with the wheel of the same size? The fact is, Brother Hawley, it don't ride as easy: it is a heavier machine; it has more frictional parts, and you don't sit to as good advantage on it, and the balance or equilibrium is more difficult, and the steering is not as easy or as steady; and the very statements and results which you cite in your article show that these are true, and that with the same exertion, on the same track, you cannot go as fast or as far with the 'Xtra of the same size wheel, — namely, one just to fit the rider, — that you can on the ordinary bicycle. "The manifold advantages" of the 'Xtra which Brother Hawley assumed to point out, when simmered down, amount to this, that its saddle is set back further from a perpendicular through the axle of the front wheel, than is the case on an ordinary bicycle. The fork has then a greater rake, so as to bring the handles back relatively to the same position for the rider, and the pedals are brought back by means of levers correspondingly; and so, sitting further back from a perpendicular through the centre of his driving wheel. the rider is not as likely to get thrown over the handles as he is on the ordinary machine. He is just as likely to fall sidewise, he is just as likely to get injured by such a fall sidewise. He can get thrown over the handles if he takes risks enough, but still it is a safer machine than the ordinary bicycle in respect

to leaders. So is an old horse safer than a young one; so is a steady, phlegmatic horse safer than a spirited one; so is a strong, heavy, wide wagon safer than a light and narrow buggy.

If you want speed, and ease, and elegance, you take it at some risk in everything.

The public was not long since asked to believe that the alleged "American Star Bicycle" would supersede everything else, and would enable the riding public to take pleasure rides at the rate of twenty-eight or thirty miles an hour over six-foot logs, and all other obstructions, with perfect ease and safety; but neither for that nor for the 'Xtra is there any need of a panic, or of throwing aside the well-tried and favorably known bicycle for practical work, or for keeping it only for racing, parades, and town use, for any new-comer.

The 'Xtraordinary is not a novelty: it has been manufactured for two or three years by the same firm which has made the "Special Challenge," the "Royal Challenge," the "D. H. F. Challenge," and other patterns of the regular form of bicycle; and while there are hundreds of these latter in use in the United States, there are only tens of the 'Xtra; and in England, where there are thousands of the ordinary bicycles of the same makers in use, there are scarcely hundreds of the Xtra.

Safety machines are good in their way, and it is better to ride them than to ride no bicycle or velocipede; and I suspect that is all Brother Hawley really intended to advise. And of these safety bicycles or velocipedes, I agree with Brother Hawley that the 'Xtra is undoubtedly one of the best, if not the best; and those who are timorous about taking the ordinary bicycle, and have not sufficient nerve, or sufficient tact or good judgment, or sufficient youth and agility, to be safe on a bicycle, may well take the 'Xtraordinary. But I think it would be better for the BICYCLING WORLD as a paper, if descriptions of the different makes were made simply descriptions; and better for the bicycling world at large, if gentlemen who wish to make any particular style of machine better known would write it up descriptively and impartially, rather than that the columns of a paper intended to be sound and fair to all, and correct as to facts, and reliable as to recommendations, should furnish any extraordinary puffs of any particular machine, even though the machine itself be extraordinary. In *describing* different machines, and giving the results of his observations and study, Mr. Hawley is doing good work, and earning good-will of wheelmen. I hope he will continue. But when he would relegate the bicycle, which has approved itself to thousands of tourists, to the racing path and the parade, he will expect protests.

C. E. P.

WHEELMEN'S Log Book, 25 cts. Fred. Jenkins, 75 Fulton Street, New York.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dilwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

MIDDLESEX BICYCLE CLUB, OF MALDEN, MASS. — Chauncey R. Winslow, Boston Rubber Shoe Company, Federal street, Boston; John Robson, Boston Rubber Shoe Company, Malden, Mass.; G. P. Merrill, of Melrose, 36 West street, Boston; Samuel Kidder, 31 Federal street, Boston; Everett Fuller, Malden, Mass.; Charles T. Small, Malden, Mass.; J. P. Gale, Old State House, Boston, Mass.

KINGS COUNTY WHEELMEN, BROOKLYN, N. Y. — George T. Brown, president, 144 Wilson street; John Clark, captain, 673 Leonard street; Fran H. Do..glass, sub-captain, 25 Bedford avenue; E..ward K. Austin, secretary and treas..rer, 55 Putnam avenue; Alexander Schwalbach, 219 Keap street; George H. Hooper, 70 Bedford avenue; Edward F. Fisk, 223 Rodney street; Fred. G. F. Barlow, 170 Lee avenue; Charles Schwalbach, 172 Eighth street; F. D. Laughlin, 1365 Broadway, New York; Joseph McKee, 127 Lee avenue; Joseph F. Knapp, 80 Bedford avenue; James A. Bolton. 326 Clevemont avenue. Edward K. Austin, secretary, P. O. Box 2414, New York.

MASSACHUSETTS BICYCLE CLUB. — Additional: A. J. Philbrick, Salem, Mass.; M. H. Hardwick, 319 Washington street, Bost n; J. E. Alden, Room 7, 1366 Washington street, Boston; Albert W. Bliss, 75 Worcester street, Boston; Samuel J. Fearing, 91 Commercial street, Boston; James N. Co ant, 1 Franklin street, Boston; Eugene L. Clark, architect's office, City Hall, Boston; Arthur W. Pope, 45 High street, Bo..on; Virgil M. Richar..s Canton, Mass.; Daniel E. Devoe, 149 Blackstone street, Boston.

WALTHAM BICYCLE CLUB. — Additional: R. M. Gibbs, George H. Lawrence, Elmer M. Bent, George W. Chamberlin, all of Waltham, Mass.

ERIE BI. CLUB. — Harry R. Barnhurst, president; Frank Fairbairn, captain; Frank B. Whipple, sub-captain; J. P. Harrington; Frank C. Snell, bugler; Harry L. Perkins, Geo. Bliss, Porter Stafford, E. W. Sheldon, F. F. Curtze, W. P. Cowell, F. Nick, Martin Weymouth, F. H. Ball, Chas. Davenport; A. Gregory, secretary and treasurer; — all of Erie, Pa.

MASS. AGRICULTURAL COLLEGE WHEEL CLUB, OF AMHERST, MASS. — C. Edward Beach, West Hartford, Conn.; Henry Clinton Brown, Pittsfield, Mass.; Boonzo Hashiguchi, Tokio, Japan; Alfred Armand Hevia, Havana, Cuba; Charles Thompson Conger, New York, N. Y.; Alfred Howland Taylor, Yarmouthport, Mass.; Frederick Patterson Taylor, Boston, Mass.; Arthur Whittaker, Needham, Mass.

BOSTON BI. CLUB. — Additional: F. R. Miller, 750 Fourth street, So. Boston; Thos. H. Wakefield, 82 Devonshire street, Boston; Thos. E. Lambert, 31 Milk street, Boston.

CRESCENT BI. CLUB, OF BOSTON. — Arthur E. Brown, 3 Bulfinch place, Boston, Mass.; Edward G. Morse, 123 Newbury street, Boston, Mass.; Theodore Jones, Corey Hill, Brookline, Mass.; George W. Benedict, 132 Federal street, Boston, Mass.; William R. Gay, 51 Vernon street, Boston, Mass.; George D. White, 209 Roxbury street, Roxbury, Mass.

UNATTACHED. — Wil iam M. Edmans, 61 Grand Division street, Troy, N. Y.; Fred P. Edmans, 66 King street, Troy, N. Y.; Theodore B Way, 224 8th street, Troy, N. Y.; George A Mosher, 13 Hall Building, Troy, N. Y.; Charles S. Cornwell, 518 Main street, Fond du Lac, Wis.; William A. Marsh, New York, N. Y.; James C. Ayer, Lowell, Mass.; Edward F. Hill, P. O. Box 760, Peekskill, N. Y.; Rufus H. Frost, Chelsea, Mass.; George C. Collins, 151 Worcester street, Boston, Mass.; Herbert E. Lombard, 636 Main street. Cambridgeport, Mass.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,— and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 15 APRIL, 1881.

PUTTING THE STRING ACROSS THE TARGET FACE.

THE most obvious reason for the origin as well as the propriety of our present system of target valuations seems to me to have been so far overlooked. It has been suggested to my mind by the table of comparisons, furnished by Prof. ——, which you have printed. That table was made upon the theory of measurement from the centre out to the edge of the target, and is a clear proof of the general excellence of the old system. But it occurs to me that the system of valuations arose in this way: —

First, a target of *some* size had to be adopted, and one of four feet was as large as could handily be used, and that size was adopted.

Secondly. The target must be graduated in rings of *some* width, and five rings of equal width were chosen.

Thirdly. It then became necessary to give *some* value to each ring, and naturally the idea would be to have the values regularly ascend from the outside to the centre.

Fourthly. The desire would naturally be to begin with unity, and have no fractions.

Fifthly. If the outer ring should be counted one (in order to begin with unity) the natural desire would be to increase the valuation in exact proportion with the distance from the edge. In order to do this, it was found that the only series which could possibly accomplish the result was composed of the numbers 1, 3, 5, 7, 9

Thus the centre of the white is 2.4 inches from the edge = 1. The centre of the black is 7.2 inches from the edge = 3. It is just three times as far from the edge, and has three times the value.

The center of the blue is 12 inches from the edge, and value 5. It is just five times as far from the edge as the centre of the white, and has five times the value. The red is 16.8 inches from the edge, value 7. It is just seven times as far from the edge as the white, and has seven times the value. The gold is 21.6 inches from the edge, and being just nine times as far as the white, has just nine times the value. All the colors compare just as exactly. Thus the red is 16.8 inches from the edge, and the black is 7.2 inches. The red is thus 2 1-3 times as far from the edge as the black, and has just 2 1-3 times the value. The gold is 21.6 inches from the edge, and the blue 12 inches. The gold is thus 1.8 times as far from the edge as the blue, and has 1.8 times the value.

If the 1, 2, 3, 4, 5 values are thus tried, it will at once be seen that no comparison with measurement can be made. No other series except some multiple of the 1, 3, 5, 7, 9 series can possibly express the truth of measurement. There can be no sort of doubt but that the originators of this system of valuation created it upon the strict scientific principle here advanced.

It is measurement from the outer edge of the target, giving each shot its measured value, in accordance with its advance from the edge toward the centre. No one gets any credit for his misses, and it would be impossible to give any *just* credit for them, since they could not be measured.

Mr. Brownell says: "Distance (*i. e.*, measurement) is the true basis of comparison of merit in target shooting."

And, again: "There is but one other proposition offered as to the *real truth*, *i. e.*, distance."

He, being so desirous of having the value of each ring in accordance with its *measured* value, should cleave to the old system.

P. R. W.

A COUPLE OF SUGGESTIONS.

I HAVE noticed several times, in reading the contributions in the ARCHERY FIELD the past winter, that a good many archers are troubled by the same things in their practice which have often almost discouraged me. Some of them I have not found any solution for yet, some I have. "Friar Tuck" and "Locksley" call attention to two things which have both given me more trouble than a little, especially the one F. T. bemoans, about being told he must cover some imaginary point of aim at 100 yards, "when that point is some undefined and wholly intangible spot in the limitless azure"; *i. e.*, how do you find any fixed point of aim where there is no background? I do not pretend to speak *ex cathedra*, but I can give my own experience, and what little I know of others', and pass it on the next, to continue the suggestions. I have acquired the method — right or wrong, who shall decide? — of drawing my arrow slowly to the head with a continuous steady motion, pausing a perceptible length of time to fix my aim, and loosing from a rest. (The expression "dead loose" has been tabooed, I believe, by some hypercritical writer.) Of course this would throw my point of aim a little lower than that of him who finds his point over his arrow, while it is four inches farther out; but, *contra*, my drawing hand comes higher on my face than many bring it. At 60 yards all is well, for my point is on the target, but at 100 yards it is very confusing. One way of placing the point against an open background at 80 or 100 yards is by estimating the size of the target as it appears at that distance.

Say at 100 yards its apparent diameter is two feet, and you have found that your point of aim should come about twenty feet above; imagine ten targets on top of each other, and shoot at the top one.

After a little practice this is easier than it appears at first glance. It is the same power which enables us to judge distance by the eye, either on land, where there are intervening objects for comparison, or on water, where there are none. Put a landsman on the sea and ask him to name the distance of some object, and the chances are ten to one that he cannot come anywhere near the correct figure, because of the absence of his accustomed data for measurements, and he will diminish the distance almost invariably. *Vice versa* with a seaman unaccustomed to the land. But in a short time, and with a little training and experience, the novice in either case becomes quite expert. So it will be found to be with this method for finding the point of aim by comparison with something which is directly before your eyes, and whose size always remains the same.

Another device for obtaining the elevation at the different ranges of the York round, which is used by some of the best long-range shots in the country, is to regulate the height of the drawing hand by extending the thumb, as nearly as possible at right angles to the hand, and for 100 yards, draw until the tip of the thumb touches the lower right-hand corner of the jaw; for 80 yards bend the thumb at the first joint and draw until the end of the phalange touches the same spot; for 60 yards, fold the thumb into the hand and draw till the second joint touches the same place. I have never tried this method myself, but know those who have, and very successfully too; but this necessitates loosing from a rest, and would be dependent somewhat on the power of bow, and the length of arm and arrow.

"Locksey's" trouble of having his arrows fly to the left is one that has worried me a great deal. I have about broken myself of the habit, for that is all

it is, and think I can tell him how it probably arises. It is from several causes: first, there is not sufficient and firm enough concentation of mind on that particular thing at the moment of loosing; second, the loose is made by merely opening the fingers and letting go of the string, instead of with the sharp backward draw, — this, of course, will drag the string to the right and throw the arrow to the left: third, the left or bow arm flinches a little at the moment of recoil, and if it *gives* the least bit it is towards the left and downward, and a wild flight of the arrow is the result. And right here is where the absolute concentration of mind will come to your relief. You *can* hold your bow arm still (provided you are not overbowed) if you think of it just as you are loosing, and make up your mind that "that bow *shall* be held firm." All these things I know by my own discouraging experience. The dragging the string on the loose is so easily and unconsciously done that it may be hard for you to admit, or be persuaded that you do it; but by giving it steady attention for a time, it will be overcome, and by breaking up those faults, your arrows, provided they are straight, properly feathered, and evenly balanced, will fly just as yo: point them.

LINN.

ODDS AND ENDS.

Editor Archery Field: — The FIELD for 25 February contained a very interesting letter by "Friar Tuck." He shows why there is more widespread and apparent enthusiasm manifested by bicyclers than by archers. We are not aware that there is any rivalry between archers and bicyclers on the subject of enthusiasm; or that it troubles archers to know that the wheelmen are loud in singing the praises of their machine; but if it does, we would refer them to the above-mentioned letter for consolation. "Friar Tuck" asks Mr. Thompson or Mr. Walworth to give him some suggestions on the point-of-aim question at 100 yards. I hope they will yet answer the question; but when they do, they will tell your correspondent, I think, just as he supposes they will, "that it is only by long and patient practice that we can attain to any degree of accuracy at the 100-yard range, where we have no friendly background of trees."

It does not seem to me that an archer, with an occasional exception, can attain a great degree of skill at a range where his point of aim has to be above the target, or his view of the target obstructed with his left hand. We are supposing he has the sky only for a background. When the "point" comes much above the target, or far in front of it, — if we are shooting over a level, newly mown lawn, free from friendly stones or sticks which might enable us to get a definite aim, — the old method of drawing "to the ear," and fixing our eyes intently on the gold at all distances, is preferable to the Ford system; for it is better to guess with your eyes open than with them practically shut.

There is a limit to the ranges best adapted to each individual, just as truly as there is a certain best weight of bow and length of arrow for each. And though we shall always have to shoot at some ranges for the accommodation of others, we shall derive the greatest satisfaction from shooting those distances where our point of aim comes on or very near the target.

"Target valuation" seems to engross the thoughts of one or two of your correspondents. I do not think, however, it is a subject in which the great body of archers are particularly interested. We are willing to "let well enough alone," and see no sense in making a change unless something is to be gained. We have no desire to occupy any space in discussing the question. However, we quote the following from Mr. Brownell's last: "We have a standard target and a standard round; *as they are we propose to keep them*, and make the best of it, without questioning whether the target be 'fair' for a variety of distances or grades of skill." If he would amend this so as to read, "We have a standard target, a standard round, and *a standard target valuation*, and as they are, we propose to keep them," etc., he would be about right. Is there any more reason in changing the method of counting than changing the "standard round," or using a different target for different distances?

No. But, Mr. Editor, as you said in an editorial not long ago, "There is nothing like discarding the old, and nothing so convenient and beautiful as adopting the new, covering up past history and past records, and starting a new era, especially in archery."

No, even Mr. Thompson's rule for comparing scores made by the two methods of counting does not reconcile us.

Another modern improvement I notice suggested. It is proposed to change the method of designating the weights of arrows. There seems as little reason for this change as for the other.

I am glad that the executive committee of the N. A. A. announce that no one not a member of the association will be permitted to take part in the Brooklyn meeting next July. Those who voted to hold the meeting in Brooklyn told us that there would be a great rush of Eastern clubs to join the association. There is time yet.

As a member of the executive committee, and who will not be able to attend any of its meetings, I wish to express the hope, and that of our club, that the team contest at the Grand National may be at 40 yards.

A few evenings ago Mr. Taylor and myself shot a few arrows over Mr. Wilkinson's in-door range in Chicago. Our "city cousins" were too much for us, though I think none of us were proud of our shooting. The highest score, with 30 arrows, at 30 yards, was 218, made by Mr. J. D. Blake. EDW'D B. WESTON.

A MATHEMATICAL DEMONSTRATION OF THE TRUTH OF THE PRESENT TARGET VALUES.

THE table given below seems to *demonstrate* the inaccuracy of Mr. Brownell's proposed system of valuation, assuming string measurement as a standard. The value of all the colors in all their relations are given, so that every supposable case is included.

TABLE OF COMPARISONS.

M = measurement; O = old system; N = new system.

Gold with red: M = 3; O = 1.2857; N = 1.25.

Gold with blue: M = 5; O = 1.8; N = 1.6667.

Gold with black: M = 7; O = 3; N = 2.5.

Gold with white: M = 9; O = 9; N = 5.

Red with blue: M = 1.6667; O = 1.4; N = 1.3333.

Red with black: M = 2.3333; O = 2.3333; N = 2.

Red with white: M = 3; O = 7; N = 4.

Blue with black: M = 1.4; O = 1.6667.

Blue with white: M = 1.8; O = 5; N = 3.

Black with white: M = 1.2857; O = 3; N = 2.

SUMMARY.

COMPARING MEASUREMENT WITH OLD SYSTEM.

EXCESS OF M.

Gold with black =	.4
Gold with blue =	3.2
Gold with red =	1.7143
Red with blue =	.2667
Total	9.1810

EQUALITY.

Gold with white.
Red with black.

EXCESS OF A.

Red with white =	4
Black with white =	1.7143
Blue with white =	3.4
Blue with black =	.2667
Total	9.1810

COMPARING MEASUREMENT WITH NEW SYSTEM.

EXCESS OF M.

Gold with red =	1.75
Gold with blue =	3.3333
Gold with black =	4.5
Gold with white =	4.
Red with blue =	.3334
Red with black =	.3333
Total	14.2500

EQUALITY.

EXCESS OF N.

Red with white =	1.
Black with blue =	.1
Blue with white =	1.2
Black with white =	.7143
Total	3.0143

Several things are obvious from this table. One is that the old system is nearer measurement than is the new, in *six* cases, and the reverse in only four cases. A second is, that the old system exactly expresses the results of measurement in two cases, and the new system in none.

Third, the old system is *identical with measurement* when the *whole target* is regarded, while the new system is far from it.

Fourth, even the old system gives the advantage to the *poorer* score, when both scores are reasonably good, while even the new gives the advantage to the better score when both are poor.

Fifth, the exact balancing of the old system, as a whole, with the system of measurement, shows that this system, like everything else thoroughly practical, is thoroughly scientific. It has evidently all been thought through by its originators, and settled upon principles of science.

One more point conclusively proves this. The above table, of course, is based upon measurement *from the centre*, but it appears that this old system is not a mere modification of the so-called measurement system; it is *itself* and *throughout* a system of measurement. What we call the measurement system proceeds on the principle that values vary *inversely* as the distance from the *centre*. The old system proceeds upon the principal that values vary *directly* as the distance from the *edge*. Thus the centre of the white ring is 2.4 inches from the edge, and is valued 1. The centre of the black is 7.2 inches from the edge, and is valued 3. It is just *three times* as far from the edge as the white, and has just three times the value. The centre of the blue is 12 inches from the edge. It is just five times as far as the white, and has just five times the value. The red is seven times, and the gold just nine times as far from the edge as the white, and have respectively seven and nine times the value. In any comparisons of colors the same exact agreement with measurement from the edge is maintained. Thus the red ring is 16.8 inches from the edge, and the blue 12 inches. The red is 1.8 times as far from the edge as the blue, and has 1.8 times the value. No other series of figures except some multiple of the old system *can possibly* express this system of measurement, and *no series*, except this, *can be correct* and begin with unity.

There can be no sort of doubt that the originators of this system reasoned about thus: —

First, we *must* have a target of *some* size, and therefore choose four feet as a proper diameter.

Second, the target must be divided into rings of *some* width, and so they chose five rings of equal width as reasonably fair.

Third, these rings must be given values in accordance with their position on the target, those nearest the centre having greatest value. Now, some shots *near the edge*, yet missing, would *nearly approach the value of the outer ring*, but because they could not be measured, could not be scored at all. Hence *all misses* shall be counted "0." The next step above "0," without being burdened with fractions, brings us to "1" as the natural exponent of the first ring. The second ring being just three times as far from "0" as the first, we give its value 3. The third ring being just five times as far from "0," we give its value 5; the next ring 7, the next 9. This system is the perfection of string measurement; and since Mr. Brownell and our California friends are so infatuated with string measure, will they not be satisfied when it is thus *demonstrated* to them? It is said that a "man convinced against his will is of the same opinion still"; but I trust our friends are willing to be *proved* to be in the wrong. C. C. A.

A SPRING TIME PHASE OF ARCHERY.

Editor Archery Field: — The departure of the snow and warmth of the sun, or some other cause, has moved me again to try and give a little push to set the ball rolling. I have just shot my first dozen arrows, partly to test my bow to see if the jostling of many temperatures had forced the molecules into more harmonious relations, and more especially to see if some accident or convulsion during the long winter may not have adjusted the warring theories of *draw* and loose, that had struggled in my mind till they upset my aim and almost my reason. Many archers feel they must keep in practice. I put aside my bow in November, and had no fear. Six months' rest could not harm me. Rest and oblivion could not have impaired my schooling *very much*. In the rooms of the Boston Society of Natural History may be seen the skull of a man who, by a premature discharge in blasting, had a drill blown up through his jaw and out at the top of his head. He lived several years afterwards, and displayed extraordinary qualities of mind that he did not possess before this fortunate accident. Something of this kind must have happened to me. After four or five rambling arrows to see that things were sound and would n't burst, having no target set I selected a dead leaf on a bank about fifty yards away, and made half a dozen quite close shots. Just then a man came up, and leaning over the fence, said: "Can you hit anything with them arrers? Let 's see ye try one." I offered a silent prayer to Apollo, carefully wiped the smooth shaft, and adjusted the feathers. I did not expect to hit within four feet; but resolved that the calm deliberation that marks the "*mens sibi conscia potestatis*" should not be wanting. Having forgotten the approved methods, I loosed well and planted an arrow within an inch of the centre of the leaf; and, encouraged as a remark from the man that "if that leaf had been a crow, he would have had an arrer in him," I ventured the only arrow I had remaining, and pinned the leaf to the bank with the second arrow. I unstrung my bow, and told the man I could n't do any better than that, unless it was a good day when there was no wind.

I intended to talk with brother archers a little about arrow making and mending, but have allowed myself to tell this trivial incident, which illustrates, perhaps, a phase of the archer's experience. A. G. WHITMAN.

MELROSE, 17 March, 1881.

EASTERN ARCHERY ASSOCIATION

THE annual business meeting of the Eastern Archery Association will be held in Boston, 27 April, at 12 M., at the Revere House.

Article IV., of the Constitution, provides that "each society shall be entitled to one lady and one gentleman representative, who shall present a certificate, signed by the president and secretary of their society, showing their authority to act." JOHN WORCESTER,
Cor. Secretary.

ARCHERY.

THE Executive Committee of the National Archery Association of the United States is now in session at the office of the Corresponding Secretary, Mr. G. F. E. PEARSALL, No. 298 Fulton street, Brooklyn, prepared to receive applications from archery clubs in any State of the Union for admission into the National Association.

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary, who will afford all necessary information, with copies of the Constitution, By-Laws, etc. — *Com.*

TO MY WHEEL.

No ode I sing to balmy spring,
Though joyful at its coming
As any bird that it will bring
To make the woods and meadows ring
With melody or drumming!

But of my wheel, my bonnie wheel,
I cannot keep from singing,
For it hath made me know and feel
The joy that health and strength reveal,
And pleasure in their bringing.

Thou 'rt staunch and true, O wheel of mine
What hours we 've known together!
When roads were fair and days were fine?
Aye! when the sun refused to shine,
And stormy was the weather!

When lightning lit the glist'ning way, —
The darkness quick succeeding, —
A hurid, tremulous, blinding day, —
Then deepest night — about us lay,
As onward we went speeding.

Companions, daily, to and fro,
Toward rest or labor faring,
As through the busy streets we go,
Other will thou canst not know
Than his whom thou art bearing.

From head-nut unto back wheel cone,
Thy smooth and burnished steel
Fault or blemish ne'er hast shown!
Steed of my choice art thou alone,
My swift, my beautiful wheel!

IVANHOE.

CORRESPONDENCE

CHICAGO NOTES.

At a recent meeting of the Chicago Bi. Club, the quarterly dues were raised to $2.00. The initiation fee will be the same as heretofore, viz., $5.00, including badge, illustration of which appeared in the WORLD of 11 March.

Our club uniform will not be changed this season. It now consists of a dark, smooth, gray cassimere coat, cut short and close, with narrow standing collar; knee pants of same, close fitting, buckling below knee; stockings of dark gray, with low tie black shoes; hite flannel shirt, laced up in front, with rolling collar; gray helmet and polo cap and brown belt.

We thoroughly tested this uniform last summer in all kinds of weather, and it has proven itself to be well adapted to the purpose.

We are having a system of lockers made, consisting of 50 black-walnut boxes about 12 x 15 by 18 inches long, each box furnished separate and made to slide into a black-walnut rack. In cases of club tours, etc., these boxes can be taken out of the rack and used in lieu of "grip-sacks." When it is completed and set up, I will describe it more fully.

Mr. L. W. Conkling's 60-inch D. H. F. is on the way from England, and when it arrives we all expect to be totally eclipsed. Mr. Conkling will cut an elegant figure on this enormous wheel, as he is a well-proportioned young man all the way through.

Our former captain, Mr. Fred H. Browne, is now a member of the Milwaukee Bi. Club, which, by the way, now numbers about 54 members, "and not a 'muff' among them." Fred is understood to be a candidate for sub-captain, having charge of the West Division of this splendid club. We shall miss him very much in our ranks this season, and congratulate the Milwaukee Bi. Club on their acquisition.

George H. Craig, our famous racer, is sojourning at Geneva Lake this winter, and with his new D. H. F. light roadster is getting ready to have some "fun with the boys" this summer. This young gentleman is credited by the judges of the Grand Rapids Driving Park with having made the splendid time of a mile in 2:55 in a race there last fall. Mr. Craig is an amateur of only a few months' experience, but possesses, naturally, a wonderful turn of speed. Last season he rode a 50-inch Harvard, but this year will ride a 54-inch D. H. F. Premier, weighing about 38 pounds. His own weight is about 116.

This season will probably develope many racing spirits in our clubs: gentlemen who have hitherto been too staid to turn the wheel over five miles an hour are beginning to recognize that judicious practice on the racing path tends to improve the enjoyment of the bicycle very much.

Our winter's riding in the Exposition Building has been very much enjoyed; but now the mild influence of April is melting the enormous drifts in our streets, and with the soft breath of the first warm day comes a strong desire to mount again in open air, and sail once more over the cedar block, and "try" our new machines on the streets.

The following is a list of recent additions to the C. Bi. C.: — Rodney L. Taylor, A. H. Overman, George L. Tilton, M. L. Parker, Rev. Arthur Edwards, T. S. Miller, W. P. Meldrum.

Mr. J. M. Fairfield will represent the Chicago Bi. Club at the League Meet in Boston, 31 May, and possibly Secretary Ayers also, if he can get away at that time. It has not been a matter of preference with us whether the Meet is held in New York, Washington, or Boston, as each place, from our standpoint, is of equal interest, and railroad fares are about the same to either. I trust we will see the early day when Chicago will have valid claims for the League Meet. We have now only about 150 riders, but these gentlemen, by their steady enthusiasm, are rapidly increasing the list.

STENO.

CHICAGO, 2 April, 1881.

MILWAUKEE NOTES.

CAPTAIN HATHAWAY has just received his new 58-inch Harvard, and appears to be much pleased with it. This machine introduces to us the Nash rubber handle. Let us now see a cradle spring.

We have now three 58-inch wheels, all ridden by first division men.

A short morning ride was taken on election day, by about six Milwaukee Bi. Club, but proved far from enjoyable, — too much slush.

Are we to see any of the rubber suspension springs this year? The idea is much favored by our older riders.

The second division men are putting in daily practice at the riding school, and will be in good shape for the early runs.

On Tuesday last the "old original" "Ariel," was recovered from ignominy and the dust hole, and elevated to a prominent position on top of the partition in the club assembly room. It is a case of "Woodman, spare that tree."

The effect of the weather on our club men is most pronounced. A warm, sunny day draws the boys out by the dozen, and all appear as busy as bees. Cleaning up, polishing, cementing, burnishing, and eagerly discussing the road prospects. The snow storm or blizzard of the day following, however, effectually shuts them up again, and all are cast into the depths of despair and Ulster pockets. Verily, this winter is a "tearer."

First division men are anxiously waiting for the opening of Prospect avenue, that their drilling may be begun. Snow only about four feet deep.

The road officers meet on the afternoon of 8 April, to dispose finally of the matter of the club divisions. Sub-capt. Browne wants to get his men where he can spot them every time, and evidently means business in the way of drill practice.

Will some kind friend and reader send us a book or list of tactics on bicycle drill? There is a very great diversity of opinion on the subject, and some "authority" would be of great use to us.

Our good friend Fairfield, of Chicago Bi. Club, is to visit us Sunday next, with Secretary Ayres of same club.

On Wednesday evening, 6 April, Mr. C. H. Moses, bugler of the first division, at his residence on Farwell avenue, entertained at dinner the Messrs. Beaumont, Keene, D. G. and H. W. Rogers, Fowler, Jones, Bosworth, Mann, and Hibbard, of the Milwaukee Bicycle Club. The most sumptuous and elaborate repast was heartily enjoyed by the party and all were unanimous in their praise of the charming young housewife, to whose skill its success was due. At the plate of each guest was placed a white satin rosette ribbon, on which was embroidered a bicycle and rider, beneath the letters M. Bi. C.

The appetites displayed by the boys augured well (or ill) for our road feasts of the coming season and proved the fact that we can do, in this line, as well in a dress suit as in knee-breeches and uniform.

After the usual story telling and smoke the remaining hours were spent in singing the new songs lately written for and dedicated to the Milwaukee Bi. Club, some of which were much enjoyed. The songs also of Messrs. Keene and Fowler proved most entertaining. At a late hour the party separated, all voting the occasion the most enjoyable of the wheeling season.

SUGNA.

FROM PITTSBURG'S CLASSIC GLOOM.

Editor Bicycling World: — We are waiting for them. Ha! Methinks I see the amusing Bates, the League council, and the readers of the FIELD, say in one *Bated* (excuse me) breath, "Waiting for what?"

To whom I will reply, Keep cool, my friends; I simply refer to "the balmy zephyrs of spring," which have utterly failed to put in an appearance 'mid the classic shades of Pittsburg. Snow, slush, and mud rule supreme, while we poor wheelmen grumble and read "Old Prob."

For weeks we have endured this diabolical spell, and strange to say, we still live.

The Keystone Bi. Club has not had a run as yet, and each member's suit hangs on its own hook. However, each member can be detected immediately by the wan, wasted look on his countenance, said "wanness" indirectly occasioned by the prohibitory weather.

Occasionally we hear the "swish-swash" of mud, followed by the familiar rattle of the bell; then a "wheel" looms up, the young man on top wrestling with the pedals, and twisting the handle bars with the most consummate grace, an ingenuous blush mantling his face as he comes slowly on, but a close observer can see that every revolution of the wheel is brought about by herculean effort, and moreover, emphasized by language the reverse of polite.

But what see we coming from the opposite direction, — an aurora borealis? No, we are too far south. 'T is a charming girl of some seventeen summers. The pale young man's despondent air leaves him. His eye lights up with an unnatural fire. Spasmodically he straightens his vertebral column and puts a little extra steam into the "off" foot. Large beads of perspiration stand upon his marble brow. His working lips form a sickly smile. The ecstatic moment has arrived. He braces his trembling knees against the forks on the driver, and as she nods her wealth of gold hair, he gently relinquishes his hold on the right handle bar and attempts to lift his "Dunlap." The big wheel makes thirteen distinct wriggles, while the other handle bar eludes his "lily and taper" fingers (expression patented). Screech after screech of heart-rending disappointment rends the smoke-laden air. He rises gracefully from his saddle, sails majestically through space only to bury his scented locks in the seething mud. The machine, true to its nature, heaves the little wheel over and playfully hits the young man a fifty-pound stroke on the back of his neck. This final insult breaks the poor fellow all up, and he faints away.

Let us draw a curtain upon this distressing scene. As usual there is a moral, which being translated from the original Greek, means, "Ride in a hall before you ride on the street." (*Herodotus*, 3, *iii. v.*)

If in this we have become unintentionally funny, and infringed on the Bates prerogative, we ask ten thousand pardons. Is Mr. Bates persists in saying we are side-spittingly funny and are infringing, we would say to him that we are willing to split the difference and sell our articles out cheap to his faction, at the ridiculously low figure of six for $1.00, or twelve for forty cents, postage prepaid.

As Virgil has it: —

"O tomato Bicyclum,
Nux Vomica Est."
(*Virg.* 3 c. 28 v.)

PHIL.

A SOLEMN SUGGESTION.

Editor Bicycling World: — I wish to suggest through your columns, a life and accident association for bicyclers, guaranteeing to members $25 weekly indemnity while incapacitated from riding by accidents caused from the wheel, and $10,000 insurance to be paid to widows of members who lose their lives from the same cause. From personal knowledge, I am satisfied that one third of the bicyclers in this city would be beneficiaries of the association about half the time, and the chances for a broken neck are increasing as spring opens. I represent one third of the wheelmen here very unanimously in urging the need of such an association; and if there are the same proportion of accidents and expectant funerals among wheelmen throughout the country, you will at once recognize this necessity and give it the support of your journal. Please note the $10,000 insurance, to be paid only to widows, and think of the healthy effect it would have on both the matrimonial and bicycle market. Dear sir, I "merely throw out these suggestions," so to speak, from my waste basket; and if you have no use for them, they will not feel out of place when thrown into yours.

Respectfully, etc.,

D. D. G.

P. S. My wife is very anxious to have an association as above organized at once, right away, quick. She will exert her influence on the other two thirds of the bicyclers here, and induce them to join if possible; but I have not much faith in her success, as they are both elegant riders, and don't seem to need the protection or appreciate it as they should.

FRANKLIN, PA., 1 April.

BOSTON, MASS., 6 April, 1881.

TO A. S. PARSONS, Esq., *Cor. Sec., L. A. W.: My Dear Sir*: — Hugh L. Willoughby, Esq., having tendered his resignation of the office of Treasurer League American Wheelmen, for reasons imperative and calling for sympathy, I have reluctantly accepted it, and hereby appoint, under the rules, Dillwyn Wistar, Esq., No. 233 North 10th street, Philadelphia, Treasurer *pro tem.*

Fraternally yours,

CHARLES E. PRATT,
President L. A. W.

Checks, postal money orders, etc., should now be made payable to Mr. Wistar, and orders for badges sent to him.



DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.

NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY,
Union Hall,
135 Broad Street.

The "Indispensable"

BICYCLIST'S HANDBOOK for 1880.

By HENRY STURMEY.

186 pages, fully illustrated. Paper covers. By mail, postpaid, 50 cents. Address

E. C. HODGES & CO.

40 Water Street . . . BOSTON MASS.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

All Bicyclers should read

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to AMERICAN WHEEL MATTERS.

EDITED BY

HENRY STURMEY, Author of The "Indispensable," | AND C. W. NAIRN, Author of The "Bicycle Annual."

Published every Wednesday. Price, One Penny.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $4.25, from

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,
40 Water Street, Boston.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown 4to, printed on best paper and ably and tastefully edited,*

BY WALTER D. WELFORD,

Hon. Secretary of the Bicycle Touring Club.

Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS:—Post Free, 12 months, $1.00. Post-Office Orders to be made payable to

WALTER D. WELFORD,
66 Grey St., Newcastle-on-Tyne, England.
g.g.t.p

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

THE BICYCLING WORLD & ARCHERY FIELD.

SUBSCRIPTION FORM.

PLEASE FILL OUT AND FORWARD.

[Advertising Rates and Order Form on Application.]

A WEEKLY NEWSPAPER,

Devoted to the Interests of

Bicycling and Archery.

EDITED BY

CHARLES E. PRATT AND LOUIS HARRISON,

With an able corps of Contributors.

Terms: $3.00 a Year; 10c. a Copy.

ALWAYS IN ADVANCE.

E. C. HODGES & CO., Publishers, 40 Water Street, Boston, Mass.:

Gentlemen,—I herewith enclose P. O. Order (or check) for $3.00, and request you to enter my name as a subscriber to THE BICYCLING WORLD AND ARCHERY FIELD for one year from.....188 , to be mailed, postage prepaid, as below.

Name,.....

Address,.....

.....

WILLIAM M. WRIGHT.



BICYCLES OF EVERY MAKE,

Will Remove May 1st,

—FROM—

160 FULTON ST.

—TO—

791 5th AVENUE.

After May 1st, 1881, all communications should be addressed to WM. M. WRIGHT, 791 Fifth Avenue, New York City.

SEND 1c. STAMP FOR CIRCULAR.

BICYCLE EMPORIUM RIDING SCHOOL

1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

THE LARGEST RIDING SCHOOL IN THE STATE.

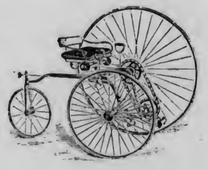
Open from 8 A. M. till 9 P. M., Sundays included.



CHARLES R. PERCIVAL,

—IMPORTER—

Bicycle and Tricycle Agent for all Makes of English and American Machines.



The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

—AND—

TYLER'S PAT. RUBBER HANDLES.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

VOLUME ONE, 1879-1880,

BICYCLING WORLD AND ARCHERY FIELD,

NOW READY,

In Handsome, Black Binding.

IT CONTAINS:

History of the League, Organization and Rules L. A. W., Rules for Clubs, B. T. C. Rules and Organism Complete Club Directory, 1880, Brief History of Prominent Clubs, A full Account of the Amateur-Professional Difficulties, together with the decision defining an Amateur, Racing Records, Ladies' Bicycle Races, Descriptions of Bicycle Manufacture, Personal Interviews with Prominent Wheelmen, Instruction for Beginners, Articles on Wheeling on Ice, Effects of Bicycling on Health, The Visit of the English Professionals, and everything pertaining to Bicycling Literature of the Time.

SENT, POSTPAID, UPON RECEIPT OF PRICE, $3.00.

E. C. HODGES & CO. - - 40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy.] A WEEKLY JOURNAL OF POLITE ATHLETICS [Volume II. Number 24.

LOUIS HARRISON, Editor. E. C. HODGES & CO., Publishers. BOSTON, 22 APRIL, 1881. CHARLES E. PRATT, WILL H. THOMPSON, } Editorial Contributors.

[VOL. II. CONTENTS No 24]

Currente Calamo	373
Editorial — Bicycling World	375
Club Officers	375
A Gullish Confession	375
Training, III.	377
Some Tricycles, IV.	378
The American Roadster	378
The Challenge, No. 2	378
Dream Pedalling	379
Wheel Club Doings	379
The Stand-Still Feat	380
Editorial — Archery Field	381
The Archery Field	381
From Highland Park	381
An Open Letter to the Eastern Archery Association	381
A Sensible View of It	382
Archery	382
New York Archery Club	382
Glances Abroad	383
Invention — Letters Patent	383
The Columbia Ball Bearing	384
L. A. W.	384
The B. T. C.	385

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D, CHARLES E. PRATT,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS

Rubber Bicycle Handles

RELIEVE ALL JAR.

Do not wear the hands. Send size of thread with order. Address,

ELASTIC TIP COMPANY,

157 Washington Street - - - BOSTON, MASS.

CURRENTE CALAMO

THE information will be gladly received by dealers in bicycles that the delays and embarrassments of importing English machines direct can now be done away with, and the finer grade of English bicycles cheaply and promptly placed upon the American market.

The advertisement of Messrs. Stoddard, Lovering & Co., which will be found in another column, confirms the announcement we made in our number of 8 April. It was through this house that almost the first bicycles imported into this country were obtained, and through it the larger number received from Europe have been procured.

The use of bicycles and tricycles having now become so general, it finds it necessary to adopt a more comprehensive plan, so as to be able to furnish them from all or of any of the most noted manufacturers in Europe. Already the great makers, Messrs. Singer & Co., have given them the sole agency for the sale of their product in the United S ates. Other makers will soon be added, of which due notice will be given.

Messrs. Stoddard, Lovering & Co. will execute the orders of dealers only, from any makers desired, and at fixed prices. They do not intend to go into the business of the sale of bicycles for private use.

The relations with Europe of this firm have been established for a long number of years. Having a branch house under the same name at 42 Cumberland street, Manchester, England, its arrangements are made to execute orders with promptness, say in three weeks' time delivered here.

Any maker of these machines wishing to extend his business in the United States can obtain all facilities on application to their house in Manchester.

THE Entertainment Committee met promptly last week to consider the matter of providing for the visitors at the League Meet, and after electing Mr. Hodges chairman, Mr. Shillaber treasurer, and Mr. Harrison secretary, appointed the following committees: —

Finance. — The members of the Entertainment Committee, consisting of the above-named gentlemen, together with Messrs. Carpenter and Dean.

Railroads. — Messrs. William V. Burt, 702 Tremont street; R. C. Goodwin, 19 Union Park; W. W. Alien, 27 Bowdoin street.

Hotels. — Messrs. A. S. Kempton, Boston *Herald*; F. B. Cochrane, 16 James street; H. W. Williams, 258 Washington street.

Dinner. — Messrs. Alfred D. Chandler, Equitable Building; Arthur Wadman, 40 State street; W. D. Mandel, 12 Union Park.

WE MAKE

SPORTING GOODS

A SPECIALTY



And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING,

BICYCLING, FOOT-BALL, BASE-BALL,

LAWN TENNIS and GYMNASIUM

SUITS, ETC.

G. W. SIMMONS & SON,

OAK HALL,

BOSTON - - - - MASS.

Care of Machines. — Mr. E. S. Robinson, 50 Vernon street, Roxbury; Dr. H. A. Baker. 97 Boylston street; Mr. Frank Weston, 6 and 8 Berkeley street.

Reception. — Messrs. W. B. Woodward, William Everett, W. R. Lovell, Edward P. Lowery, Willis Farrington, G. B. Dennie, E. W. Pope, Charles Wills, J. P. Dyer, W. S. Slocum, A. L. Atkins, Geo. E. Alden, W. C. Woodward, H. P. Robinson, H. B. Torrey, H. W. Keyes, H. H. Duker, A. B. Turner, Charles Currier, and Ernest Churchill, all of Boston; A. J. Philbric , Salem; Messrs. Tolman and Hill, of Worcester; Dr. Bridge and Wm. Bunton, of Providence; W. E. Gillman, Chelsea; Sylvanus Baxter and C. R. Winslow, of Malden; W. W. Stahl, Waltham; J. H. Tayler, Harvard College; C. A. Pitkin, Braintree; W. D. Wilmot, Framingham; Henry Hornblower, Arlington; T. H. Johnson, Marlboro'; G. H. Holmes, Brockton.

A VERY novel inter-club race occurred Saturday, 16 April, between members of the Boston and Massachusetts Bicycle Clubs. Between thirty and forty club members assembled at the time and place appointed, and there were some sixteen entries for the first heat of the mile race. The prize, a year's membership of the Beacon Park Association, was a valuable one, as there has just been completed in the Association grounds a thoroughly constructed cinder track, solely for bicycle racing. The race was a spirited one, and was invested with great interest. The fastest time in the first heat was made in 2.13 3-5, by Mr. Louis Harrison; the second best by Mr. E. C. Hodges, of the Boston Club, in 2.17 1-10; the third place was taken by Mr. Alden, of the Massachusetts Club, in 2.20 2-5, and the fourth by Dr. H. A. Baker, of the Massachusetts Club, in 2.21 1-5. In the second heat, Mr. Hodges waived his right to a place, as he already held a membership in the Association, and the heat was contested by Messrs. Baker, Alden, and Harrison. It was taken by the latter in 2.9 1-2; Dr. Baker made the mile in 2.2-, and Mr. Alden retired before finishing. The contest on the home-stretch became very exciting, and was watched by all, especially the contestants, with *breathless* interest.

The race was held Saturday evening, in the Bossachusetts club-rooms, on a bicycle exerciser.

IT will be a cold day for those who wait until two weeks before the Meet to join the League, or as some contemplate, wait until the day of the Meet. None but those having certificates of membership are entitled to be present at the meeting; and as applications cannot be passed upon until two weeks after publication, there is not much time left for those who don't want to be left.

BICYCLE TO BE CHANCED OFF.

A New 54-inch, full Nickel-plated Perfection Bicycle, with Headlight. Tickets 50 cts. each.

GUMP BROS., Dayton, Ohio.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

HENRY W. WILLIAMS,

Solicitor of American and European.

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.

For Sale.

A 50-Inch, HALF-NICKEL, STANDARD COLUMBIA BICYCLE, (pattern of '79) in good condition and running order. Too small for owner.

PRICE $70.00. COST $100.00.

ED. T. IDE, ELGIN, ILL.

"BICYCLER'S RIDING SUSPENSORY."

Best thing ever offered to Wheelmen.

AFFORDS COMFORT! INSURES PROTECTION!

Simple in construction; and for quality of material, and superiority of finish, cannot be surpassed. Sent by mail on receipt of $1.00. We also make the "CYCLIST'S RIDING BELT," of best Silk Elastic. Price $5.00. Send for Circular to ELASTIC HOSE CO., HIGHLANDVILLE, MASS.

FOR SALE CHEAP!

One 50-inch Pope Cyclometer.

Nearly New. Warranted Perfect.

One 54-inch Stanton's Log.

A very superior Cyclometer. New.

Address, H. W., at office BI. W. & A. F., 40 WATER STREET.

FOR SALE.

A second-hand 52-inch Columbia Bicycle. Has been put in good running order by the manufacturers; painted, worn parts renewed, and furnished with new pedals and 22-inch handle-bar. Sold as owner has bought a 56-inch. Price $70.

Address, BOX 1,054, PORTSMOUTH, N. H.

ENGLISH BICYCLES & TRICYCLES.

LANE BROTHERS, Liverpool, Eng.

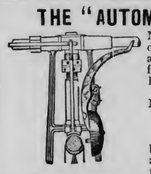
BICYCLE DEALERS,

Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to

A. T. LANE, P. O. Box 1196, MONTREAL.

Orders cabled free.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

I have a few of my very nice

BICYCLES BICYCLES

for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.

A. J. PHILBRICK,

36 Bridge Street - - Salem, Mass.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . . WOLVERHAMPTON, ENG.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 22 APRIL, 1881.

CLUB OFFICERS. — There are usually too many of them. It is not an uncommon thing for a club of nine members to have a president, vice-president, captain, two lieutenants, secretary, treasurer, and bugler, — eight officers and one private. In a small club, a captain and a secretary can do all that devolves upon several officers in a large club. With these two, well chosen, a club can be well governed. The captain's office ranks highest in importance, and upon the man chosen for it depends much of a club's success. He should be a capable rider, a thorough gentleman, and be possessed of enough decision and firmness to repress any infraction of club or road rules. While he should try to preserve popularity by genial and considerate treatment of his fellow members, he should exact strict obedience on all club runs or drills, and should insist that riders, while under his command, should observe perfect courtesy to all whom they may encounter on the road. He should be active in whatever promotes the good of his club, attentive to new members, and constant in his attendance upon all runs. His personal conduct and his government of the club will have much to do in overcoming whatever prejudices exist among the general public against bicycling. The lieutenants cannot do better than to follow the example of a good captain, especially when they are called upon to command. At other times, one of them should ride in rear to keep the line well up, and to care for inexperienced riders. Second in importance to the captain's office is that of the secretary. In the larger number of clubs, the finances of the club are in this officer's charge, as well as the business management. It is the most onerous and least honored club position in this country; but in England, the secretary is the best known member of the club, and is oftenest called upon to represent it. Considerable tact and delicacy are required in dealing with men on the question of finance, and the secretary has to combine a courteous demeanor with a promptness and vigor of action in dealing with careless or non-paying members. He should be able to simplify the business of the club, and to present a clear outline of the needs and expenses at each meeting; to select from the material of club reports such matter as may be best to record, and to conduct the club correspondence creditably, so that its relations with others may be of a friendly, honorable, and satisfactory kind.

As the name of president in this country is associated with the highest office in the general government, the title is rather high-sounding; but a presiding officer at the business meetings of bicycle clubs has but a few duties, and he is at all other times subordinate to the commands of captain and lieutenants. In England the title is simply an honorary one, usually conferred upon individuals of note, not connected with bicycling, whose influence and favor are desired. The duties of an active chairman are to call the meetings to order, to preside, to announce the business in proper routine, to put the questions to vote, and to preserve decorum. He should be familiar with the rules of the club, and should have some knowledge of parliamentary law. The thoughtless habit some presiding officers have of constantly addressing a club upon the question, even to the inconvenience of those who are entitled to the floor, is one that unfits them for the position. Whenever the president has the appearance of being a partisan, he is apt to lose the respect of those who are on the opposite side of the question; and without this respect, without a sense of equity, he cannot control a meeting successfully. The office is a neutral one, and should be given to a man who is capable, not only of controlling others, but of controlling himself also.

The minor offices well filled, a club organization will be a complete and highly successful one.

The officers should not shrink from fair-minded criticism; and on the other hand should not, in dealing with club interests, let any outside personal influence weigh with them. Club work demands from the gentlemen who shoulder it much generous and disinterested effort; and members not holding office should never allow petty envy or prejudice to warp their appreciation of what is done by those they have chosen.

A GULLISH CONFESSION.

BY MADELINE.

I DO not wish to convey the impression that I am a web-footed sea-fowl of the genus *Larus*, with long, narrow wings, and a straight beak hooked at the tip. Far be it from me to thus mislead an innocent and credulous public. I am not a sea-fowl; I am a *gobe-mouches*, of the genus dupe, of the general family of simpletons. The way I came to be so self-classed is a long and tangled one, and had its starting-place in an indiscreet interest I once displayed in those members of the unnecessary sex who ride bicycles. With an enterprise that might have been better directed in dusting the parlor furniture, in reading the "Carlyle Anthology," in working "Welcome" and "God bless our Home" on perforated cardboard in seventeen antagonistic colors, or in any other feminine pursuit, I became a close observer of the "machine." I dove into bicycling literature, and tried in every way to acquire a perfect familiarity with wheeling technicalities. I became quite a professional, and in conversation with gentlemen who are devoted to the pastime, I would mention just enough of what I knew to make them take it for granted that I knew it all. The result was very gratifying, as it secured me not a little attention from one sex and not a little envy from the other; but it was unfortunate, inasmuch as it induced my only, only brother Jack to buy a bicycle.

Jack was my mainstay. He was homely; he was vulgarly cheerful; he had all the clownish ways of "Hahvahed," as he was a promising Soph. in that institution. He wore patent-leather shoes with light cloth uppers, very slim pantaloons, a shockingly short coat, and an antiquated-looking "beaver." He bent his body when he walked, stuck out his elbows, sported a light-complexioned cane, and altogether regarded himself as a swell boy. He whistled the most vulgar songs, and even danced a peculiar shuffle with his feet on the most solemn occasions; he smoked innumerable cigarettes; and

sometimes I heard that he drank, and went around the streets shouting "Rah, rah": but the latter I do not believe. He was thus neither handsome, refined, nor particularly good; but I loved him, and he knows when he reads this, and smiles loftily at my foolish confession, that I loved and trusted him more than he deserved.

Last fall he purchased a bicycle. On the day that he brought it home, I found him head and shoulders in the rag-bag, and in an irritable frame of mind.

"Jack," I asked, in mild surprise, "what is the matter?"

"Why!" he exclaimed, emerging and looking very red in the face, "there is n't a decent soft rag in the house. You have a lot somewhere. I wish you would give me all you don't want."

I gave him a great many I *did* want, but I felt somewhat guilty at the thought that my expressed interest had a great deal to do with his squandering his money on the selfish vehicle.

I went to the front window presently, and saw my dear brother kneeling over a glittering new machine, polishing it for dear life, while another fanatic stood by and commented.

"Beautiful head. That spring is perfectly immense, ain't it? You 'll make us all look sick now, Jack. No one would think that you rode a fifty-four, would they?"

Jack rubbed in dignified silence. He was a hero, and he knew it.

I looked at the beautiful glittering wheel of steel, and sighed. I realized that its attractions were powerful, and then it had such a cold, self-confident, unrelenting look, that I felt a despair of ever winning Jack's heart back again.

The autumn days ripened and faded away. The days grew shorter, colder, and more drear. I knew that the pleasures of wheeling would have to succumb to the rigors of the cold season, and I experienced a silent exultation when the winter began in earnest.

I heard no more of bicycling until the spring season opened, and simultaneously with this event I received a letter from a girl friend, Georgie, who was shut up in Woolsey College. The letter filled me with new interest in the girl, and aroused my curiosity considerably. She had been a very popular and heartless flirt, well established socially, before I had made my début in the world of punctilio and fashion; but as we were very nearly of an age and of congenial tastes we had, during our first summer season at Newport, been sworn friends. During our two months of chumship I saw enough to convince me that *M'lle* was a very lovely, very lovable, very self-willed, very hard-hearted, and very incomprehensible girl. She had never evinced much favoritism for any one, hence my new interest when she did; and she had never had a *penchant* for any particular gentleman, hence my curiosity when she wrote a whole letter about one. Her letter was: —

"*My dearest Madeline:* — What do you think? I have at last been able to escape the awful restraint of this stupid place, and have been able to meet quite regularly a perfectly elegant gentleman. I want to know if you have met him. His name is Robert Falconer. He is tall, very quiet and dignified, very elegant and refined in his manner, — such a contrast to those vulgar students, — and above all, he is handsome. You know I never could tolerate any but handsome gentlemen, and this one is simply immense. Once a week, — think of it, only once a week, — he comes on his bicycle to meet me, and only then do I have a chance to see him or hear from him. Remembering that Jack is a bicycler, I am going to ask you to find out all that you can through him about Mr. F., so that you can write to me all about it. This may seem childish, but you have no idea how terrible it is for me to be shut up this way, simply because I had a little go-as-you-please good time at the beach. They would kill me, I think, if they found out my flirtation with Mr. Falconer, but I should die with a Marie Antonette resignation and grandeur. However, you may keep it a secret at present. The girls here are simply horrible. They study more than half of the time, and to keep up I have to neglect bleaching my hair, which I had started to do. I have only bleached the ends. Please write, like a dear good girl, and address my letters in care of Michael Murphy, the gardener. Mike drank all the French cordial Uncle sent me for my cold. With love to your mother, I am affectionately yours, GEORGIE."

"BROOK VILLA, 13 March.

"*Dear Georgie:* — It did not surprise me to learn that you have managed to escape the lynx-eyed matron, to cajole the bibulous old gardener, and to have interviews with the forbidden fruit — young and handsome mankind. I only wonder that you have been content with one sample. It is, I dare say, a case of necessity more than of choice. I have not spoken to Jack of your new victim because his intellect seems to be just now absorbed in preparing, not for his class examination, but for the Beacon Park bicycle aces. He is getting into 'condition,' or in other words, comes home every evening very hot, tired, dusty, and ill-humored. I imagine, however, that I recognize in your description of Mr. Falconer the portrait of a certain gentlemen, Mr. Grenadine, with whom Carrie was so foolish as to become infatuated last summer. Mr. G. is a refined, elegant, and handsome masher, and is without doubt fond of making conquests. It may be unwise in you to expose yourself to expulsion so near the end of the term, as you will, when it is over, be able to leave, and be independent of any restraint. I believe that you are twenty-one in April. I will do all I can to cheer you up, and believe me that you can rely on my small help if you get into trouble. Sincerely yours,

"MADELINE.

"P. S. I have just interviewed Jack, but found him rather reticent. He knows Mr. Falconer, but there is something about the gentleman which Jack sees fit to conceal. I hope it is nothing wrong. Jack is usually so blunt and straightforward that his reticence and evasive manner on this point is a matter of surprise to me. He says, however, that he is to ride with Falconer tomorrow, and he assures me that he will 'pump him for all he is worth.' I hope you will pardon Jack's inelegant expressions."

"BROOK VILLA, 15 March.

"*Dear Georgie:* — I have just been pumping Jack for all *he* is worth, and find that Mr. Falconer is all that you represent him to be, and even worse. I have an increasing suspicion that I know this Falconer. Jack says that he talks of nothing but you, and if any other topic is broached, he becomes meditative and does not listen. The Falconer seems to be hopelessly gone. He descants wildly upon your loveliness, your sweetness of disposition, your trusting and gentle nature, and upon the utter hopelessness of his ever awakening a reciprocal feeling in your heart. He does not weigh and measure your attractions, he does not philosophize upon your character, he does not direct inquiry into your financial circumstances, but loves you directly for what you are. I like him for that. Most men select a wife as they would a bicycle, after satisfying themselves that the article will suit *them*. I think sometimes that they imagine women to be wholly dependent and wrapped up in the men; incapable of living or of enjoying life without their presence in it. They *do* look upon a woman as a mere accessory to their happiness, and select her as they would any soulless article of furniture, without ever reflecting that *she* has a heart that craves and that must be satisfied. I like this Falconer for being blind to your little imperfections — such as your weakness for marsh-mallows — and for being brave enough to show his heart. If I did not suspect him to be the aforementioned Grenadine, I should not hesitate to give my consent when the time comes.

"I did not entertain the loftiest opinion of Mr. Grenadine, but if Grenadine and Falconer are one and the same, it may be that you have discovered a side of his character different from the one I saw. Why do you not write to Mr. Falconer yourself?

"Sincerely yours,

"MADELINE."

"2 MAY.

"*My Dearest Madeline:* — I am obliged to send you a formal card, and write my letter on the inside of this envelope, because our letters are inspected. They have read the card, and I have returned it to the envelope, and I have sealed and delivered the letter in the presence of a college matron. I don't write to Mr. Falconer because we are not allowed to write to gentlemen. I may have to send you messages under the postage stamps, so be on the *qui vive*. Oh my, you cannot imagine how this restraint is sobering me. I go out into the beautiful grounds with a book and a studious look on my face, but I only cuddle up in an old rustic chair where I can look over a pretty stretch of country and think. Every now and then I have the blues and meditate pensively on my past mad career. I ponder on the wasted summer hours, when in frivolity of the idlest and hollowest sort, I threw behind me the brightest moments of my life. How wretchedly silly we both were that first season at Newport! How we toadied the miserable little foreigner whose net proceeds amounted to one bald head, one grizzly mustache, several bad odors of alcohol, and a doubtful title! How we aped the fashion models in our accent, in our laugh, in our dress, in our walk, and in our very thoughts! What silly things we said and did, and how dreadfully I acted with poor Mr. Webster, the long, be-spectacled youth who composed the lovely song for me! I cannot bear the thought of living out an existence of shallow, fashionable dissipation, of forever going to receptions and kettle-drums, and of making morning calls at 4 P. M. I think I am getting pale, and may yet look quite interesting instead of so distressingly robust and healthy. Besides, I may soon feel the approach of the sere and yellow leaf. What shall I do, Madeline? I wish you were here where I could hear you speak when I ask you, 'What shall I do?'

"I have seen Mr. Falconer twice, and I think that he is becoming somewhat sober too, as the last time we met he said scarcely anything. I did not know but that I had offended him in some way. The chapel bell is ringing, and interrupts my letter. Hastily yours,

"GEORGIE."

"4 MAY, WOOLSEY.

"*Dear Madeline:* — Is n't it terrible? I learn that uncle has been squandering some of my property in some way, and that he purposes keeping me shut up until he can fix things. Maybe he will put me into a lunatic asylum, or some other romantic but dreadful place. I hope to meet Mr. Falconer to-morrow. Hurriedly, GEORGIE."

Written under postage stamps, on an envelope dated 6 May: —

"He has asked for my hand. I have not refused him. I have never needed a man's friendship and protection as much as I do now. I will see him again to-morrow."

Finding that Jack had been discreet, and had volunteered his services to Mr. Falconer, in any emergency, I communicated the messages to him. Two days after, I received a short note about nothing in particular; but under the three one-cent stamps on the envelope was written:

"They have caught us together, and after publicly remanding me, they have locked me up. My uncle is here, and I think he contemplates taking me secretly to some other school or to a convent. This makes me desperate. I can only depend upon Mr. Falconer for assistance to get away from here. Tell him to come immediately. The gardener will tell him where I am."

(*To be concluded.*)

TRAINING. III.

A WORD as to form in riding. There seem to be two distinct methods of position on the bicycle when used for speed: The perfectly upright position, and the directly opposite one, of bending the body as far over the handles as possible. Perhaps the best known illustrations of these methods in America are John Keene for the former and Charles Terront for the latter. From the results obtained by both these men, both positions are practical for speed.

One point must be remembered: that no two men ride in exactly the same form. By bending over the handles, the body presents less obstruction to the air; but it is apt to cramp the muscles of the stomach and loins, strain the back, and interfere with the proper action of the lungs. The upright position is by far the most graceful, gives the lungs good play, and the rider a better command over his machine.

Probably a position between the two extremes is the favorite one, and is, I think, correct. By bending slightly forward, some of the weight of the body is thrown on the handle bar, thereby supporting in a measure the shoulders, and allowing the lungs full powers of expansion.

If the correct size of machine is used, the knee is never straightened.

The toe or ball of the foot should be two inches lower than the heel. The handles should be certainly 24 inches wide, in order to spread the arms, and also to obtain a perfect control of the machine.

In a hard race, where the wind seems almost gone, relief may sometimes be obtained by bending the head back, thereby opening the throat and increasing its capacity for receiving and delivering the breath. Some small thing, such as a quill, is frequently carried in the mouth for the purpose of inducing the saliva to flow more freely, which prevents the dry and choking sensation frequently felt in the throat and mouth during severe exercise.

Immediately before the race, great care is necessary in living and taking exercise. Some years ago, it was the custom to continue the hard work up to the day of the event; but latterly almost all authorities agree that a somewhat different method is productive of the best results. In bicycle racing, as in sculling, the head is made to perform its part as well as the body; and nowhere is a cool, quick brain used to more advantage than in bicycling. A man should be able to judge accurately of distances between the competitors, and to keep an accurate account of the position of each competitor.

Many a good man has lost a race by losing his head at the critical moment. Let us suppose a man has been through an active course of rigid training, and arrives near the event in perfect health and in good form. He is anxious as to the result, and spends the day previous in a nervous excitement. An easy mind is conducive to good digestion, and *vice versa*. Consequently his meals are but imperfectly digested, and it finally results in his spending the better part of the night awake, when a good sound sleep is absolutely necessary to enable him to obtain the best results. He comes on the track with a tired, nervous feeling that completely unfits him for his work. He quickly loses heart when passed by a competitor, and finishes in bad place. Why? Is it because he has not had the proper preparation, or is it because he is trained too fine? It is simply because of the loss of that one night's rest. Of course it is impossible, especially to the novice, to prevent some nervousness at the start; but when well in motion, the strain on the brain is relieved, and although obtaining a bad place at the first part of the race, he quickly cuts down the lead that has been obtained, and finishes well to the front, his good wind and perfect physical condition coming quickly to his rescue.

On the day preceding, no exercise should be taken beyond a quiet stroll with a friend or two, to amuse him and keep the mind occupied with other matters. The regular meals may be taken as usual, greater care being taken in their selection and preparation. On no account should one be allowed to speculate on the results of the next day. A lukewarm bath and a good rubbing down, before retiring, will relax the muscles and insure a good sound night's rest. Upon arising in the morning, a good rub down should be given by an attendant. After breakfast, a mount may be taken, but only to see if the machine is in good order and ready. Another light dinner should be taken fully two hours before the race. An attendant should have entire charge of the machine and racing costume, and see that they are on the ground in good season. If the distance is not too great, he may saunter to the track and spend a little time in walking over it and noting the wind, etc., etc.

Some twenty minutes before the race is called he should be well rubbed, first with a coarse towel and then by hand, to induce circulation and limber and relax the muscles. Nothing makes the muscles more elastic than heat. Great care should be taken not to get chilled. Wrapped in a coat he appears on the track, and walks quietly to where his machine is waiting for him; and mounting carefully, he starts off to warm up.

We have now brought our man to the race, in perfect health, good spirits, and above all, with plenty of confidence. The race is, we will say, a mile dash. No

hanging back here, for the final heat. There are plenty of competitors worthy of his speed and endurance. He has made up his mind to win if possible; he may be beaten, but will make a game race. We will not keep them waiting. They are drawn up in line, and are receiving the last instructions from the starter. The preparatory warning is given, but before the trigger is pulled, two of the anxious ones are off. Our man sits calmly on his machine. He is now working with his *head*. They are again in line. The report of the pistol is heard, and they are away. Watch our man. The attendant holding his machine gives him a gentle push, and he is away. Certainly you might call him a bad starter. Quickly and surely he gathers speed. The others are six yards in advance, bunched across the track, straining for the lead and pole. Our man quickly takes the pole. By this time they are beginning to string out, and the leading man has twenty yards start. At the quarter the lead is still twenty yards Now is the time for leg work. Slowly but surely he closes the gap. At the half he catches the bunch, and by a spurt passes them. The leader is now but six yards ahead. As they come under the tape for the last quarter, every one holds their breath. Will he attempt to pass on the first turn? We shall see. No — he follows closely around the turn. There is one open length between them, and still he does not attempt to spurt by. He is now at work with both brain and muscle.

The leader is working well, and going at a rattling pace. Suddenly the gap closes. Our man has lapped him, and th y come around the last turn together. Now they straighten out on the home-stretch. Every one is on their feet. Down they come neck and neck.

Our man bends slightly forward, and his wheel is seen to creep ahead. Every nerve and muscle is strained to the utmost tension. He has now no more use for his head. It is simply a question of leg work: a clear track and but 50 yards to go. He puts all the surplus strength he has into the pedals, and dashes across the line a winner by a length, — a close race and a good one; no disgrace to any one to finish one length behind him.

Some one says, "How easily that was done!"

Not so quickly, my friend: that last spurt has cost many a hard day's work, but it is worth all the trouble and time that has been spent to gain it. Gradually he diminishes speed and rides back t) the line. His machine is stopped by his attendant. He dismounts, and is wrapped again in the great-coat; a little winded, to be sure, but with firm step he walks away, amid the plaudits of the audience, thinking his months' hard work not spent in vain. In five minutes after being well rubbed, he has recovered his wind, and outside of the mental strain, feels in perfect health. His months' preparation not only wins him a hard race, but brings him out in as good condition as when he entered.

One point must be remembered: great care is necessary after such an extra exertion to prevent catching cold. A light supper can be taken two hours afterwards, and with a good bath and rubbing, he is insured a good and refreshing night's slumber. He is now in condition to race again; and with a little care in diet, and regular exercise, he can enter a race with but little additional training.

Very little has been done in America in racing as yet. Let us hope that before the close of the season, we shall be able to boast of our mile in 2 minutes and 50 seconds, or better. We have the men to do it with. What else do we require? Nothing, except good tracks and *training*. Tracks we shall have. Let us see if the racing men of America will display interest enough to put themselves in proper condition to reduce the record. Let us go on record right here, that a mile will be made in America before 1882 in 2 minutes and 50 seconds, and two miles in 6 minutes. ROX.

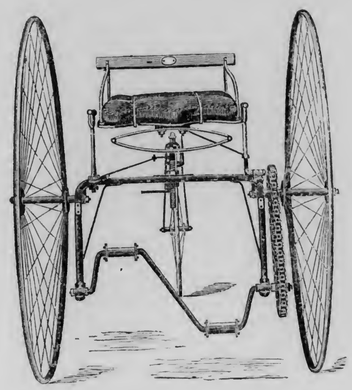


SOME TRICYCLES. IV.

IN my last paper I promised to describe a tricycle this time, and an American one, too. But it may be worth while to suggest, right here, to the present and prospective makers of tricycles in this country, that such machines, as well as bicycles, belong to the fine arts of manufacture, in a certain sense. Not only is it desirable that they should study the best models abroad, as to the general proportions and arrangements of parts of the machine and its outlines; but it is also necessary to success that the mechanical workmanship and finish of a tricycle should be especially cared for. The frame should be as closely and carefully made as a watch case, and the bearings as nicely fitted as those of a chronometer movement. At least, that is not too high an ideal to work towards. Of course there are many little points our mechanics, as well as our designers, have to learn by trial and experience. Skill comes with practice. As the crudities have rapidly fallen off from bicycle building here, and excellence and elegance gain apace, so will it be with tricycle building when it has taken a fair start, and some men have learned some things.

The small picture above does scant justice to a machine designed by Mr. F. Fowler, and relating to which two paten s were issued to him last year; one being numbered 224,165, dated 3 February, 1880, the other numbered 227,511, dated 11 May, 1880. A few have been made by the Bridgeport, Gun Implement Co., at Bridgeport, Conn.; and by them it has been called "THE AMERICAN ROADSTER TRICYCLE." It was too bad to give it such a name; but we can adopt a New York colloquial style, and call it the A. R. T., for short, It stands three feet wide on the ground from rim to rim of forward wheels; the latter are of the suspension rubber-tired style, 48, 5°, or 54 inches in diameter, and of equal size; they are loose on the axle, which is double-cranked between them, and have plain bearings. From the middle of the axle, which revolves in two plain bearings in the lower end, ises a fork, and open head very like those of a bicycle, abbreviated. In the head a perch takes its centres, — a perch very like a bicycle perch, bifurcated at the rear end for the trailing wheel, which latter is 20 inches in diameter, and is of the same style as the forward wheels. A projection from the perch extends forward of the centres a few inches. A steering rod is held vertically by two bearings, in a basket projecting from the head, and to the top of it is fastened a handle bar, while it bears a short forward projecting lever to engage with the projection from the perch; and this part of the mechanism is ingeniously constructed so that by turning the handle bar the direction of the forward wheels is changed, these being both guiding and propelli g wheels as in the bicycle.

Fixed to the axle next each hub is a drum and spring ratchet or clutch mechanism, by which when the axle is revolved forward the wheels are turned forward, but by which they are not turned backward nor retarded much when the axle stops revolving. The pedals are flat balance-weighted stirrups, with straps above and a rubber tread for the sole. The seat is an elongated saddle, astride which the rider sits, nearly on a level with the top of the wheels and well up to a perpendicular through the axle. There is a rear wheel brake, operat d by revolving the handle bar through a chain conducted down and back over pulleys. Neither the steering nor the brake arrangement is very sensitive. There is about equal danger of a header as with a bicycle, and the rider sits about as high. The weight of a 50-inch size is about 80 pounds, and the price is $150 to $175. Mr. Percival, the Boston agent, has one on exhibition at 96 Worcester street; and Mr. Wright has had one at 160 Fulton street, New York. The makers of this also talk large in their circulars, — they won't after they get used to the business, — like this: "can be with little exertion driven up steep hills and over



obstructions 1 foot in height, in places inaccessible to bicycles!"

Another tricycle, of which I intimated in a previous paper that a description would be given, is shown in the second picture, engraved from a photograph. It is an English tricycle, made by Singer & Co., of Coventry, and already in quite extended use abroad. The Pope Manufacturing Company have introduced and supply it to the American market. It is the "CHALLENGE No. 2," and is constructed mostly of steel and rubber, like the best bicycles. The front driving wheels are 44 inches in diameter, and the rear t ailing and steering wheel is 20 inches in diameter. These wheels are all of the suspension rubber-tired style; have direct spokes, and are connected by a tubular framework consisting of a backward reach to the rear wheel, and two branches, forward and downward, for the forward wheels and the crank shaft. Near the junction of this is a perpendicular rod by which a spring — carrying either a cushioned seat or a suspension saddle — is supported and adjusted in hight. The rear wheel is held in a swivelled fork, and the forward ones are loose on short axles supported by the frame. The double-cranked shaft carries pedals for the feet, by which it is propelled, and has a toothed wheel at one end, connected by an endless chain with another toothed wheel on the inside of the left driving wheel, by which means the vehicle is propelled forward or backward by noiseless positive motion. On the right of the machine is a horizontal handle on an upright rod, having a small toothed wheel engaging with a rack on a rod extending backward to a lever attached to the head of the rear-wheel fork, and by which the steering is done; and on the left of the machine i; a similar handle having an ingenious cam movement and connecting rod to operate a spoon brake on the rear wheel. These handles serve the added purpose of rests for the hands in gaining, changing, or keeping the position of the rider; and they also serve as *pulls*, as the handles of the bicycle do, by which the rider is enabled to add what he can lift to his weight as a resource of driving power. The position and movement are about the same as in a bicycle, except, of course, as to equilibrium. And the machine is well adapted for ladies' use; indeed, it is already in use by several ladies here, and many abroad. The weight is about 75 pounds; the width about three feet; and the price is about $135, varying acc rding to finish, etc. The workmanship, material, and design appear to be both excellent and elegant.

The Pope Manufacturing Company have not yet turned out any tricycle of their own make, though it is rumored that they will in the near uture. But there is still another American tricycle, of which one has come to my notice and trial (not yet fairly in the market), which I purpose to describe in a future paper. C. E. P.

ANOTHER WHEEL LIE NAILED.

IN the last copy of the *Wheel*, we notice the following, in the report of the regular monthly meeting of the Manhattan Club: —

"A letter was read from a member of the club, stating that he had been informed by the agent of the Pope Manufacturing Company that that corporation would be glad to have the office of recording secretary remain in the club, and requested that a suitable person be suggested."

We have never expressed any opinion in regard to the matter referred to, and pronounce the report utterly false.

THE POPE MANUFACTURING CO.

DREAM PEDALLING.

BY SACO.

THE cushions are soft in my great easy-chair,
And light rests my head on the pillow;
I toy with the fringe that fences my lair,
As soft as the bloom on the willow.

The fire is bright in the broad open grate,
And my feet are at rest on the fender:
White spring the sparks as they speed to their fate
In the storm's black breast untender.

The cider is red in my round deep glass,
Inviting my lips to open:
I watch its beads as they upward pass
And muse in thoughts unspoken.

The smoke curls up from my pipe's brown bowl,
And more from my lips just open:
I watch the circles as upward they roll,
And drowse in the quiet unbroken.

Again I have mounted my steel-bright steed,
And breathed the air, blossom-laden:
Between ancient orchids the white road leads, —
Spots dear to youth and maiden.

Up from the river the white mist rolls,
The sun's early rays concealing:
It covers the farm-house in silvery folds,
Dimly its outlines revealing.

I mounted a hill with quickening pace,
"Jolly," said I, "the coast ahead,"
When Jack Frost stood before me with lowering face,
And calling a dismount, he said: —

"Thou degenerate son of a sturdy race,
Leaving the comforts I bring to ye,
Mounted on thing of cobwebs or lace,
Frail as the bubbles that float the sea;
Have ye forgotten that good old time
When I was an honored guest, and free,
Welcome to coasters as hills to climb?
Ye know how ye welcomed my snows, and me.
The hunter rejoiced, and from morn till night,
Manfully followed his hounds' deep baying.
The maiden blushingly looked more bright,
With joy expecting the moonlight sleighing.
The skater longed for the lake's early closing;
My icy embargo was welcome to him.
The old man longed for his evening dozing;
The good wife was ready, she'd wool to spin.
Now come I in kindness (the good old way);
But what sort of welcome have ye for me,
Spitefully clearing my snows away,
'Till at night no trace of my work I see?
And that bicycle there, which I'd like to thump,
As well as its rider, ungrateful slave, —
'Tis the very last straw which has broken my bump
(Of patience, I mean). Ye unmannerly knave,
Scorning the form which your fathers loved;
A 'bone-shaker' may ye be doomed to ride
To the end of your days; by you be it shoved;
Or with legs extended a 'wide tread' astride,
As in ancient days did the giant of Rhodes
(So minstrels have sung, I doubt they lied),
Span for ages long the harbor roads.
May ye sink to your hub in Taunton's bog.
On Worcester's hills may your brake give out,
And into the pond may ye plunge like a log,
Thou —"

I awoke: my fire was almost dead:
Without, the north wind's savage laughter;
Amazed, I stumbled off to bed,
Vowing to dream in bounds hereafter.

WHEEL CLUB DOINGS

AT a recent meeting of the Albany Bicycle Club the following officers were elected: R. S. Oliver, president; H. R. Pierson, Jr., vice-president; C. W. Fourdrinier, secretary and treasurer; A. H. Scattergood, captain; F. B. Hubbard, sub-captain. Mr. Hubbard is also appointed consul for the L. A. W. for the city of Albany.

NORTH ATTLEBORO' has a club called the Columbia. It has a membership of fifteen, with every prospect of a rapid increa e. One of the members sends word: "We believe that Boston is *the* place for the League Meet this year. We will be

there, you bet." The officers of the club are: Ed. Lull, president; Will Ames, vice-president; E. C. Stanley, secretary and treasurer; T. Bell, captain: F. C. Coombs, bugler: Lull, Stanley, and Pratt, executive committee.

THE MONTREAL BICYCLE CLUB. — The opening Meet of this club's third season was held on Good Friday, when, in spite of the threatening aspect of the sky, and the heavy northeast wind foretelling a stiff return journey, six members in full uniform, one visitor, and the Club Dawg (arrayed in a magnificent silver-plated collar, with the new badge engraved on it, presented to him by the officers, at a little supper shortly after the annual meeting), started on the journey to Lachine about 2.30. A short halt was called at Blue Bonnets, to — well, there is a "pub" there, but what we wanted was to find out how soon the track would be in order for the first monthly competition for the club champion belt: and we found it would be soon in good order, and the first race, distance one mile, will be held in May.

To resume: we got in to Lachine about four o'clock, and received a most enthusiastic welcome; "harbingers of spring," etc., etc., being amongst the epithets bestowed, along with other good things, upon our unworthy selves. The captain reluctantly tore himself away about five o'clock, and hastily assembling his men, started us on the homeward road to slow music and blue fire. We got home, after a battle with the elements (for the rain began to pepper us half way), in an hour and twenty minutes, and vigorously assaulted our suppers. The roads were in better condition than we expected to find them so early in the season, and altogether the opening Meet, except in point of numbers, was a great success.

CLUB DAWG.

FROM the Baltimore *Sun*, we clip the following: —

"BICYCLE RIDING. — AN INTERESTING CONTEST. — The Biddle street roller rink was crowded to overflowing last night with ladies and gentlemen assembled to witness an exhibition given by the bicycle clubs of Washington and Baltimore. A more striking display is seldom witnessed than that of the experts last night. Mr. Rex Smith, of the Washington Club, is said to be the finest fancy bicycle rider in the United States. His riding last evening was the subject of general comment. The programme last evening included a grand entry by both clubs; drilling by eight men of Capital Club; fancy riding by A. M. Coyle: slow race by six men, won by E. H. Fowler, of Capital Club; fancy riding by Mr. Rex Smith, of Capital Club, introducing a double act by Messrs. Coyle and Smith; climax standstill by Dr. H. M. Schooley, of Capital Club, who stood still on his machine with both feet over the handles; standstill contest, limited to five minutes, won by Capt. Borden, of the Capital Club, who stood the whole time, the other three riders having been obliged to dismount; double act by Messrs. Schooley and Smith, both coming to a standstill together, while Dr. Schooley held both machines, and Mr. Smith stood erect on his own machine; double riding by Lewis and Seely; race, one mile, by Messrs. Schooley, Allen, and Borden, who came in at the finish in the order previously named. — time, 3.12.

The members representing the Capital Bicycle Blub, of Washington, D. C., were Captains J. McK. Borden and C. G. Allen, and Messrs. E. H. Fowler, L. W. Seely, H. M. Schooley, R. M. Smith, J. M. Lewis, and A. M. Coyle.

Baltimore Bicycle Club was represented by President J. L. Tomlinson, Capt. S. T. Clark, Secretary and Treasurer George F. Hussey, Messrs. D. M. Thomas, Harry Fisher, Blanchard Randell, William C. Shaw, George W. Coale, Thomas J. Shryock, J. M. Keeler, F. E. Waters, J. B. Morris, W. McL. Price, Clymer Whyte, H. N. Stokes, J. A. Morton, C. O. O'Donnell.

After the exhibition the Baltimore Club entertained their visitors, and a bountiful repast was spread in the rink. The Washingtonians return home this morning.

THE "STAND-STILL" FEAT

Editor Bicycling World: — In your issue of 18 March, among the "Portsmouth Notes," by "Telzah" (in whom I recognize a fine rider and enthusiastic wheelman, whose presence contributed greatly to the enjoyment of a certain run to Coney Island last fall, participated in by several members of the Capital Bi. Club), is a paragraph devoted to an explanation of and containing directions for accomplishing the "stand-still" feat. We have made rather a specialty of this performance in our club, and have tried it in various ways, including that described by "Telzah"; and I have found that those who stand longest and steadiest, and especially "hands off," do it in an entirely different manner, which appears to me to be the correct one.

"Telzah" turns his wheel to the left, and holds it rigidly in that position, with the left pedal forward and horizontal; he then corrects the inclination of the wheel to the left by pressure on that pedal, and to the right by power applied to the opposite pedal. This will no doubt accomplish to a certain extent the desired effect; but how long can he stand in that position, and can he stand "hands off" for any length of time? Unless his experience differs from my own, I do not think he can, and the reason is obvious.

It is essential in standing still that the wheel be turned either to the right or left as far as it will go, and held there rigidly, and ordinarily it can be easily done by the handle bar; but by "Telzah's" method of placing the pedals, the effect of pressure by either foot is to "unlock" the wheel, — that is, to turn it again into a straight line, — and to correct this requires the application of considerable power to the handle bar. Remove the hands, and great difficulty will be found in holding the wheel locked by the feet alone.

Now let "Telzah" turn his wheel to the left as before, with the left pedal *back* and horizontal; then an inclination to the left is corrected by pressure on the *right* pedal, and *vice versa*. It is evident that here the tendency of pressure by either foot is to keep the wheel locked; and it is almost as easy to stand in this manner "hands off" as in the ordinary way. I may mention that Mr. Owen, captain of the C. Bi. Club, has stood in this way "hands off" for 45 minutes — the longest period, so far as I know, on record. The same gentleman has stood "hands on," to beat a record of 1 hour 22 minutes, for 2 hours and 22 minutes, when he dismounted voluntarily.

Dr. Schooley, of the same club, has a record of 1 hour 30 minutes; and the writer, though he cannot compare with these gentlemen either in grace or steadiness, has succeeded in standing for 50 minutes. I should say also that "Telzah's" method is used by several members of our club, but so far no records comparing with the above have been made by them. I shall expect "Telzah" to give this method a trial, if he has not already done so, and shall ask him for his opinion at the League Meet.

L. W. S., *Capital Bi. Club.*

WASHINGTON, D. C., 13 April, 1881.

IN France, social clubs, called in French *cercles*, are compelled by law to pay an annual tax to the government. From a recent number of *Le Sport Velocipedique*, it appears that the well-known bicycle club of Paris, the "Cercle Velocipedique," has changed its name to "Club Velocipedique de France," in order to avoid this taxation. This club is not a new one, and it is a little surprising that the ever-faithful Paris police have not taken notice of it before, and we also cannot help wondering why the so-called *cercles* do not change their names too.

At a bicyclers' ball given in France recently, the hall was ornamented with a number of beautiful bicycles, and a large streamer on the wall bore the name of the club whose anniversary was being celebrated.

Our great tourist, Mr. Laumaille, has once more undertaken an extended journey. In consequence of snow, he did not get started from Angers until 1 February. The roads were so bad that he was ten days in reaching Bordeaux (about 200 miles). Upon leaving this city he was accompanied by Messrs. Badeau, Laval, and Esperon, as far as La Reole. . . . From La Reole our intrepid traveller, who has no fear of bad roads or bad weather, went to Marseilles. From this point, he will continue through Nice, Genoa, Rome, Naples, and Palermo; then he will return northward on the other side of Italy, and pass through Venice, Trieste, Vienna, and Berlin.

Le Sport Velocipedique.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America. — clubs, races, excursions, tours, meets and runs, target competitions, social shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 22 APRIL, 1881.

THE ARCHERY FIELD. — Archery is a settled pastime in this country. Those who have watched its development and spread most intelligently have no doubt of that. The bow and arrow have been used from time immemorial on these shores, as well as on those of Great Britain; and we have inherited the same ancestral renown, and the same instinct for archery, running with the blood, which affec our cousins across the Atlantic. To be sure the art had not been preserved by ancient societies, or in constant practice here, as it had there; our utilitarian struggles having left little time, and our busy life little leisure, for the promotion of a pastime. It was not until the books and the magazine articles of the Thompsons had stimulated the few and inspired the many with the charms of this recreation, that it began to take a strong development, and clubs and associations began to multiply and thrive. The last four or five years have seen the small group of individual bowmen develop into a hundred archery clubs, and half a dozen larger associations; and we do not believe that the tide has turned yet. In some measure, we trust, the ARCHERY FIELD has contributed to the healthy growth of the pastime, and to its better enjoyment. It is a year and a half since this organ for the sport was projected, and a few words with our readers will not be inappropriate; perhaps just at this opening of the out-of-door season, they may be suggestive and helpful.

When the BICYCLING WORLD was finally and definitely projected in the early autumn of 1879, the projector had a purpose in connection with it, to found and develop an organ for the archers of the country. He thought that they needed and would appreciate a paper specially devoted to them, and to their literature, science, experience, and humors, and to the industry and trade which their art sustains and which in turn helps to spread and improve the practice of their art. He thought an enterprise having this object in view would be encouraged and aided until it would be self-supporting at least. His financial coadjutor seconded both the thoughts and the purpose, and it was resolved to develop the ARCHERY FIELD gradually in the paper that was sure of strong support, let its patronage hasten the time of weekly appearance of both, and whenever it should be strong enough to go alone, make it a separate paper, if that should seem desirable.

Accordingly, on the 29th November, 1879, in the second number of our new journal, we began the department of an archery organ before provided for, and by degrees gained the aid and confidence of the officers of associations and other prominent archers. By assiduous endeavors to obtain all the news, to report meetings, and to work into the archery field in all those ways which an editor knows or invents, we have been able to gain in good degree a circulation and a recognition; and we believe we have not wholly failed in fulfilling the part we assumed to the satisfaction of the fraternity. We have given them a weekly organ, with a "habitation and a name," and a constituency; albeit that constituency, so far as material financial support is concerned, is not as assuring as we had hoped.

With the opening of another season, and the near approach of "Volume III.," the question confronts us anew, Shall we separate the paper now, and give the archers the ARCHERY FIELD in larger and independent form? Will the archers and the makers and dealers of their outfits and weapons, rally to the support of such an independent venture now? Would they be better pleased with a paper all their own? Would that be better for the interests of this most beautiful and beneficent of manly and womanly pastimes? We do not expect profit; would it be so met as to save us from loss? These questions are in the minds of editors and proprietors: a word with our readers seems appropriate: and we throw out these suggestions inviting response. C. E. P.

FROM HIGHLAND PARK.

WHAT on earth are we to do with the president of the Saratoga Bowmen?

Great Scott! 24 hits 184, and a total of 94 hits 644, out of 96 arrows at 60 yards! Is there any use shooting against that? Well, Frank, if we cannot equal your scores, we can have just as much fun out of the business any way.

We are a little anxious out this way to get hold of that man Vennor, — don't know his other name, but the gentleman who seems to be more or less responsible for the weather this winter; would like to set him up for a target at 60 yards.

No scores have been shot here all winter long, with the exception of two made by myself, 22 February; and although this is the second of two bright spring days, and about the only two sunshiny days in succession we have had so far, yet there is at least two feet of snow on every range in own, and therefore we are not happy.

However, there has been a little flight shooting to keep our hands in, and the superior casting power of Spanish yew has been made manifest.

Some one in a recent issue of this paper — have given away the number, and cannot recall who — doubts whether yew bows are much superior to others. A good way to find out is to try a little flight shooting against one with a bow of any other wood. In a recent trial of this kind there was a difference of 40 yards in favor of the yew, and that notwithstanding the hard-wood (rosewood, backed with hickory) was the heavier. The Highland Park Archers are ready to be challenged. Don't all speak at once, but one at a time. Either 48, 72, or 96 arrows at 60 yards preferred, and from 6 to 10 archers on a side, — a match for gentlemen only, until the weather gets warmer. Send challenges to H. S. Taylor, secretary, Highland Park, Ill. C. G. H.

23 March, 1 81.

AN OPEN LETTER TO THE EASTERN ARCHERY ASSOCIATION.

UNDERSTANDING that your annual meeting for the present year, 1881, is shortly to take place, I desire to ask your consideration of the question of scoring in your deliberations at the coming meeting. That the Pacific Coast Archery Association adopted the new or American

system of scoring, viz., 1 to 5, with the beginning of the present year, is doubtless known to all your members. The question has been very generally discussed for a long time, and the fact of the new system being adopted in this section is generally advertised in the columns of all journals devoted to sports in general, and archery in particular. The two gentlemen most prominent in the public discussion of this question are Will H. Thompson, of Indiana (one of the oldest and probably the best of American archers), who advocate the old or English system, viz., 1 to 9, and Andrew S. Brownell, of Massachusetts, your present president, who advocates the new or American system, viz., 1 to 5. Both these gentlemen have placed before the fraternity their arguments at length, pro and con; and knowing you have read their articles as they have appeared, I ask that you, in considering the subject, consider the points presented by these gentlemen. Mr. Thompson, from his long and varied experience as an archer, practically and theoretically, is without doubt the ablest exponent his side could produce. He, if any one, could show the objections to a change, and in what way the new would be no improvement over the old. If there *is* no improvement, it would hardly be reasonable to ask for a change. Has he demonstrated in any way that there is nothing to be gained in changing? I, for one, think not. Mr. Brownell, on the contrary, without the extended experience in archery in favor of Mr. Thompson, has shown most conclusively that there *is* something to be gained; that the new *is* an improvement, and therefore worthy of adoption. Other gentlemen interested in the matter have given their views, from time to time, but it has become tacitly understood that the gentlemen herein named are fighting the battle. The great bugbear, — confusion in comparison of scores, — thanks to Mr. Thompson, is overcome. It is for you to consider the relative fairness of the two systems for American archers. Which shall it be?

A. W. HAVENS.

San Francisco, Cal., April, 1881.

A SENSIBLE VIEW OF IT.

What means all this stir about the proper valuation of the target colors? I thought the heresy which seemed to be fathered by Mr. Brownell had been left to die a natural death, when W. H. T. suddenly wakes up and shoots a whole broadside at it. He has a right to be heard, for he always says well what he wants to say, and he generally knows what he is talking about.

And now comes another terrible onslaught from our worthy secretary, the Dean of Toledo, and he proves, most satisfactorily to himself, that the present valuation is absolutely correct. Now, Dean is a first-rate fellow, but he is an Ohio man, and his logic is fearfully and wonderfully absurd. He reasons very sanely that the relative proportions of the target are, — gold 1, red 3, blue 5, black 7, white 9: then he suddenly becomes insane, reads the figures backward and the colors forward, and finds the present valuations are correct. I 'm sorry for Dean. I didn't think it affected him this way.

Let it be granted that the present target valuations are incorrect. What of it, so long as we all use them? Brownell's patent system is not an improvement, but on the contrary, a still greater absurdity. He would count gold as 5, red 4, blue 3, etc. He would have the white count for one fifth of the gold. A glance at the relative areas of the five colors will show this is incorrect, and at the same time prove that the present ratio between the white and gold is *correct*. On a 48-inch target

The gold contains	.	72 square inches.
" red "	.	217 "
" blue "	.	362 "
" black "	.	506 "
" white "	.	651 "

Is it not clear, then, that as the red contains three times the space of the gold, the *chances* of hitting the red are three times as great as of hitting the gold, and therefore a hit in the red should count only one third of the gold value? The blue is five times as large as the gold, and should therefore count for one fifth of the gold. The black is seven times the size of the gold, and should count for one seventh. The white is nine times the gold, and should count for one ninth. So that, taking the target as it is, if the gold counts 9, the red should be 3, the blue 1 4-5, the black 1 2-7, and the white 1. I do not say that this would be a fair valuation; but on the present relative size of the colors, is it not correct? It certainly is not fair to have ten arrows in the blue, just touching the red, count as much as the same number in the red just outside the gold, for the latter certainly shows the best shooting.

The only fair system of scoring would be either one of two plans: either measure the distance of each hit from the centre of the target, and add these distances together, which would give the highest score to the one who had the smallest number of inches, in which case the highest attainable score would be nothing; or measure each hit from the circumference of the target, when the one having the greatest number of inches would win, the attainable limit for thirty arrows being seven hundred and twenty. Both of these systems, the absolute fairness and correctness of which no one will gainsay, are impracticable, because of the delay and difficulty in measuring the distances of the hits from centre or circumference. Nor can any one in fairness favor the "5, 4, 3, 2, 1" system, because that gives the indifferent archer who may scatter his arrows over the target in the outer colors too high a score, relatively to the better archer who bunches his hits around the central colors. If changes are to be made, let us have two divisions to each color, say an inner gold, say four and eight tenths inches in diameter, counting 9, and the outer gold counting 8; the inner half of the red counting 7 and the outer half 6, and so on. Or, let an arrow when it cuts two colors count for half the sum of the two. The latter is certainly practicable. But don't try anything to make our present system worse. Let us hear what Dr. Weston has to say. They say he has been doing some wonderful scoring this winter at short range.

Schooner.

ARCHERY.

The Executive Committee of the National Archery Association of the United States is now in session at the office of the Corresponding Secretary, Mr. G. F. E. Pearsall, No. 298 Fulton street, Brooklyn, prepared to receive applications from archery clubs in any State of the Union for admission into the National Association.

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary, who will afford all necessary information, with copies of the Constitution, By-Laws, etc. — *Com.*

NEW YORK ARCHERY CLUB.

Editor Archery Field: — On the evening of 9 April, in the hall of the New York Club, we enjoyed an informal shoot with a visiting team from the Brooklyn Archery Club. Our visitors were beaten, though the champion was on the team, and his scoring showed what want of practice for several months will do to the best of archers. He must be constantly at the target if he expects to keep his medal another year.

This evening we have had a club match with the Newark Toxophilites, who beat us quite badly last fall on their ground, and the result is satisfactory as a friendly revenge. The feature of the match was the participation of the ladies, and the meeting of Miss Morton of the New York Club and Miss Brandagee of the Newark Toxophilites, two rivals for archery honors in all local contests last year. Though high scores were made by neither, in the bothersome gaslight, they expect to be at the tournament and make their Western rivals work hard for the champion's medal. Mr. Elliot, of the New York Club, alone of the twelve contestants, scored at all satisfactorily; but all have confidence that their winter's practice has done them good, and are certain of being in good trim for the Brooklyn Meet.

This makes the fifth contest this season in which the New York Club and their rawhide-backed bow have been victorious, and we mean to keep it up *if we can*. We can at least keep local archery alive by stirring up our neighbors to friendly and formal matches. In connection with the prevailing topic in archery literature, let me report that I have yet to find one archer hereabouts who favors a change in the present target valuations.

S. S. Roper,
Sec. New York Archery Club.

SCORE.

New York Archery Club.

60 *arrows at* 40 *yards.*

	1st 30.	2d 30.	
H. T. Elliot	167–180		347
J. W. Auten, Jr.	166–152		318
S. S. Roper	141–159		300
Miss E. T. Morton	130–147		277
Mrs. A. B. DeLuna	120–134		254
Miss G. Frazer	113– 83		196
			1,692

Newark Toxophilites.

	1st 30.	2d 30.	
T. Baldwin	123–122		245
C. D. Coe	136–142		278
T. A. Roberts	72– 69		141
Mrs. C. D. Coe	95–103		198
Miss Brandagee	110–105		215
Miss Carter	86–100		186
			1,263

GLANCES ABROAD

Punning on the Bench. — "As the bicycle is a revolver," said a policeman, "why does n't the law against carrying concealed weapons apply to it?" "Because," replied the magistrate, "it avoids *cart*ridges, and never goes off by itself." — *Cycling.*

Such is fame! — Everybody knows that Cortis is following the medical profession, but everybody does not know where it is that he is practising. Well, it seems that he is assistant to a noted surgeon in a certain North London suburb, and the other evening a young rider in the neighborhood went to this surgeon to be vaccinated. Cortis was deputed to perform the operation, and whilst doing so conversed with a friend, who was waiting for advice. The topic of bicycling coming up, the youth inquired whether he — the doctor's assistant — "went in for bicycling?" The amateur champion replied drily, "Yes, he *used to do a little in that line!*" No more was said, but as the inquiring youth took his leave, the broadest of broad grins illumined the expressive countenances of the *medico* and his friend. — *Wheel World.*

The Stanley Show. — Taken as a whole, the show this year had fewer surprises than hitherto; but a general upheaval in quality was noticeable all round. Hollow forks were, we may say, universal; handle bars exhibited elongating tendencies; ball bearings held supreme sway, a great improvement being generally found in their dirt-repelling capabilities; several varieties of adjustable steps claimed attention; springs without number, called for critical examination, india-rubber being largely used in various methods of adaptation; tires were of better average quality than last year — non-slipping ones coming into considerable favor; whilst in that important item in a roadster, the brake, the double-lever spoon was used with scarcely any exception; yet in this connection, a fact which is simply inexplicable to us is, that although this form of brake (acknowledged as the best) is not the subject of a patent, it should have been so remarkably neglected by the hand of improving fitters. — *Wheel World.*

RANDOM NOTES.

BY BACKBONE.

At the late Stanley show, on the stand of Messrs. Goy, there was exhibited a novelty, named "The Ideal," which, although I had the benefit of an explanation from its inventor and patentee, Mr. Hodgkinson, I neglected, at the time, to say anything about. That neglect, however, has just occurred to me, and I hasten to endeavor to remedy it; for "The Ideal," as a special and peculiar novelty, deserves notice. To detail it in as little space as possible, "The Ideal" 'cycle is in principle a bicycle with three additional wheels, two small outstanding side ones, a foot and a half from the large wheel, which act as a balancing agent, but which by an admirable spring arrangement have no weight imposed on them, and can be, by the depression of a lever, partially raised from the ground, or gathered up altogether to the side of main wheel. The other additional wheel is in front, and forms the conclusion to what I may term a semicircle backbone, upon which the seat is so balanced as to practically put the whole weight upon the large driving wheel only. The front and back wheel cannot be on the ground at the same time, their use depending on the position of the rider, or the ground traversed. The steerage is effected in large wheel by an ordinary bicycle handle, at the head of fork. It will be seen that the main features sought to be attained in this 'cycle are prevention of falls, either backwards or forwards, practical balance on one wheel only and consequent attainment of greater speed, absence of jolting or vibration from back wheel, ease in getting up hills, safety even to an inexperienced rider from side wheels, consequent ease of learning without help, and its power of closing up at will of rider. These qualities, if attained, would be undeniably great; but I should remark that it was yet but in theory when exhibited, and wanted practical testing, which has, I hope, by this time satisfied the expectations of its inventor, for it seems to embody many good principles; and that is why I notice it. Owing to the novelty of the machine, this notice is necessarily imperfect, but the best I can supply from memory; and although the specimen exhibited must have caught the eye of many, it was little pushed by the inventor, owing to incompleteness and clumsiness of manufacture, which was done in a hurry, and gave little more than an idea of "The Ideal."

I saw an Otto bicycle the other day ridden by a young lady in blue round Hyde Park Corner, in the busiest part of the day. She managed her steed with the greatest ease; and although there was a complete and difficult block of carriages on at the time (4 P. M.), she settled herself in the midst of them, at the head of her male escort, who was also on an Otto. She attracted the attention of many amongst the fashionable crowd, and I learned that she had been seen previously during the week in Hyde Park. After this display I fully expect to see my anticipations of a fashionable rendezvous for "steel steedists" realized. The Otto would seem a *practical* success. — *Bicycling News.*

INVENTION

Letters Patent relating to bicycles, and other velocipedes (or some of them), were reported up to 2 March, 1880, but not since, in these columns. It may be of interest and convenience to some of our readers to scan the following list of patents issued in the United States since that date, as reported by C. E. Pratt, Esq., with Clarke & Raymond, Solicitors of American and Foreign Patents, 29 Pemberton square, Boston, Mass., viz.: —

No. 225,239. S. Sawyer, 9 March, 1880, Brake for Bicycles.

No. 225,310. A. Vreeland, 9 March, 1880, Velocipede.

No. 225,585. W. H. Fox, 16 March, 1880, Railway Velocipede.

No. 225,760. W. Overstreet, 23 March, 1880, Velocipede.

No. 225,771. R. W. Teese, 23 March, 1880, Velocipede.

No. 226,504. Esperandieu, 13 April, 1880, Tricycle.

No. 226,578. G. E. Whitmore, 13 April, 1880, Velocipede.

No. 227,511. F. Fowler, 11 May, 1880, Tricycle.

No. 227,685. J. S. Gill and G. B. Alexander, 18 May, 1880, Velocipede.

No. 227,746. J. A. Faucher, 18 May, 1880, Velocipede.

No. 228,496. A. Vick, 8 June, 1880, Velocipede.

No. 228,908. F. Langmarsh and P. Striff, 15 June, 1880, Velocipede.

No. 228,996. L. M. Hosea, 22 June, 1880, Velocipede.

No. 229,252. E. K. Hill, E. F. Tolman, and A. H. Howland, 29 June, 1880, Railway Velocipede.

No. 229,562. C. M. Trautmann, 6 July, 1880, Velocipede.

No. 229,789. J. Wolff, 6 July, 1880, Velocipede.

No. 230,176. D. H. Collins and others, 20 July, 1880, Velocipede.

No. 230,428. O. J. McGann, 27 July, 1880, Velocipede.

No. 230,669. J. S. Smith, 3 August, 1880, Velocipede.

No. 230,722. A. Stover, 3 August, 1880, Velocipede.

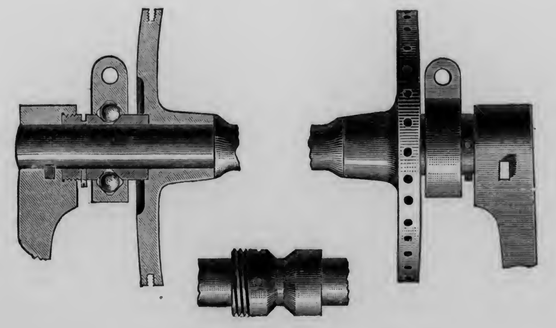
No. 231,347. R. Newton, 17 August, 1880, Velocipede.

Reissue 9,348. J. A Aspinwall and C. M. Pierry, 24 August, 1880, Velocipede.

No. 231,609. N. S. C. Perkins, 24 August, 1880, Velocipede.
No. 231,622. H. Schlüter, 24 August, 1880, Velocipede.
No 232,620. C. M. Trautmann, 28 September, 1880, Velocipede.
No. 232,783. C E. Tripler, and W. H. Roff, 28 September 1880, Velocipede.
No. 232,825. A. C. Johnson, 5 October, 1880, Velocipede.
No. 223,396. K. Berger, 19 October, 1880, Velocipede.
No. 223,723. H. W. Britton, 26 October, 1880, Bicycle.
No. 233,671. D. A. Gunn, 26 October, 1880, Velocipede.
No. 233 682. G. Lowden, 26 October, 1880, Velocipede.
No. 233,691. W. Palmer, 26 October, 1880, Velocipede
No. 233,640. G. W. Pressey, 26 October, 1880, Velocipede.
No. 234,064. B. Rieder, 2 November, 1880, Velocipede.
No 233,903. T. B. Treller, 2 November, 1880, Velocipede.
No. 233,919. M. Colony, 2 November, 1880, Velocipede
No. 234,722. G W. Pressey, 23 November, 1880, Velocipede.
No. 234,954. H. B. Burin, 30 November, 1880, Velocipede.
No. 235,399. J. Arkins, 14 December 1880, Velocipede.
No. 235,551. T. W. Moran, 14 December, 1880, Velocipede.
No. 235 552 T. W. Moran, 14 December, 1880, Tire for Bicycles.
No. 235,720. C. Wittenberg, 21 December, 1880, Velocipede.
No. 235,925. G. N. Winslow, 28 December, 1880, Velocipede.
No. 236,224. P. Humbert, 4 January, 1881, Three-wheeled Vehicle.
No. 236,259. J. Reid, 4 January, 1881, Velocipede.
No. 236,372. N. Salamon, 4 January, 1881, Velocipede.
No. 236,454. J Pullen, 11 January, 1881, Velocipede.
No. 236,572. W. W. Giles, 11 January, 1881, Velocipede.
No. 236,573. W. W. Giles, 11 January, 1881, Velocipede.
No. 238,245. F. Morris, 1 March, 1881. Bicycle Luggage Carrier.
No. 238,915. H. Karlss, 15 March, 1881, Velocipede.

THE COLUMBIA BALL BEARING, shown reduced in the accompanying cut, has been in practical use about a year. Patented and owned by the Pope Manufacturing Company, it was designed and at first made for their "Special Columbia" only, and on which it became favorably known. With the increasing demand for ball bearings, which during a year past has become a sort of epidemic, that company supplied it with their "Standard," on which it is interchangeable with an improved parallel bearing, which supersedes cones for their this season's wheels.

It is one of the neatest and simplest anti-friction bearings ever constructed, and consists of a stee box of a single piece, having a lug by which it is bolted to the fork, a row of steel balls therein, and a two-part sleeve on the axle; one part of this sleeve extends into a recess in the hub, and the other into a threaded recess in the crank boss; the latter part is adjustable from the crank by inserting a small steel rod in a slote, and turning it on the axle, — the thread causing it to appr ach the other part of the sleeve until a perfect bearing is taken, when it is set by the small set screw shown on the under side. There is a small oil duct in one side of the box, not shown in the engraving, by which it is lubricated, and covered with a spring cap. The box being in one part, holds the oil so that it may be ru a number of days without oiling; it is practically dust-proof: the bearing surfaces are all case-hardened, and being formed and finished with automatic tools are constructed with great precision. The adjustment is very simple and easy; and the whole when in place occupies little space, and is very neat in appearance.



L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

LAWRENCE BICYCLE CLUB. — George W. Hall, Everett Mills; Robert F. Maunders, Washington Mills; Francis Cogswell, Pacific Nat. Bank; Nathaniel M. Cogswell, of Cogswell & Co.; Charles Shattuck, Jr., Shattuck Bros.: Peter W. Lyall, Essex Bank building: John Coughlin, at A. W. Stearns & Co.; Alonzo Tracy, Washington Mills; Everett Chandler, Eagle Office, all of Lawrence, Mass. David B. Smith, of Smith & Manning; John N. Cole, Smith & Dove Manuf. Co., both of Andover, Mass.

The secretary adds, "Every member of the club rides a Columbia machine, and every member of our club will be at the L. A. W. Meet, May 30."

WATERBURY BICYCLE CLUB. — Otto Castrop, No. 18 E. Main street; Charles M. Allen, No. 166 So. Main street; Edward O. Goss, Pine street; Lewis B. Hamilton, No.135 E. Main street; Lewis E. King, all of Waterbury, Conn.

MIDDLESEX BICYCLE CLUB. — Walter J. Barstow, of Remsen Bicycle Club, Brooklyn, N Y.; Henry C. Murphy, Jr., of same club, No. 38 Court street, Brooklyn, N. Y.

TOLEDO BICYCLE CLUB. — Carlton H. Walbridge, president and bugler, 205 Monroe street; Millard F. Richards, secretary and treasurer, 218 Summit street; William F. Dewey, captain, care of Taylor, Rogers & Co.; Harry M. Kelsey, sub-captain, care of Bostwick, Braun & Co.; Bruce B. Barney, Jr., care of Wells Bros.; W. F. West, care of Taylor, Rogers & Co.; Herman S. Halsted, care of Commercial Nat. Bank; John M. Kelsey, 46 Summit street; George A. Reynolds, care of M. J. Cooney & Co.; George C. Osborn, care of Welles Bros.; Arthur E. Baker, care of Witter, Jones & Co., — members, all of Toledo, Ohio.

CHELSEA BI. CLUB. — Additional: Warren T. Currier, 134 Orange street; Albert O. Hall, 690 Broadway; Herbert Rogers, 87 Bloomingdale street; Frank M. Gilley, 189 Washington avenue; Wm. J. Nagle, 156 Park street; Geo. H. Walker, Eastern avenue; Chas. Crosby, 172 Chestnut street; Arthur E. Rowse, 82 Bloomingdale street; Frank Rogers, 87 Bloomingdale street; Lorenzo T. Farnum, 266 Washington avenue; Arthur B. Martin, 837 Broadway; Harry Woodward, 770 Broadway; A. C. Woodward, 50 Woodlawn avenue; Edward F. Brad ord, 49 Orange street; J. A. J. Wilcox, 91 Addison street; Geo. A. Woodward, 770 Broadway; John F. Low, 87 Clark avenue; Geo. H. Hood, 35 Crescent avenue, — all of Chelsea. A. H. Burbank, 3 Pearl street, Charlestown, Mass.

WALTHAM BI. CLUB. — Additional: John Lincoln, F. H. Blaisdell, D. Nash Mitchell, John H. Foster, — all of Waltham, Mass.

BROOKLYN BI. CLUB. — Additional: Henry D. Braun, 356 Henry street, Brooklyn, N. Y.; John Lee, 326 State street, Brooklyn, N. Y.

UNATTACHED. — W. P. Despard, London, Ontar o; Kenneth J. Johnston, St. Catharines, Ont.; W. J. Walters, 188 Genesee street, Utica, N. Y.; Adelbert A. Metcalf, Ashland, Mass.; Thomas F. Handy, Providence, R. I.; Harry H. Butts, Providence, R. I.; C. G. Wright, Philadelphia, Pa.; James R. Torrance, 10 Hall Building, Troy, N. Y.; Arthur Lyman Whiton, Hingham, Mass.; Chas. A. Ring, Waltham, Mass.; John G. Hay, Woodstock, Ont.; Frank G. Easton, 225 So. Broad street, Philadelphia, Pa.; Wm. A. Nettleton, P. O. Box 256, Andover, Mass.; Willard B. Segur, 231 Dudley street, Boston Highlands, Mass.

CONSULS FOR CANADA. — Quebec, P. Q., W. Noble Campbell: Halifax, N. S., J. D. Shatford; London, Ont., U. S. Despard; Brantford, Ont., Dr. G. H. McMichael; St. Catharines, Ont., Kenneth J. Johnston.

HORACE S. TIBBS,
S. W. MCMICHAEL,
Directors for Canada.

LENOX BICYCLE CLUB, OF NEW YORK CITY. — F. F. Ames, secretary, 791 5th avenue; E. Y. Weber, J. N. Stearns, L. Stearns, H. Groesbeck, P. Niles, H. Knickerbocker, G. Gray, G. Bartlett, J. Buck, E. Richar', L. Labens, W. Hunter, W. Brokan, S. DeForest, H. J. S. Hall, P. Bigelow, P. M. Campbell, all of New York City.

This club made application 9 March, 1881, and are entitled to whatever benefits might have resulted from the publication of their names in our issue of 18 March. — *Ed.*

THE B. T. C.

Editor Bicycling World: — It was novel t me to see the well-known name of President Pratt figuring in your columns as a correspondent of the paper over which he has held editorial sway during the first year of its existence, but not at all novel to find him advancing and advocating an idea calculated to increase the good fellowship and kindly intercourse which should obtain among all good wheelmen. In his suggestion that there should be a meeting of B. T. C. members about the time of the May Meet, he has but anticipated my desires and intentions, my arrangements for such a meeting being already nearly perfected; and I think and hope that he will there find good evidence of that *esprit du corps* which certainly exists among us, although he appears to consider it is lacking.

Permit me to assure our popular president that I am not "too much engrossed" in my business interests to neglect any duties which I have voluntarily as umed or accepted. I shall perform them imperfectly, perhaps, but certainly to the best of my ability. Temporary B. T. C. headquarters will be established in Boston during the forthcoming Meet, and at them all B. T. C. members will be made welcome. Social intercourse will, I think, be found to prevail, and perhap a business meeting, if time permits, can be arranged. If he be not "too much engrossed" in his official duties on this occasion, I shall hope to see our worthy president participating in the fo mer, and lending to the latter the assistance of his counsel.

FRANK W. WESTON,
Chief Consul B. T. C., etc.
SAVIN HILL, 25 March, 1881.



DIRECTORY
OF
BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.
SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.
HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.
CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.
BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.
HELENA.
W. E. NORRIS.

NEW YORK.
NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.
LIMA
GALE SHERMAN.

PENNSYLVANIA.
PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.
PROVIDENCE.
CHAS. F. HANDY,
Union Hall,
135 Broad Street.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., 10 MILK ST.,

MANCHESTER, ENGLAND, BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprisng an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON. WILL H. THOMPSON,

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 *pages, crown 4to, printed on best paper and ably and tastefully edited,*

BY WALTER D. WELFORD,

Hon. Secretary of the Bicycle Touring Club.

Full of original articles, practical suggestions touring reports, and all the foreign advices.

SUBSCRIPTIONS:—Post Free, 12 months, $1.00. Post-Office Orders to be made payable to

WALTER D. WELFORD,

66 Grey St., Newcastle-on-Tyne, England.

g.g.4.p

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

VOLUME ONE, 1879-1880,

BICYCLING WORLD AND ARCHERY FIELD,

NOW READY,

In Handsome, Black Binding.

IT CONTAINS:

History of the League, Organization and Rules L. A. W., Rules for Clubs, B. T. C. Rules and Organism, Complete Club Directory, 1880, Brief History of Prominent Clubs, A full Account of the Amateur-Professional Difficulties, together with the decision defining an Amateur, Racing Records, Ladies' Bicycle Races, Descriptions of Bicycle Manufacture, Personal Interviews with Prominent Wheelmen, Instruction for Beginners, Articles on Wheeling on Ice, Effects of Bicycling on Health, The Visit of the English Professionals, and everything pertaining to Bicycling Literature of the Time.

SENT, POSTPAID, UPON RECEIPT OF PRICE, $3.00.

E. C. HODGES & CO. - - 40 Water Street, Boston, Mass.

WILLIAM M. WRIGHT.



BICYCLES OF EVERY MAKE.

Will Remove May 1st,

—FROM—

160 FULTON ST.

—TO—

791 5th AVENUE.

After May 1st, 1881, all communications should be addressed to WM. M. WRIGHT, 791 Fifth Avenue, New York City.

SEND 1c. STAMP FOR CIRCULAR.

BICYCLE EMPORIUM RIDING SCHOOL



1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

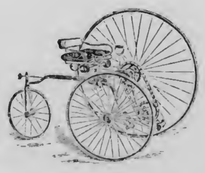
THE LARGEST RIDING SCHOOL IN THE STATE.

Open from 8 A. M. till 9 P. M., Sundays included.

CHARLES R. PERCIVAL,

IMPORTER

Bicycle and Tricycle Agent for all Makes of English and American Machines.



The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms. Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

—AND—

TYLER'S PAT. RUBBER HANDLES.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

THE BICYCLING WORLD AND ARCHERY FIELD.

SUBSCRIPTION FORM.

PLEASE FILL OUT AND FORWARD.

[Advertising Rates and Order Form on Application.]

A WEEKLY NEWSPAPER,
Devoted to the Interests of
Bicycling and Archery.
EDITED BY
LOUIS HARRISON,
With an able corps of Contributors.
Terms: $3.00 a Year; 10c. a Copy.
ALWAYS IN ADVANCE.

E. C. HODGES & CO., Publishers, 40 Water Street, Boston, Mass.:

Gentlemen, — I herewith enclose P. O. Order (or check) for $3.00, and request you to enter my name as a subscriber to THE BICYCLING WORLD AND ARCHERY FIELD for one year from.....188 , to be mailed, postage prepaid, as below.

Name,.....

Address,.....

.....

ALFRED MUDGE & SON, PRINTERS, BOSTON

THE Bicycling World & ARCHERY FIELD

$3.00 a Year. 10 cents a copy. — *A WEEKLY JOURNAL OF POLITE ATHLETICS* — [Volume II. Number 25.

LOUIS HARRISON, Editor. E. C. HODGES & Co., Publishers. | BOSTON, 29 APRIL, 1881. | CHARLES E. PRATT, WILL H. THOMPSON, } Editorial Contributors.

[Vol. II. **CONTENTS** No 25]

Currente Calamo	389
L. A. W. Notice	390
Editorial — BICYCLING WORLD	391
Au Revoir	391
The L. A. W.	392
A Gullish Confession (concluded)	392
The Beacon Park Athletic Association	394
Bicycling in France	394
Glances Abroad	395
London Athletic Club	395
Grip Pedals	395
English Amateur Records	395
Tricycle Clubs	396
A Trip to Ottersberg	396
Editorial — Archery Field	397
National Archery Association	397
The American System	397
An Open Letter to Archers	397
From Highland Park	398
From Havens's Scrap-Book	399
Wheel Club Doings	399
L. A. W.	401

Entered at the Post Office as second-class mail matter

ADVERTISEMENTS

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address
A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D, CHARLES E. PRATT,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS

Rubber Bicycle Handles
RELIEVE ALL JAR.
Do not wear the hands. Send size of thread with order. Address,
ELASTIC TIP COMPANY,
157 Washington Street - - - BOSTON, MASS.

CURRENTE CALAMO

(MACHINIST *in repair shop to impatient wheelman, who has been waiting three weeks to have his handle bar straightened.*)

"Is it the bicycle yer after? You can't have it this after —. Some other after —. Good after —!"

(*Bicycler makes a note of the formula and repeats it, substituting the word "Cash" when the latter is demanded in payment for repairs.*)

ONE of the most charming ex-members of Rice's Surprise Party had an attractive picture taken in California on a bicycle. Copies of the photograph found their way to Boston and into the album of an ardent devotee of the sport. The A. D. now has all the visitors he can entertain, and the page of the album which contains the picture is slowly wearing away from constant handling. The picture is an excellent one, the costume becoming, and the lady herself is simply T. S. T. L. A. M.

SCENE THREE.

Small Boy. — "Where 's yer mah?"

Bicycler. — "She 's in the boudoir braiding her hah."

Smaller Boy. — And where 's pa*pah*?"

Bicycler. — "Just stepped to the bah to buy a cigah. Tata."

Smallest Boy. — "'Rah! 'rah!"

[*Exeunt; small boys right, bicycler left.*]

THE bicycle season has evidently opened in France, for Mr. Devillers' interesting little paper is beginning to report runs by individuals and clubs. In the issue of 3 March, a correspondent from the Saumur Bi. Club describes what unintentionally became a two-days' run, which seems to have been replete with exciting events.

To start with, one of the riders took a "header" and broke his wrist in two places. Night overtook the riders some distance from home, and as only one of the party had a lantern, they were forced to remain at Chinon until morning; but as no one anticipated being out over night, no one had any money, so one of the riders had to pawn his watch chain to raise money to pay their hotel bill. It was Sunday evening, and, as is very common in that wicked country, a ball was in progress: this our bicyclers attended, and created quite a sensation by dancing in their bicycle costumes.

THE mooted question seems to be whether the League or those who welcome the L. A. W. members to Boston shall provide the League dinner. The great mass of bicyclers in Boston are in favor of providing everything that will make the League Meet an enjoyable occasion to visitors; but a few of the long-headed ones say that if Bostonians provide the dinner, it will establish a pre-

WE MAKE
SPORTING GOODS
A SPECIALTY



And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING,
BICYCLING, FOOT-BALL, BASE-BALL,
LAWN TENNIS and GYMNASIUM
SUITS, ETC.

G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

cedent which may be an unpleasant one in case the next Meet should be held where bicyclers are few, and not so thoroughly united as here. The League officers should, we think, decide the matter, as out of the abundance of their hospitality the Hub wheelmen might trespass on League authority.

LAW NOTICE.

THE following votes are to be submitted to the officers of the League by letter, as provided by Section 13 of the rules: —

Voted, That the vote adopted at the meeting of the officers L. A. W., 20 March, 1881, "that the business meeting of the League will be called at 10 o'clock A. M., at such place as the president may designate, and that parade be called at 2.30 P. M.," be, and hereby is rescinded.

Voted, That the business meeting of the League be called at 2.30 P. M., at such place as the president may designate, and the parade be called at 10 A. M. of 30 May, 1881.

The reason of this desired change in the programme is that there is to be a large military parade (of the G. A. R.) in Boston on the afternoon of 30 May, which, it is feared, would interfere with the parade of bicyclers.

NOTICE OF ANNUAL MEETING. — The first annual meeting of the League of American Wheelmen will be held in Boston, Mass., on Monday, 30 May, 1881 (time and hall to be announced later). Members will be admitted on presentation of certificates of membership; and each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that clubs whose entire active membership has joined the League may choose by ballot one delegate for each ten members of the club on the membership roll of the League, to represent them at the annual meeting, and these delegates, upon presentation of credentials signed by the president and secretary of the club, authorizing them to do so, may cast ten votes each in all proceedings of the meeting. A full attendance is desired.

ALBERT S. PARSONS,
Cor. Sec'y L. A. W.

For Sale.

48-IN. D. H. F. PREMIER. PERFECTLY NEW.

Never on the road, and ridden just enough in a hall to take the stiffness out of bearings, and show that it is perfect in every respect. It is the newest model for 1881, built specially to order, and is fitted with all the best improvements, including an extra pair of 7-inch "holdfast detachable" cranks for rough, hilly roads and touring purposes. *Too small for owner.*

PRICE, $100. Address, "PREMIER, 135 Douglass Place, Chicago, Ill.

WANTED.

A man who thoroughly understands repairing bicycles. Address, with references, "BUSINESS," Care of Bicycling World, BOSTON, MASS.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing al jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

HENRY W. WILLIAMS,
Solicitor of American and European.

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,
40 Water Street, Boston.

"BICYCLER'S RIDING SUSPENSORY."

Best thing ever offered to Wheelmen.

AFFORDS COMFORT! INSURES PROTECTION!

Simple in construction; and for quality of material, and superiority of finish, cannot be surpassed. Sent by mail on receipt of $1.00. We also make the "'CYCLIST'S RIDING BELT," of best Silk Elastic. Price $5.00. Send for Circular to ELASTIC HOSE CO., HIGHLANDVILLE, MASS.

THEORY AND PRACTICE OF ARCHERY.

BY HORACE FORD.

Edited by Dean V. R. Manley, with valuable notes and appendix of English and American scores, to the present season.

PRICE - - - - - $1.50.

E. C. HODGES & CO.,
40 Water Street, Boston.

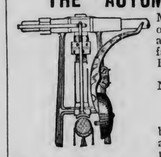
ENGLISH BICYCLES & TRICYCLES.
LANE BROTHERS, Liverpool, Eng.

BICYCLE DEALERS,

Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to A. T. LANE, P. O. Box 1196, MONTREAL.

Orders cabled free.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

I have a few of my very nice
BICYCLES BICYCLES
for sale, and am making more. I REPAIR all kinds of bicycles in a thorough manner. New and second-hand machines.

A. J. PHILBRICK,
36 Bridge Street - - Salem, Mass.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,
TALBOT WORKS . . . . WOLVERHAMPTON, ENG.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 29 APRIL, 1881.

AU REVOIR—THE BICYCLING WORLD. — This time I drop the editorial "we." It is always with a certain paternal feeling of affectionate reluctance that an editor whose heart is in his work lays down his official pen. The feeling toward the paper is akin to that of a parent leaving a child to other resources and control. Toward his readers, the feeling is one akin to that of a personal parting from comrades and familiar friends, and turning away to seek a place and a congenial recognition elsewhere. With one who has projected a paper, and travailed with it, and licked it into shape, and nursed it until it could run and subsist alone, these feelings are doubly strong.

Between me and you, dear WORLD and dear readers, the separation has been gradual. With the first number in January, of this year, you began to be familiar with the name and the pen of my more brilliant associate, who brought younger blood and fresher energies to the work. It was not many weeks before the greater part of the burden rested upon him; and how faithfully and efficiently he has carried it, the pages of the paper and its increasing support attest. My personal regard for him and my satisfaction with his conduct of the paper would lead me into more fulsome compliment than would be appropriate here. It is sufficient that the paper is to be in good hands.

In bidding my "Auf Wiedersehen," I have fuller thanks than I can express for so many kind words and deeds extended to me, and for so much generous aid rendered to the young enterprise, without which it could not have been a success. I hope the paper and its editor will deserve and receive the same kind of support in future; and I say only *au revoir*, — not the long "farewell": for I have found, before and since my connection with the WORLD, other ways in which to further in some small measure the success of bicycling interests and the intelligent enjoyment of the wheel in this country, and do not propose to throw away my pen or withdraw my devotion to the cause. But this is at least enough for myself.

In thus retiring from the BICYCLING WORLD, I may say a few words more for the paper itself and its history. Some of its best friends know all about it, but many do not. It was projected in August of 1879. At that time there were several bicycling journals in England, but none in France (though Brother Devillers, taking courage from our example, afterwards started one).

The bicycle had become a fixture, and we could barely say "thousands" of its patrons. These were scattered in little groups nearly all over the country. There had been, at varying intervals of time, a journal issued devoted to the pastime; but the clubs and the wheelmen had no regular or adequate organ. It seemed to me that they needed one, and that the cause of bicycling in this country might be best served by the founding and vigorous conduct of a regular, tasteful, wide-awake paper devoted to it. There was not field enough for it to warrant a financial success; but somebody must sacrifice the time and energy, and somebody must venture the needed funds and wait long for returns, or sink them altoge her. I was ready to do the first, and though one or two others volunteered to share the second, only the present head of the publishing firm was ready to provide for the whole contingency. We joined hands to carry out my plan in full. But in making final preparations for launching our paper, we were unwilling even to seem to crowd or do injustice to any one who had also ventured something and done service to the cause in a similar way, and therefore delayed for the acceptance of a liberal offer for the purchase of the fugitive but enthusiastic *American Bicycling Journal*, whose appearance had. before our project was formed, fallen off to two issues a year; and the genial promoter of that harbinger of our literature was associated with the publication for a little more than a year. The first number of THE BICYCLING WORLD appeared under date of 15 November, 1879, as a sixteen-page, double-column, long-primer type, fortnightly newspaper, with a plain "Old English" headline. We took a fair start, and the first editorial briefly shadowed the policy of the paper as follows: —

"We come before the public in fresh new guise, without apology and without promises, except to be a regular visitant and to do the best we can to be agreeable, truthful, and wide-awake. We believe in the permanent future of the bicycle as a means of practical locomotion, as a delightful enabler to rational recreation and a health-preserver, as a refined and humane instrument of competitive athletics, and as the subject of a large and useful industry. We feel alive to the multitudinous interests, que tionings, enjoyments, discoveries, and experiences arising out of the uses of the wheel, and we mean to voice them in our columns."

The promise to be regular was certainly kept; for the rest, let others answer. There was a growing plenty of matter, both instructive and entertaining, to choose from and to write about; news was laboriously sought; the legal rights and practical aspects of bicycling were to be expounded, and there were a thousand ways for absorbing the time and energies of the "editor and manager," until nights and Sundays and holidays were thrown into the effort. The type was reduced that more matter might be found room for, the size was often increased to twenty pages, the archers were allowed to share our space that they might enable us the quicker to be weekly for both, and then give each a separate organ; but with all these changes of type and size and columns, we could scarcely keep up with the growth of the interest, though we outsped the dollars. At the close of Vol. I., with its 442 pages, the paper with its present heading and general make-up was made a weekly. And now that the second volume draws to a close, of

about equal size, though covering half the time, our assurances are to be fulfilled, and the wheelmen are to have their exclusive weekly organ, and the archers are to have their organ separately.

It may be said without challenge that the BICYCLING WORLD has been run so far (and I trust it will always be) in the interest of no clique or locality or private enterprise, but always in the interest (to the best of our ability) of the wheelmen of the whole country, and of the perpetuation and ennobling of the manly art of bicycling. It has not neglected the interests of bicycling as "a large and useful industry," especially as developed by importation and manufacture in this country; but it has always kept them subordinate to the interests of those who *use* the wheel. As to business interests, it has been fair and impartial. With the exception that one of the publishers (up to last January) was connected with an importing house personally, there has been no connection of the publishers, and there never has been of the editor, with any manufacturer, importing house, or agency. As the "official organ" of the L. A. W., it has been at a deal of expense for no direct return; but in this, as in other things, it has tried to be right and go ahead, whether it paid or not. Its subscribers have received, and (this is *sub rosa*) receive still, what costs more than they pay for.

The prospects grow brighter for bicycling; and the future may yet reward the enterprise which could be at first but a generous loss. For myself, in retiring after a year and a half of labor and solicitude, I have for reward a consciousness of having done something to promote the happiness of others, and of having made many friends. For the paper and its able editor, I bespeak continued support and future prosperity. For its many readers and active friends, I wish their wheels may ever run in pleasant roads. And so *au revoir*.

CHARLES E. PRATT.

THE L. A. W. — The marked and almost phenomenal growth of this fraternity, to a strength of about fifteen hundred members in the first year of its existence, is a matter of general comment. The fact is due to the urgent need of such an institution, and to the large amount of vigor and strength infused into it by the enthusiastic wheelmen who projected and perfected its organization.

The work of the past has been mainly one of organism, but other important matters have been dealt with. Foremost among these was the decision which discriminated between and clearly defined the positions of amateur and professional. In this country the time-honored question of *caste*, of social rank, being done away with by the democratic character of the people, the board of officers L. A. W. had no such difficulty to contend with as did those of the Bicycle Union in England. There a wretched habit of past ages still prevailed of conferring the title "amateur" on those only who constituted the aristocracy; but common-sense prevailed, and the Bicycle Union took a long progressive step in laying aside the distinction against tradespeople, and admitting them on terms of equality with the "gentlemen amateurs."

The stumbling-block in the discussion of the matter at the L. A. W. officers' meeting, 18 September, 188-, was the difficulty of giving position to those who were in the business of manufacturing or selling bicycles. The precedent already established by the Bicycle Touring Club, and the prevailing belief that the admission of men interested in the production and sale of bicycles would help rather than hurt the amateurs, decided the matter, however, in favor of their admission.

The work for the future is large and varied. Every member who attends the League meeting should feel ready to suggest, and to improve the working methods already established. The knowledge of roads, of attractive routes, of the address of consuls, of those country hotels where a reduced tariff has been brought about, and of all those conveniences which make wheeling life attractive, should be disseminated among members. Legal advice should be furnished in cases of accident, and a system of mutual protection established everywhere.

To do this requires discussion and preparation beforehand. We cannot expect the League, even when it has entered upon its second year, to be a perfected institution; but it can be greatly improved, and its strength will depend this year much more upon the interest and support of the mass than upon that of the leaders.

A GULLISH CONFESSION.

BY MADELINE.

(*Concluded.*)

THE rapid sequence of events after Georgie's first letter diverted my interest temporarily from the curious silence Jack preserved whenever I broached the topics Falconer and Grenadine. He avoided reference to either gentleman in his conversation, and became so weakly evasive under cross examination that he strengthened rather than lulled my suspicion. I informed him frankly that I should have more respect for Mr. Grenadine should he prove of service to Georgie, but I should never consent to her becoming his wife. The idea of a brilliant, handsome society girl attaching herself to any such sentimental clog ("clog," synonymous with "husband") was absurd. I vowed that before I would permit such a wedding to take place, I would place some private information in Georgie's hands, which should postpone it indefinitely.

I felt not a little anxiety on Georgie's account, but was assured by Jack that with the information Falconer had in his possession, he would probably effect a rescue in a few days, as he already had some strong testimony against Georgie's uncle.

After an intervention of several days I received the following: —

My Dear Madeline: — When I last wrote you an abbreviated note beneath three postage stamps, I was without doubt the most abject, the most utterly wretched girl alive. My guardian had counted upon the character of discipline in Woolsey to keep me buried for a while, until he could clear his accounts or carry his infamy to its extreme. He failed to take into consideration the fact that I am not as docile, not as easily tamed as the women in his household, and he soon came to know that he had reckoned without his host. The vigilante of the college eyed me with suspicion, and finally detected me in an interview with Falconer. I was promptly locked up, treated as a prisoner and not as a human being, subjected to the disgrace of a public reprimand before the assembled students, and treated with cold disdain in all my interviews with college authorities.

I felt the most bitter indignation, but strange to say, did not show it. Some spirit of cool vindictiveness and determination was aroused within me, and I managed to preserve a proud silence throughout all the disgraces heaped upon me.

My uncle called upon me, and in a very irritable frame of mind attempted to snub me into some sort of submission; but failing in this, he decided that the institution devoted to "the highest and purest form of mental culture," which I had dishonored by my presence, could not hold me any longer. When he talked of removing me, I became alarmed, and

wrote to you, and all that day and next I watched in weary silence at my window for some sign of Falconer. I knew that my relatives would side with my uncle, until his treachery became exposed; and without my one best friend I could do nothing to accomplish my uncle's punishment, or my own release. It is not strange, therefore, that I lost heart when I got no signal from him at the end of the second day. At nightfall my guardian came to take me away. I was hurried into a close carriage without being allowed to speak to any one. We passed several girls on whose faces I saw plainly expressed sympathy, but they did not dare to speak. A desolate feeling came over me when the carriage door closed. I felt utterly friendless, and descending from my proud manner enough to cry bitterly, I implored uncle to let me go, promising never to trouble him again in any way.

He acted like a brute, and frightened me so by the way he talked, that I hushed my crying, and comforted myself with silent tears.

The carriage rolled on very rapidly, swinging around corners in a frightful manner, and threatening to tip over every moment. After what seemed to be an hour's driving at this rate, the carriage stopped suddenly, and the driver shouted nervously: —

"I think we are pursued, sir."

My uncle raised the window, and exclaimed excitedly: —

"Drive the horses to death. I will pay for them."

The window slammed, the carriage jerked violently, and away we dashed with both horses running. My uncle glanced from the back window, and apparently saw nothing. I watched also, and after a time saw close down to the surface of the road a peculiar, phantom-like light swaying from side to side. It looked like some will-o-the-wisp as it flitted from place to place, now shining brightly, now with illusive faintness, and now totally disappearing. I dried my tears and took a post of observation, where I could catch an occasional glimpse of the *ignis fatuus*, which danced along after us. We sped along very swiftly, but the little twinkling light followed persistently, and seemed to become larger and more distinct. I felt creep through me a strange sense of exultation, while a presentiment arose in my mind that the light was my hope and would be my salvation. Strange to say, I had never heard of a bicycle lamp to hang on the hub, but I nevertheless grew to think that Falconer was following, and on the steed that never wearies. In the flash of a wayside lamp, I suddenly beheld the glitter of steel spokes, and then my fondest hope was confirmed.

The race became exciting, as I could plainly hear above the roar of the carriage wheels the voice of the driver exhorting his overtaxed horses. Our speed lessened, while the glittering wheel behind us came rushing on like some meteor. It caught us and slowly passed by. I did not move, as I feared to arouse my uncle from the dull abstraction in which he was wrapt. Presently I heard angry voices without, and our carriage came to a stand-still. Uncle started up excitedly and proceeded to open the carriage door, when a voice rather roughly intimated that if the door did not remain closed the occupants of the carriage would have to suffer. The voice I recognized instantly, and it made me thrill with a hope and joy I had not dreamed of feeling an hour before. There was a dead silence for a moment, and then a rattling of wheels behind us. A few sharp words of command were given, and then uncle was called upon to go forth. He trembled when he arose, and seemed utterly unnerved when upon stepping out he found himself folded in the friendly embrace of a Boston police sergeant. I followed quickly, though not into the same arms, and had just time enough to see that the blue coats had the driver and uncle in custody, and that my Falconer was safe, when I broke down and fainted away. I remained unconscious for some time, thus missing the rest of the fun.

I am feeling perfectly lovely now, as I have had two days to recover, the best of attention, and daily visits from Mr. Falconer. The latter, upon learning that my uncle had become involved financially, instituted an investigation. He has followed my unscrupulous relative as relentlessly as he did the carriage, and was about to pounce upon him, when uncle left suddenly for Woolsey. After a considerable delay in procuring a *posse* of officers, he came per bicycle to the college. The faithful gardener informed him of my departure in the carriage, and immediately Falconer set out in pursuit, leaving word with Mike to direct the police officers to follow.

He was perfectly cool and self-possessed upon the morning he called, after rescuing me; but I, the experienced, the well-bred, well-trained society *habitue*, was as nervous as a mere child; I sniffled a little, laughed hysterically at the wrong times, and acted like a simpleton. He must have thought me a perfect goose. The secret of it was, I was awfully glad to see him. It is an *open secret* now.

Madeline, I shall not tell you where I am, although I am quite near. I will be perfectly well in two days, and shall then for a short time take advantage of your hospitality. I want to have you meet him and like him almost as much as I do; *and I want your consent, your outright consent without any "provided's."*

Yours devotedly, GEORGIE.

BROOK VILLA.

Dear Georgie: — You have my unconditional consent to anything under these circumstances. I have read your letter aloud to "the folks," and we are all ready to receive you in a police-like embrace and to care for you as long as you will make your home with us. Marry Grenadine and bring him along. I will officiate in the humble but useful capacity of bride's maid. We are ready to do anything to assist you, and to bring to justice that horrible uncle. I felt so grateful to the whole family of bicycles that I hunted up Jack's roadster and lavished caresses upon its cold and brainless head, and I shall always regard with interest any one who can turn the inanimate wheel into a thing of motion, beauty, and life.

I hope, though, that it is n't Mr. Grenadine, and that it is n't anybody very great; for I don't think that such men make good husbands. Great minds and social, affectionate dispositions, do not seem to exist together in the same human framework. The awfully nice husbands are hardly ever renowned; whereas, the illustrious men seem to be too absorbed in their own illustriousness, if I may so express it, to be generous and considerate towards a woman. The law places a wife so completely in the power of the husband that she has protection without liberty, and has between her and lifelong unhappiness only a man's fickle fancy; between her and unending misery only a man's frail mercy. Nobody can write more profoundly on matrimony than those who have n't tried it. They are not prejudiced by one narrow marital experience.

I hope you will have the best of all husbands, as I have the best of all brothers; but before you put too much faith in him, ask him, as did Adelaide Proctor:

> "Before I trust my fate to thee,
> Or place my hand in thine;
> Before I let thy future give
> Color and form to mine;
> Before I peril all for thee, question thy soul to-night for me.
>
> "I break all slighter bonds, nor feel
> A shadow of regret:
> Is there one link within the past
> That holds thy spirit yet?
> Or is thy faith as clear and free as that which I can pledge to thee?"

I think that ought to settle any man with a shadow of conscience.

We all hope to meet and welcome you to-morrow. Sincerely yours,

MADELINE.

The day soon came, and with it Georgie. She burst upon us like some joyous May-day after a week of April showers. I had expected to find her somewhat sobered by her strange experiences, but her dimples were as deep and her eyes as mischievous as ever. I could not imagine her wild and free spirit in the least tamed by matrimonial prospects, and even felt some incredulity about the seriousness of her engagement; but we had no sooner got away by ourselves in the snug little library than she began to talk of her chosen boss.

She began very seriously to tell me how dignified, how reserved, how elegant in dress and manners, and how handsome was this paragon; but she laughed a peculiar little laugh before she got half way through, and said recklessly: —

"I am afraid you will not like him, for he is none of these. He is neither smart, pretty, nor good, but I like him.

He will be here pretty soon, and that will settle it all. Do I still have your consent, Madeline?

"More than ever," I responded; "I am prepared to like him now."

"We are engaged with every one's consent, then, and I shall marry him as soon as possible. Here he is."

He entered the room with his hat on, he sprawled lazily down in our best chair, he smiled a sickly smile, and impudently winked at me. I sank back too weak to express my indignation. I could only exclaim reproachfully, "Oh, Jack!"

THE BEACON PARK ATHLETIC ASSOCIATION.

This association was started a year ago, with the idea of providing all lovers of out-door sports a suitable place for their enjoyment. The grounds are laid inside the mile track, at Beacon Park. A quarter-of-a-mile track was laid last season for running and walking; but finding that these sports were not patronized by members, the directors decided to remodel the track, and devote it to bicycling. There has been considerable opposition to bicycling at the Park, but this has been fully overcome; and as that sport promises to be a leading one in the future, they very wisely concluded to favor it, and do everything in their power to further its interests. As the association has expended a great deal of money on the grounds, they did not deem it wise to expend the amount of money required to put the track in condition. Three gentlemen of this city, seeing the advantage that a fast track in this city would be to bicyclers, have guaranteed a sufficient sum to put the track in good order, and make it without doubt the fastest track in the country.

The track is four laps to the mile, with oval turns, thus giving the greatest length of straight stretch with the proper turns. The turns are raised one foot on the outside.

It had originally a coarse cinder surface, which failed to bind sufficiently. The track was first brought up to a level with gravel; then a surface of fine clay gravel laid on and rolled, and then a fine layer of cinders was spread upon it, to make the proper surface. The track is now being alternately sprinkled and lightly rolled, and will after a few days' work be ready for use. The art of track building is young in this country, and we believe that this is the first track built in the country on the correct principle.

We print here the circular issued by the association, showing some of its advantages: —

BEACON PARK ATHLETIC ASSOCIATION.

DIRECTORS.

J. Malcolm Forbes, E. C. Hodges, Henry Howland, P. F. Ferris, R. S. Russell, C. H. Williams, A. T. Cabot, G. A. Sawyer, G. F. Roberts, H. G. Pickering, secretary.

The association was organized a year ago, for the purpose of providing all lovers of athletic games in Boston with suitable grounds. A large portion of the space inside the mile driving track was levelled, and grounds prepared for base ball, lacrosse, cricket, foot-ball, lawn tennis, archery, etc., etc.; and although it was our first year, our membership list numbered over 200 names.

At the close of the season the grounds were thoroughly overhauled, and sodding, grading, and seeding done wherever we thought they could be improved, and we hope to offer this year superior grounds for each sport represented. We shall have eight grass lawn tennis courts, and one of wood, each supplied with back-nets.

The cricket ground was made over and the outfield seeded, and it will be much improved. The base-ball ground was relaid, and the diamond and near infield put down in loam, and the whole seeded.

The quarter-mile bicycling track is being relaid under the direction of Messrs. E. W. Pope and E. C. Hodges, and as its shape is exceptionally good, we hope to make it the fastest in the country.

The association is justly celebrated for its bathing and dressing rooms. We have lockers enough for all active members.

We have re-engaged George Wright as professional cricketer, and members can have the advantage of practice with a bowler whose average was the best in the country last season.

Beacon Park can be reached in twelve minutes by the Boston and Albany Railroad in thirty minutes by Brighton horse cars, and in twenty minutes by the steam launch "Galatea," which leaves the Union Boat Club float on each half-hour during the afternoon. Returning, leaves Beacon Park on the hour. Applications for membership may be made to H. G. Pickering, secretary, 54 Devonshire street, Boston, or to any member of the association. The admission fee is $10, which covers the first year's assessment.

H. F. Fay,
James Dwight,
P. F. Ferris,
Executive Committee.

COMMITTEES ON SPORTS.

Cricket. — Laurence Curtis, J. P. Farley, Jr., John G. Hubbard, H. F. Fay.

Bicycling. — James Dwight, E. C. Hodges, E. W. Pope.

Lawn Tennis. — Edward Gray, James Dwight, M. H. Richardson.

Lacrosse. — H. M. Howard, S. Macdonald, P. F. Ferris.

Base Ball. — G. A. Sawyer, H. W. Lamb, P. F. Ferris.

Archery. — F. Dabney, James Dwight.

As the above statement will show, the grounds furnish facilities for every kind of out-door sport. The sail up the Charles River in the steam launch "Galatea" is a pleasant one, and is highly appreciated by the members.

On the 28th May, the association will give a race on the new track, and it will undoubtedly be the largest ever held here. Bicyclers in the vicinity of Boston are urged to join the association. It is unnecessary to dwell at length on the advantages of doing so. The membership tickets, we understand, will admit members to all events excepting to the fall races of the Driving Association. It is the intention of the directors to have some event of interest at the Park every Saturday. Among the events may be mentioned the tennis tournament, Harvard bicycle races, the games of the Institute of Technology, several races of the Boston and Massachusetts Bicycle Clubs, and the race to be held 28 May.

Names may be sent to E. C. Hodges, 28 State street.

BICYCLING IN FRANCE.

Two French gentlemen, MM. Laumaillé and De Guilhermanson, are at present making a very lengthy tour through Europe on bicycles. The diary of M. de Guilhermanson is being published in *Le Sport Velocipedique*. The following has been translated from that paper of 2 April, by "Ike," — who has heretofore done our translating: —

I will try to give you briefly some notes of our trip as far as Follonica.

7 March. We left Menton at six o'clock; the custom-house officials caused us to lose an hour of time and made us pay 33 francs on each bicycle; this money will be refunded us when we leave Italy. The roads are very hilly, and becoming more rocky. We arrived at Alassio tired out.

8 March. The roads have been fair, and we have travelled fast. We took breakfast at Finale; we passed through Savona, and then were caught in a rain. As it had rained hard here during the night, I made up my mind to pedal along in the mud no longer, and left M. L., who was anxious to continue on his machine. Had the roads been in their usual condition, he would have reached Genoa by six o'clock, in time for dinner; as it was, he made most of the distance in mud, and did not arrive till ten.

9 March. We have been sight-seeing in Genoa, a city of some 180,000 inhabitants: most of the streets are from seven to ten feet wide, and the houses are very high, some of them with as many as nine stories. We visited several churches, among others, the Annunciata, the most beautiful of all; gold, marble, paintings, and all the wealth that can be collected in a church, are here to be seen. In the afternoon we went to the *Campo-Santo*, the most beautiful cemetery in the world.

10 March. We set out at eight o'clock, and found the roads extremely muddy. M. L.'s bicycle broke down near Recco, but we found an intelligent mechanic who repaired it. We breakfasted at Recco and started again at half past two, and soon encountered interminable hills. We were well repaid for our fatigue, however, by the varied panorama that continually unrolled before our astonished eyes. . . . We arrived at Chiavari at half past five. Here, as in all the cities and villages, we were followed by great numbers of children and grown people, who would escort us to the hotel if we were to stop, or to the outskirts of the town if we were passing through. In one place we were followed for nearly five miles. Usually the people are pleasant. Those who can talk a little French come up to us and ask where we came from and where we are going, questions which we are very ready to answer.

11 March. A tiresome day. Hills eight miles long to climb and descend. We reached the snow line, but came to no village. It was noon before we got anything to eat, and then only some eggs, bad beans, and a little execrable white wine. At last, however, we arrived in very good season at Spezia. Here we visited the largest war vessel in the world, the "Duilio." It is 120 metres long, and has four cannons 10 metres long with bores about 55 centimetres in diameter. The city is full of soldiers and sailors, and very lively. We passed the evening at a little circus.

12 March. We left Spezia at 7 o'clock. After passing a little hill at the start, we rolled over level ground to Massa. At 3 o'clock we reached Pisa (road good and smooth). We visited the famous leaning tower and the Duomo. The baptistery is a church rich in marble and gold, which one must see in order to appreciate its beauty. The city has about 25,000 inhabitants.

13 March. We did not arise until late, and then went to Leghorn. I attracted a good deal of attention on account of my head-gear, which is a helmet, and has already caused me to be taken for an Englishman. There is nothing whatever to see at Leghorn. There is a fine promenade along the shore of the sea, but it is too early in the season for people to be out.

14 March. We started at six o'clock. The roads were good, but a strong wind in our faces prevented our making rapid progress. The way seemed deserted; there were no villages to pass through, and it was noon before we could get any breakfast; and it was high time, for as for myself, I could have gone no farther. We stopped for the night at Follonica, a little village of no importance: but to reach a larger place, we should have had twenty-five miles farther to ride, and as it was half past five when we got here, we decided to stop.

GLANCES ABROAD

LONDON ATHLETIC CLUB.

The first spring meeting of this club took place at Stamford Bridge, on Saturday last, and among the events set down for decision was a one-mile open bicycle handicap. This being the first race of the season, some little interest was shown among riders as to the probable form of this year's men. Any anxiety as to the ultimate winner was, however, quickly dispelled, as on referring to the handicap, the name of Butler, 120 yards, at once stood out. How this gentleman, after his consistent and good form of last year, came to be let in with such a light weight, we fail to understand, and we can only trust this is not to be a specimen of future L. A. C. bicycling handicaps. Details: —

One Mile Bicycle Handicap (open). — Handicapper, H. H. Griffin. Heat 1. — S. Kemp, L. A. C., 45 yards start, first; W. Brass, jun., L. A. C., 180 yards start, second; O. Thorn, L. A. C., 130 yards start, third; R. A. Woolnough, Rovers B. C., 65 yards start, 0. A plucky race, won by a foot. Time, 3 min. 11 3-5 sec. Heat 2. — E. B. Andrews, L. A. C., 165 yards start, first; A. Beeson, L. A. C., 180 yards start, second; G. L. Hillier, L. A. C., scratch, third; C. D. Vesey, Surrey B. C., 105 yards start, 0; C. W. Coe (introduced), 135 yards start, 0. Won by twenty yards. Time, 3 min. 10 sec. Heat 3. — S. Golder, Blackheath Harriers, 90 yards start, first: J. F. Griffiths, Surrey B. C., 20 yards start, second: W. Tripp, L. A. C., 150 yards start, third; H. Smith, L. A. C., 65 yards start. A capital race, won by a yard. Time, 3 min. 18 4-5 sec. Heat 4. — J. D. Butler, L. A. C., 120 yards start, first; F. G. Medcalf, Arlington B. C., 160 yards start, second; J. R. Hamilton, L. A. C., 25 yards start, 0; M. J. R. Dundas, L. A. C., 45 yards start, 0; J. H. Pullin, L. A. C., 95 yards start; N. A. Cababe, Kingston B. C., 170 yards start, 0; C. W. Fagan, L. A. C., 180 yards start, 0. Won easily by twenty-six yards. Time, 3 min. 5 2-5 sec. Final Heat. Butler, first; Andrews, second; Medcalf, third: Golder, 0; Kemp, 0. It was not until two thirds of the way round the last lap that Butler wrested the lead from Andrews, when he came away and won somewhat easily by fifteen yards; twenty yards divided Andrews and Medcalf, the latter starting in the final owing to being second in the fastest preliminary heat. Time 3 min. 15 sec. — *Bicycling News.*

GRIP PEDALS.

As there seems to be a growing interest in grip pedals, and as there is no information concerning them obtainable on this side of the water, we reprint the following from *Cyclist*: —

"Mr. Garrood has long been known as a bicycle maker, and has in his time done more than something towards the perfection of the machine in its details of construction, being perhaps best known as the first introducer into prominence of the hollow fork, which, although invented and used previously, was first applied by him to the bicycle as a regular thing, being at that time made a specialty of. This latest of Mr. Garrood's novelties, which we have now under notice, first was made known to the world at large at the last Stanley exhibition, although the inventor and manufacturer himself gave them a full season's test upon the Norfolk race tracks, in order with better confidence to offer them to the public. The pedal itself differs in no way from the rat-trap or rubber varieties at the present day in general use, its special feature consisting of two thin steel plates rising to a point and slightly curving inwards, as shown in the illustration, in order to get the shape of the fore-part of the sole of the boot. These steel plates are held to the pedal plates by two small screws, which enable them to be adjusted to take any boot. Their object is to allow a slight grip to be taken by the foot upon the pedal, and by this means to not only entirely prevent the feet being jerked off the pedals when passing over rough ground, but to allow of the pedal being assisted in its upward rise, as well as pushed downwards in the ordinary way. The first thing that strikes one is the theoretical objection that they would hold the feet in case of a spill; but although we have not yet given them a trial, we believe this objection will be found to have very little further weight than the mere idea in actual practice, the grip not being sufficient to resist the effort made in such a case. We cannot speak from experience as to their merits, but we have ridden with pedals narrower than the soles of our boots, which would have very much the same effect; and we well remember noticing the increased ease of propulsion — whether real or fancied we cannot say — which the double motion afforded us. Mr. Garrood himself says that the use of these pedals has been the means of bringing his position upon the path from that of a long-start man to the place of the local scratch man. We are informed that several noted cracks of the London paths intend using them this season; and if so, and it is as the inventor states, we may expect to see some fast times made in a few months' time by their means.

THE ENGLISH AMATEUR RECORDS FOR 1880.

Miles.	Times.	Name.	Date.
1	2-46⅘	I. Keith-Falconer.	1880
2	5-36⅘	"	May 21, '79
3	8-54⅘	H. L. Cortis.	Aug. 23, '79
4	11-51¼	"	"
5	14-39⅘	"	Aug. 4, '80
6	17-53⅘	"	Aug. 18, '80
7	21-52	"	"
8	23-57	"	"
9	26-59½	"	"
10	29-54½	"	"
11	33- 4⅘	"	Sept. '80
12	36- 6½	"	"
13	39- 5½	"	"
14	42- 9⅘	"	"
15	45- 8	"	"
16	48- 8	"	"
17	51- 0½	"	"
18	53-56½	"	"
19	57-36	"	"
20	1- 0-38⅘	"	"
21	1- 3-45⅘	"	"
22	1- 6-51⅘	"	"
23	1-10- 9¼	"	"

24	1-13-26⅜	H. L. Cortis.	Sept. '80
25	1-16-41⅜	"	"
26	1-26-11⅘	"	July 11, '79.
27	1-29-49	"	"
28	1-33- 7⅘	"	"
29	1-36-49⅝	"	"
30	1-40-15	"	"
31	1-43-49	"	"
32	1-47-14⅘	"	"
33	1-50-46⅔	"	"
34	1-54-10⅞	"	"
35	1-57-32⅝	"	"
36	2- 1- 5	"	"
37	2- 4-50⅜	"	"
38	2- 8-32⅘	"	"
39	2-12-25⅝	"	"
40	2-16-10⅘	"	"
41	2-19-58⅜	"	"
42	2-24-44⅘	"	"
43	2-28-39	"	"
44	2-32-20	"	"
45	2-36- 8	"	"
46	2-40- 2	"	"
47	2-44- 7⅓	"	"
48	2-48-11⅘	"	"
49	2-52-21⅝	"	"
50	2-54-35	J. F. Griffith.	July 17, '80
100	7-18-55	Appleyard.	June '78

TRICYCLE CLUBS.

In pursuance of the above subject, I now proceed to illustrate how very easily a club may be formed, by briefly narrating the steps taken to establish the West Kensington Tricycle Club. The present captain (an old stager at tricycling), feeling the want of a club in his neighborhood, consulted with one or two kindred spirits in the matter, the upshot being the appearance of a notice in the *Cyclist*, and other papers taken by wheelmen, to the effect that on 11 October a meeting would take place at a certain hotel, to which all interested in the subject were invited, with a view to form a tricycle club, the said notice appearing several times before date named. Accordingly on that evening eight persons met, amongst whom was Mr. Nairn, the London editor of the *Cyclist*, and it was unanimously decided to start a club forthwith; and officers being duly elected, a set of rules were decided upon, and the club fairly launched: a fact which was heralded by a telling little account of same appearing in the next issue of the *Cyclist*, and evidence of its existence was soon made manifest by three of its members taking part in the 50-mile tricycle race on 6 November following. It now has nearly 30 members, and bids fair to double this by the end of the summer.

Enthusiastic tricyclists may take heart at this, and at once supply a want by becoming the pioneers of new clubs in their respective localities. The whole thing being so easy, I need dwell on it no longer, but at once redeem my promise of dealing with the advantages to be derived by tricyclists becoming associated together in clubs. To a mere superficial observer little benefit would appear to be gained by clubs, but in practice much good is obtained. There is more than mere brute force required to propel a machine with skill and grace, most of the taunts and criticisms levelled at tricyclists being due to the labored, ungraceful, and unskilful manipulation of their iron steed; and unattached riders can only "bear it and grin," little dreaming how soon all their difficulties would vanish with the mutual help and advice of more experienced wheelmen: as, a good fellowship existing between clubmen, they are able to discuss each other's little deficiencies without fear of offence, and thus learn those innumerable little wrinkles which so immeasurably lessen the labor required in propulsion, as well as acquiring that ease and graceful bearing so essential to comfort.

Communion with those riding different machines, and those more skilled than ourselves, tends more than anything to correct mistaken notions and break down old prejudices; half of the blame lavished on various makes of machines is most often due to an incorrect knowledge. One rider may be seen mounting a hill on almost any kind of tri., while a second, with equal strength but a great deficiency of judgment, cannot mount the slightest ascent; one sits far too low, a second too far back, a third has no notion of balancing being requisite, and a fourth can never keep his lamp from going out, or finds his machine goes terribly hard: but the clubmen soon find out all the difficulties and prejudices of fellow members, and put them right.

Then there is the advantage of companionship on long rides, which so greatly enhances the enjoyment of a spin, and it is rare indeed for a member of a club to find much difficulty in getting a partner for a run or even a tour, and the Saturday afternoon club run is perhaps the most enjoyable and instructive of all. Another great advantage is gained by those desiring to purchase fresh machines having the opportunity of observing the capabilities of the various makes used, and intending purchasers of a tri. cannot do better than join a club before making their choice.

The racing feature in clubs is not the most useful part of its functions, but very good in its way, as even the observers may deduce useful information from the results. Finally, all will admit that "union is strength," and in all things new strength is essential, as that alone will break down the prejudices of the multitude. We, as a body, have interests to guard and protect; then form your clubs, let all members be united, and all clubs join in the union offered by the Tricycle Association. — H. J. Bell, W. K. T. C., T. A., in *Cyclist*.

A TRIP TO OTTERSBERG.

Dear Editor: — Sunday morning, 3 April, saw two bicyclists, one riding a 52-inch "Royal Challenge," the other a 50-inch "Express," starting out upon a tour to the above-mentioned township, situated about nineteen miles from this city. The skies were obscured by fleeting clouds, chased before a strong and somewhat cold southeasterly wind. Nothing daunted by the latter, we wheeled through the suburbs, then out upon the splendid Chaussee leading to our destination. Having studied the map carefully the day before, we were pretty well posted as to the villages and roads we should encounter. These villages or hamlets were often quite small, perhaps containing eight or nine hundred inhabitants. Thirteen were passed successively before the spires of Ottersberg arose in the distance. Very little riding was indulged in on the trip there, for the wind and dust clouds presented a truly formidable appearance, as gathering power upon the long stretches of bleak, desolate moorland, they would come sweeping along, often forcing us to turn our backs and cling tightly to our machines. At last, and with many a sigh of relief, we pushed slowly into Ottersberg, putting up at the principal hotel for dinner (time, 12.25). The journey was a long one, taking some four hours and thirty-nine minutes; although slightly fatigued, our spirits rose as mine host, a dapper little fellow, avowed he could place a most substantial meal before us. We were soon seated around the hospitable board, doing ample justice to the good viands, and discussing the merits of an old bottle of St. Jullien. Resting some time, we carefully examined our machines, oiled up, and once more mounted into the saddle.

It need hardly be said the extra work the wind had necessitated in the morning was amply compensated by the slight exertion required to cover the homeward trip, which we accomplished in two hours and thirteen minutes. The roads we passed over were in most excellent condition; putting our legs over the handles, we spun down the inclines we met with, spreading consternation among the poultry and boys these German villages abound in.

We arrived in Bremen at six o'clock in the evening, thus completing a little tour of 78 miles. Upon the whole, the latter was a most enjoyable one, and we shall be happy to repeat "a trip to Ottersberg."

Hermann H. Koop, Jr., *L. A. W.*
Bremen, 6 April, 1881.

Particular Notice. — Secretaries of Bicycle Clubs and unattached bicyclers will remember that *two weeks* must elapse after the publication of the names of applicants for admission to the League before they can be passed upon by the committee on membership.

Applications must be received by the Corresponding Secretary before 10 May, to secure admission before 30 May.

William M. Wright, dealer in Bicycles of every make, has removed from 160 Fulton st. to 791 5th avenue, New York.

The Bicycling World & Archery Field

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America, — clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to Editor of Bicycling World, etc., 40 Water Street, Boston, Mass. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 29 APRIL, 1881.

National Archery Association. — By the kindness of Secretary G. F. E. Pearsall, we are favored with a copy of "Constitution and Rules of the National Archery Association of the United States of America, established A. D. 1879. Official edition, Brooklyn, published by the association, 1881." In his prefatory note the secretary says: "In arranging this edition, I have endeavored to make it, in a measure, a record of the Association." It furnishes lists of the officers for the three years, 1879, 1880, and 1881; the constitution and rules as amended up to this date; the proceedings of the convention of archers, held at Crawfordsville, Indiana, 23 January, 1879, which resulted in the formation of the National Association, and memoranda of the championess medals and championship medals for 1879 and 1880; the winners and their scores. To this is appended an official notice, announcing that the third grand national tournament will take place at Prospect Park, Brooklyn, New York, commencing the day after the annual business meeting, which will be held on Monday, 11 July, 1881. One delegate from each of the associate clubs, seventeen in number, with credentials signed by its president and secretary, can participate in the transaction of business, and also announces: "It is proposed at the coming grand meeting, that *competition between the several clubs* shall constitute one of its main features and in importance next to the championship." The official programme will be issued as early as the executive committee can arrange the details, receive and classify the prizes. The secretary's address is 298 Fulton street, Brooklyn, New York. The pamphlet is very tastefully gotten up, and the contents prepared with great care.

HERE WE ARE AGAIN! THE AMERICAN SYSTEM.

San Francisco, April, 1881.

The following extract from the writings of the late Horace A. Ford (Archery, Its Theory and Practice, page 13), is respectfully submitted for Mr. Will H. Thompson's consideration: —

"The doctrine of the necessary superiority of old ideas over new ones, though supported by no reasoning, no argument whatever, and resting on the bare assumption only that, as our forefathers did so, therefore *ex necessitate rei* we their descendants should do so likewise, will still find advocates, even in these our times of progress and knowledge."

Andrew S. Brownell.
A. W. Havens.

AN OPEN LETTER TO THE ARCHERS OF THE UNITED STATES.

I have been reading, with considerable interest, for some past, the controversy that has been going on between the adherents of the different systems of target valuations. When the Pacific Coast Archery Association adopted the new, or "American System," I felt morally certain that a severe war of words was about to begin, and I have not been disappointed; I had made up my mind not to be drawn into this controversy, but it has come to such a position that I cannot keep out any longer. I have got to say something and have my mind relieved. I *was* opposed to any change in archery practice that has been used for many years past, and when my brothers here advocated, *seriously*, the change from 1, 3, 5, 7, 9, to 1, 2, 3, 4, 5, I opposed it strenuously; to use a California expression, I "kicked" furiously. I had not given the subject any thought whatever, and when I found that the majority favored the change, I subsided and accepted the inevitable. My brother archers are men of good sense, and have far more than ordinary intelligence, and I could not help respecting their views, as I know every one does who has acquaintance with them. I have waited, and have now heard both sides of the question. Mr. Brownell, aggressive, but full of reasoning and good argument, with very little assistance, has battled manfully with the giants of the opposing side. His reason has been met by what? So far as argument goes, by almost nothing. Gentlemen, what you cannot meet by good argument, you attempt to conquer by ridicule. You talk all *around* the subject; you make statements that are not always borne out by facts, and when you cannot say anything else you call us all "muffs."

Now I am going to state a few facts, and have a little something to say in reply to Mr. W. H. Thompson's article in the Archery Field of 1 April, 1881. He talks pretty plainly in his article, and I am going to do the same. I am a stranger, so far as personal acquaintance goes, to all our Eastern fraternity. I know you nearly all by name, and respect you and your shooting. I do not desire to hurt anybody's feelings, but I may tread on your toes.

Just follow me a moment and let me *make* a target that will suit the arguments of the champions of the old system, on a system of circles. Make a gold 9 inches in diameter, and make a circle around the outside so that the *outside* band shall contain a superficial area nine times as great as the gold: then construct a black ring so that it contains an area one third as great as the outside circle and three times as much as the gold. You will find that the black ring is not nearly as wide as the outer or white one. Now comes the blue ring, which must contain one fifth as much area as the outside, and the red ring, which contains one seventh of the surface of the outside ring. Taking Mr. Thompson's figures of the superficial area of the target as correct, I will attempt to give the superficial area that the new target would have.

Gold	— 72	square inches	Value 9
Red	— 92.4-7	" "	Value 7
Blue	— 129.3-5	" "	Value 5
Black	— 218	" "	Value 3
White	— 648	" "	Value 1
Total	— 1160.6-35.		

Now, this may *seem* to be all right, but it is n't, for a target 4 feet in diameter contains 1808 square inches, or nearly so.

What shall we do with the other 650 inches of surface that is left? If you distribute it among the balance of the target *pro rata* to their respective values, you must *increase* the size of the gold. But, gentlemen, this won't do. Perhaps it would be better to change the manner of painting the colors, and ignore the matter of circles altogether. You all remember the school maps of the world, showing the Tropics of Cancer and Capricorn, and the Arctic and Antarctic Circles. Have the Arctic zone painted gold, the Antarctic zone red, and so on, leaving the Tropical zone white.

If you shoot at this target and miss the gold, the nearest color is the blue, and the next is white. If you make a very poor shot, you may make the red or black. Would that be skill? I think not; yet, if

superficial area is to be the standard, this is just as good as the present manner of painting the target. No, gentlemen, there is no target that is used for any kind of projectile that is made on a basis of *superficial area*. They are all constructed on the *basis* of string measurement from the centre, and *subsequently* made into circles simply for convenience, in order to compare the respective merits of the different contestants with ease, and to save the trouble and annoyance of measuring each shot from the centre. Forget your unit of measure, *i. e.*, 1 inch, and take as a unit the width of our target bands, and with any degree of *justice* you *must* count 1, 2, 3, 4, 5. If you insist on counting the gold nine, simply because it makes your score appear larger, why don't you make *nine* rings on the target and count from 1 to 9? You certainly must do one or the other. There is no possible justice if my competitor cuts the ring of the gold and counts 9, while my arrow rests alongside, and touches his, but is all in the red, and counts *two* points less. My shot was so nearly as good as his, that perhaps if his arrow had not been in the target I would have cut the gold too, but was forced out by striking his arrow. Of course, there must be a dividing line somewhere, and the difference in the count should be only one, and not two.

That the new departure in the matter of scoring should meet with *violent* and *persistent* opposition is not strange. Look at the history of *all* improvements, and the *mass* of people, and *some* very intelligent ones, too, were opposed to any newfangled notion. Steam as a motive power they all said was impracticable. When applied to the locomotive and the old cog-wheeled rails, the old stage coach travellers and owners said it would never work at all, but it did. Ship-owners discountenanced steam as a motive power, and poo-poohed at Fulton's modest steamboat, but it was a success. I am not attempting to place this controversy on a basis of these important improvements that have taken place, but to warn you that it is not well to place yourselves on record as opposing the *inevitable*, for the *correct* system *will prevail* in time, and that time is not long distant either. We may be only a small handful here on this coast, but we are not blind, and if any of you gentlemen think we are ignorant in archery matters and its history, you are mistaken.

Mr. Thompson says in his last article, "I would like to ask Mr. Brownell what he has done for archery that gives him the right to not only throw a firebrand into the camp of its lovers, but then, unasked and persistently, fan the firebrand into leaping flames?" Well, friend Thompson, I will now ask what right you have to assert what you do? *Mr. Brownell has not only been asked but urged to do just what he has done.* Some of us Pacificers had our own ideas before Mr. Brownell came here, and as he was a pretty good writer, we urged him to agitate the subject. I say we, although *I was not of his opinion*, because a majority agreed with him. While we recognize in Mr. W. H. Thompson and Mr. Maurice Thompson two of the greatest devotees archery ever had, two enthusiasts who have done an immense amount of labor towards making archery popular, we deny that they are the *only* ones. Why, gentlemen, you may not believe it, but it is a fact that here on this Pacific Coast we had an *Archery Tournament, before* we ever heard of you, *before* your magazine articles were published. We have on this coast gentlemen who were archers when you were very young and perhaps not yet ushered into this world of care and trouble.

I will give you some of these gentlemen who drew the long-bow from 1830 to 1836: Geo. W. Kinney, John F. Sterling, Judge E. W. McKinstry, Judge Thomas Bodley, Joseph W. McCorkle, George W. Gilbert, George Schwartz, Anvil James and Lieut. L. C. Hunt, U. S. Navy. And in order that you may be fully posted in archery matters, I will give you some of their companions who used to practice with them and they shot as well as we do now: —

Chas. Bodley, Lexington, Ky.; Geo. Bodley, Lexington, Ky.; Wm. Pledger, Alabama; Jas. Pledger, Alabama; Josiah Chambers, Louisiana; Josiah Yerby, Mississippi; Edward Faithful, District of Columbia; Edward Cridland, Philadelphia; Samuel Culbertson, Columbus, Ohio; Tudor Fay, Columbus, Ohio; Tudor Beal. Columbus, Ohio, Edward Hinton and two brothers, Columbus, Ohio; Geo. Howard, Columbus, Ohio; Ed. Kellogg, Cleveland, Ohio; Charles Kellogg, Cleveland, Ohio; Wm. Cleveland, Chillicothe, Ohio; Thomas James, Chillicothe, Ohio; Wm. James, Chillicothe, Ohio; Geo. Doane (resides now in Kansas); Geo. Larribe, Circleville, Ohio; Wm. Lawrence, Circleville, Ohio; Frank Brown, Athens, Ohio; Thos. McCormack, Athens, O.; Mason McCormick, Athens, O.; James Ridgley and two brothers, Athens, O.; John Lamp, Michigan; Wm. Lamp, Michigan; Wm. Trowbridge, Michigan; Phineas Mundy, Ann Arbor, Mich.; Phineas Schwartz, Ann Arbor, Mich.; M. Oviatt, Sandusky, O.; T. Oviatt, Sandusky, O.; Paul Otey, M. D., Memphis, Tenn., (died during recent yellow-fever scourge.)

The bow maker who was the most popular at that time was Ike Dyall, whose place of residence I do not know.

Friend Thompson, I am surprised when you say that you have firmly determined never to shoot an arrow at a target valued on the "American System" so long as you live. Are you *so* stubborn, so completely wound up in your own ideas, so bigoted that you will refuse to listen to good reason from your fellow archers? I can't think this of you. Instead of Mr. Brownell being the destroying angel, it is *you* who threaten to never shoot at a target without it is valued according to what *you* think is best. Without every one who draws a bow kneels to your supremacy, you will withdraw from their society. You must have your own sweet will gratified, or else *you* will throw a bomb into camp and try to burst it up. This is not sound sense. It smacks of school-boy quarrels, such as we have all had. "If you don't do as I want you to do, I will never speak to you as long as I live." This is always used by boys, as the last argument that can be used when they find a companion who has a mind of his own and who over balances them in argument.

Mr. Thompson says that "hundreds of archers have become weary, impatient, and inaffably bored with this endless foolishness, and have so written," etc. Now I, for one, do not know of any law that compels them to read all these articles. I suppose they are not bored by the articles from your pen, but are highly pleased. No, brother Thompson, you are hurt by the good reasoning of Mr. Brownell, his facts are too much for you, and now you desire to shut him up by sneering at him. He has as much right as you have to publish his views; I have as much right as you have; any one has as much right Mr. Brownell's articles, all of them, have been very gentlemanly; they have been *to the point;* and I, for one, very much regret that an attempt has been made to sneer at him. I appeal to the Eastern Archery Association, who are about to consider this matter of target valuations seriously, and adopt the new system. The old one is wrong, for it makes an *apparent* difference in the shooting of the different archers that *does not* exist; and the new method *does not* make a false statement on its face.

It can be more easily understood by the outside world, our spectators and friends.

I. P. ALLEN.

SAN FRANCISCO, 11 April, 1881.

FROM HIGHLAND PARK.

Editor Archery Field: — The Society of Highland Park Archers, being rooted and grounded in archery faith, and this season more than ever before effervescing with enthusiastic ecstasy and panegyrics, and "hugging to its heart" the happy pastime of archery, is ues to the archers of America the following bold *defi.:* —

We will shoot three matches in the month of May next with any regularly organized society in the United States, — four ladies and eight gentlemen on each side, — ladies to shoot four dozen arrows at 50 yards, and two dozen at 40 yards, and gentlemen four dozen at 80 yards, and two dozen at 60 yards; the club making the greatest aggregate score in two out of the three contests to be declared victor. Full report of each match to be published in the ARCHERY FIELD.

Now where is the archer to whom the beauties and benefits of archery lie deeper than

"The primrose by the river's brim
A yellow primrose is to him,
And it is nothing more"?

We have personally so pronounced an admiration for the ladies, who give to any recreation they favor an unimpeachable assurance of respectability and refinement, that we must include them as participants in any contest arranged.

We now appeal to the lady members of thrifty clubs to arouse their lords and lovers to the sound of our "bugle blast." We expect to hear, all on the same day and by the same mail, from the Wabash, Merry Bowmen, Buffalo Toxophilites, Des Moines Toxophilites, Pequossets, New York and Brooklyn Clubs, the Cincinnati, Toledo and Charlotte Clubs. Communications from old and new competitors will be thankfully received and promptly acknowledged by the secretary, Mr. Homer S. Taylor, Highland Park, Lake County, Ill., through whom all preliminaries may be arranged. Who comes first? GROWLER.

Editor Archery Field: — The following, which I find in the scrap-book of Mr. Havens, are too good to be kept for the exclusive perusal of the "Pacific-ers," so I copy them for my Eastern brethren.

The story of the "Song of the Archer Man" is as follows: A well-known archer went off camping with a party, and on returning, told a story similar to that of "Capt. Jack's," in your midwinter number; but in a short time the "true inwardness" of the case came to the knowledge of A. W., who gave it in the song. The victim nursed his wrath for a time, then paid his respects to A. W., in "The Champion Archer."

A. N. DREW.

SAN FRANCISCO, 11 April, 1881.

SONG OF THE ARCHER MAN.

ARTICLE I.

It was ye famous archer,
Of standing and renown,
Who made his habitation
In neighboring Oakland town.

Right skilful was he with the shaft,
And with the quill also;
His fame throughout the land had spread
For drawing the long bow —
You bet!

ARTICLE II.

It was ye festive woodchuck,
Which had for its abode
A hole in the stump of a fallen tree.
By the side of a mountain road.

Right gayly lived he there alone,
And did his stomach cram
With acorns and with pine-nuts,
As happy as a clam —
Sure as you're born!

ARTICLE III.

Behold the campers where they camp,
Far up the mountain's brow, —
The hunter with his choke-bore,
The archer with his bow.

The fisher with his rod and line,
And book well filled with flies,
The Chineeman with pots and pans,
And provender likewise.

Stretched out beside the blazing fire,
With well-filled paunches, they
Discussed how each would slay the game,
Upon the following day.

Each one, except the Chineeman,
Whose chief ambition seemed
To keep the opium pipe well filled,
Against the time he dreamed.
That's the kind of a heathen *he* was.

ARTICLE IV.

On the morrow's morn, at break of dawn,
Behold the campers rally;
With rod and gun and bow, each one
Prepared him forth to sally.

Our archer-man sought, bow in hand,
With bad, but without good luck,
Until at last before him passed
That veritable woodchuck.

"Oh ho!" cried he, well filled with glee,
"Good beast, I'll quickly kill thee;
With arrows true — well feathered, too —
It's in my mind to fill thee."
Hear! hear!

ARTICLE V.

The woodchuck halted in his march,
To see this mirthful man,
Who quickly sent the flying shafts
Around on every hand.

At him he gazed, with much amaze,
Till quiver was depleted,
Then placed his forepaw to his nose,
And in his hole retreated.
Gone to find more pine-nuts.

ARTICLE VI.

Back to the crowded city's streets
Returns in time our hero,
Relating to each man he meets,
How he had slain a deer. Oh,
Taffy!

ARTICLE VII.

This story's as true as true can be —
If you don't believe it, ask C. or G.;
I would not desire to be per-*son*-al,
But the hero's initials are D — O'C —.
And still he is not happy.

O. B. C.

ARCHERY.

THE Executive Committee of the National Archery Association of the United States is now in session at the office of the Corresponding Secretary, Mr. G. F. E. PEARSALL, No. 298 Fulton street, Brooklyn, prepared to receive applications from archery clubs in any State of the Union for admission into the National Association.

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary, who will afford all necessary information, with copies of the Constitution, By-Laws, etc. — *Com.*

WHEEL CLUB DOINGS

SEASIDE CLUB, NORFOLK, VA. — *Editor Bicycling World:* — I send herewith an account of our first race, undertaken at one week's notice, and with but little previous preparation. The track was very heavy and very much cut up by the practice of previous days; one quarter especially being soft. The race between Messrs. Hardy and White was a beautiful one, the men being side by side the last two quarters of the mile: a brisk wind was blowing, and the time made was considered, under the circumstances, very good. Time was called at about 2.45, and the first contest, a bicycle race, was opened, the entries being as follows: Messrs. T. C. White, Horace Hardy, W. C. Wyatt, R. T. Platt, E. D. Miliner, and J. E. Wales, — all of the Seaside Bicycle Club, and J. R. Leggett. This race was won by Mr. Hardy in two heats; time, 4.17 and 4.23. The prize was a handsome silver badge of circular shape, and the inscription on the margin as follows: "Presented to the successful rider of the Seaside Bicycle Club by the Norfolk Driving Park Association." In the centre is engraved a bicycle. The prize was presented with a neat speech by Col. J. R. Lewellen, and acknowledged in like manner by the winner.

ROCKINGHAM CLUB. — *Editor Bicycling World:* — At a meeting held 25 March, the Rockingham Bicycle Club, of Portsmouth, N. H., finally settled down upon the following for a new uniform: Blue flannel coat and knee-breeches, with stockings to match, and blue flannel cap, with visor.

Three new members were admitted, making a roll of thirteen; and we shall probably have three more. There are eighteen "wheels" in the city, so you see we are doing pretty well for a staid old town like Portsmouth.

The roads being in fine condition for the past two weeks, we have given up our ball and taken to the road until another winter's snow shall drive us back.

CHAS. F. SHILLABER, *Secretary.*

OAKLAND BICYCLE CLUB. — The following, a programme of a run on the Pacific Coast, will be of interest to those who are not aware that the wheel has won popular favor in the far West. It is gotten up in very neat and comprehensive style: —

ROOMS OF THE OAKLAND BICYCLE CLUB,
1067 BROADWAY, OAKLAND, CAL., March 31, 1881.

The members of the Oakland Bicycle Club will take a "run" to San Jose, on Saturday, 9 April. Members of other clubs and unattached wheelmen are invited to accompany the club. Start will be made from Capt. Strong's house, corner of Thirteenth and Market streets, Oakland, at 11 A. M., sharp. (Machines should be put in order and oiled the night previous to prevent delay.) Distance, 44 miles; roads, in fair condition; route, through San Leandro, San Lorenzo, Alvarado, Centreville, and Milpitas; time, about 8 hours, including stoppages. Remaining in San Jose over night, the programme for Sunday will be: After breakfast, run to Alum Rock, returning in time for lunch; after lunch, a run through the principal streets of the city; return, to Oakland and San Francisco by rail in the afternoon; cost of trip need not exceed $5.00, including railroad fare back. Members of the Oakland Club are requested to appear in full uniform, except that hats may be worn on the trip down, caps to be resumed in San Jose; vests and a change of underclothing should be sent

by express on Friday, — they will be needed. Due notice will be given of a postponement, if it becomes necessary.

GEO. H. STRONG, *Capt.*
C. L. GODDARD, *Sec'y.*

LENOX BI. CLUB, NEW YORK. — *Editor Bicycling World:* — I send you herewith an account of our club runs, from 12 March to 18 April. The interest in bicycling is increasing very rapidly in this city. Many of the members of our club expect to attend the League Meet, 30 May. Number of club runs, 8; average attendance, 6; number of miles travelled, 138; average number of miles per run, 17 1-4. Yours truly,

F. F. AMES, *Treasurer*,
791 Fifth Avenue, N. Y.

HARTFORD WHEEL CLUB. — William L. Howard, a member of the Hartford Wheel Club, sailed for Europe, Saturday, April 23, *via* Inman Line. On his arrival in England he immediately sails for Iceland, returning in season to be at the International Geographical Convention, which meets in Berlin in August. He is a recently appointed delegate. Quite a number of his college and bicycle friends were at the pier Saturday to wish him a pleasant journey.

PHILADELPHIA BI. CLUB. — *Editor Bicycling World:* — I send the following as an item for "Club News." Mr. H. A. Blakiston, secretary, Mr. John Fergusson, captain, and Messrs. J. F. Weightman and H. C. Blair, members of the Philadelphia Bicycle Club, sailed for England to-day at 7 A. M., in the "Illinois," American Line, to be absent about six weeks. Business, pleasure, and recreation are the combined objects of the trip; and as these wheelmen take their riding suits with them, they will be prepared to try English roads and English wheels, since they left the latter behind them.

By this departure, the L. A. W. Meet will lose three representatives 30 May; and as they are amongst our most active and interested members, they will be missed amongst us "officially" as well as socially. Our loss is their gain, and we envy them their good fortune. With good staterooms adjoining and amidships, and the advantage of being personal friends, and with mutual wheel interests, etc., etc., it is their own fault (or the sea's) if they do not have the *bon voyage* we heartily wished them.

A delegation from the club saw them off, and the familiar sound of the weird bicycle whistle was the final farewell.

In the absence of the captain, Mr John Gibson, the sub-captain, will officiate at club runs. Yours respectfully,

G. N. OSBORNE,
Secretary pro tem.
204 SOUTH 11TH STREET, PHILADELPHIA.

THE *Ontario County Journal* has this to say of the bicycle in Canandaigua:—

"It was twelve or fifteen years ago since the velocipede fever struck Canandaigua, and at that time, among those who were seen riding those machines were F. F. Thompson, Rev. F. B. Allen, and Dr. A. G. Coleman. Those who purchased machines for $60, or more, sold them for $10, or less, as the interest in the velocipede rapidly declined, and that machine seemed suddenly to lose its favor in the eyes of those who had hitherto gone wild over it. But a new era dawned for this discarded method of locomotion, and the advent of the bicycle from England — a machine with a large wheel, and a small wheel directly behind it, with a rubber tire preventing hard jolts, — aroused anew the interest of old velocipede riders."

It then gives a list of the riders, about a dozen in number, and intimates that a club will probably soon be formed. We confidently predict that before the end of the season the number of orders will be trebled, and think that if a club were formed it would tend to rapidly develop this increase.

THE BROOKLYN CLUB MEN held their first club run Saturday, 23 April, seven members participating. The run was towards Coney Island, but the latter was not reached, owing to the stiff winds and bad roads.

BOSTON BI. CLUB. — At the last meeting of this club it was voted to establish a life membership, whereby any member of the club on payment of $100 could become a life member, entitled to all the privileges of the club, and be free from all fines and assessments. As this vote is an amendment to the by-laws, it must be ratified at the next meeting. Two members have already signified their intention to avail themselves of this opportunity, to save money, and at the same time benefit the club by increasing the amount of funds in the treasury. On Saturday, 23 April, the club held its fourth club run of the season; nine members were present; after riding in form out to Chestnut Hill Reservoir an impromptu club drill was indulged in. On Sunday, 24 April, several members, including two from Lowell, and an invited guest of the Massachusetts Club, took a run to Blue Bell Inn, Milton, in the face of a strong wind. Refreshments and a quiet, social time were here indulged in, the club returning early in the afternoon. SECRETARY.

CRESCENT CLUB PARTY. — A new feature for bicyclers, at least in Boston, was the undertaking of a ball by the Crescent Club, last week, and it being such a marked success, we felt as though we had discovered a new feature to add to our many pleasant meetings for pleasure known only within our sphere. The party in question took place in Odd Fellows' Hall on the 19th inst. By eight o'clock the guests began to assemble, and the orders being distributed, many little exclamations of pleasure were heard at the taste displayed. They bore the club monogram on the outside, with a miniature rider in one of the lower corners; and altogether were a model of the engraver's art. At the head of the hall, suspended over the Germania orchestra, was an elegant floral design. The background was of smilax, and in relief was formed, in rosebuds and pinks, the monogram of the club.

This was the thoughtful gift of the club's bugler who was unavoidably absent. The dresses of the ladies were elegant and tasty, and on one were noticed crescents, which appeared very appropriate. At half past ten there was an intermission allowed in order to partake of refreshments, after which dancing was again resumed and continued into the small hours. Every one was enthusiastic in their praise of the manner in which all arrangements were carried out, and the general opinion agreed as to its being one of the most pleasant parties of the season. Certainly a great deal of credit is due the Crescents for their many modes of entertaining, and what they do attempt is always sure to succeed.

MILWAUKEE NOTES — Spring has come at last (at least, the sun is shining just now, and may continue long enough to bear me out in the above assertion). The banks which, at present, absorb the most and yet waste away, are the snow banks. We can smile at this, though it is a thin joke. Hope you catch the drift. The first few days of sun did wonders, and brought the pavement up dry and smiling in places, and our club-men responded by ploughing, by the dozen, through blocks of mud and slush to enjoy the dry spots.

About thirty members were in line for the first drill of the season, on Wednesday last, at the club room. Several new manœuvres and "movements" were taught. This week it is hoped to hold the drill out of doors, probably on Prospect avenue.

I hope some of the next notes from here will be bugle notes.

At a short business meeting of the Milwaukee Bicycle Club last Wednesday evening, the entire matter of the July run was formally placed in the hands of the board of management. The matter of representation at the League Meet was also discussed, but no action taken.

Our first appearance in new uniforms will be about 1 May.

The first "scrub" race of the season occurred Saturday afternoon, on the mile straight-away, Prospect avenue, between an ambitious 56 wheel and a well-known trotting horse. The heat was won by the bicycle, but only owing to the horse's "breaking" near the three-quarters. We need more out-of-door training before these brushes can be indulged in successfully. New members are still coming in, notwithstanding the rise in price of memberships. We are informed that the Milwaukee Club heads the list in League membership. 'Rah for us!

'XTRA.

There was a young man named Michael,
Who thought he could ride a bicycle;
But the headers, you know,
Discouraged him so
That he gave up this modern vehicle.

Says he, "Of these headers I'm chary,
And must have me a wheel that will carry
Me safe over stumps,
Bricks, boulders, and bumps";
So he bought an 'Xtra-ordinary.

SUGNA.

MILWAUKEE, 18 April, 1881.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

PEQUOT BI. CLUB. — F. S. Newcomb, president and captain; Chauncy Rowe, secretary and treasurer; George B. Prest, John A. Prentis, Frank Green, J. R. Mead, Walter Cady, W. P. Brown, — all of New London, Conn.

POUGHKEEPSIE BI. CLUB. — Geo. W. Halliwell, president; C. F. Round, Wm. E. Stibbs, F. J. Nichols, E. D. Baright (secretary), Chas. Ostrander, Henry Parker, A. N. Shaffer, — all of Poughkeepsie, N. Y.

HARVARD BI. CLUB. — R. C. Sturgis, president; A. Thorndike, secretary; John H. Taylor, captain, — all of Harvard College, Cambridge, Mass.

MIDDLESEX BI. CLUB. — Additional: Edwin F Russell, Malden, Mass.; J. N. Rust, Malden, Mass. The names printed under the name of this club in the WORLD of 15th, should have been as of the

REMSEN BI. CLUB OF BROOKLYN, N. Y. — Walter J. Barstow, Brooklyn, N. Y.; Henry C. Murphy, Jr., No. 38 Court street, Brooklyn.

CAPITAL BICYCLE CLUB. — Additional: F. S. Blanchard, No. 104 Massachusetts avenue, N. W.; J. G. Porter, No. 412 B street, S. E.; F. Schafhirt, cor. North Capital and H streets; D. W. Zantzinger, P. O. Box 301; W. F. Crossman, No. 405 First street, N. W.; W. D. Chandler, No. 1421 I street, N.W.; Jno. Swinborne, No. 1420 New York avenue, N.W.; A. B. Graham, U. S. Coast and Geodetic Survey; F. C. Donn, U. S. Coast and Geodetic Survey, all of Washington, D. C.

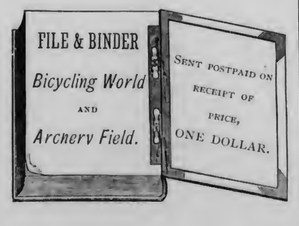
SEASIDE BICYCLE CLUB, NORFOLK, VA. — Additional: Dr. Lewis W. Minor, No. 28 Holt street; Arthur W. Marable, Clyde's Wharf, both of Norfolk, Va.

BROOKLYN BICYCLE CLUB. — Additional: Henry Wreaks, 172 Amity street, Brooklyn, N. Y.

PROVIDENCE BICYCLE CLUB. — Additional. — Paul Waterman, No. 72 Meeting street, Providence, R. I.

PHILADELPHIA BICYCLE CLUB. — Additional: Howard R. Levick, No. 724 Chestnut street; Harrold R. Lewis, No. 59 N. Front street, both of Philadelphia, Pa.

UNATTACHED. — Wm. C. Appleton, Dorchester, Mass.; Joseph L. Wilson, No. 81 Pleasant street, Cambridgeport, Mass.; Wm. H. Badger, Reading, Mass.; Henry B. Badger, Reading, Mass.; Stately D. Poole, Reading, Mass.; Dr. A. G. Coleman, Canandaigua, N. Y.; Geo. E. Dorr, Greenwich, N. Y.; C. A. Hobbs, St. Mark's School, Southboro, Mass.; Wm. Noble Campbell, No. 109 St. Peter street, Quebec, P. Q.; C. J. Pratt, Painesville, O.; Chas. R. Percival, No. 94 Worcester street, Boston, Mass.; Arthur J. Eddy, Flint, Mich.; Chas. H. Smith, Lowell, Mass.



DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY,
Union Hall,
135 Broad Street.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprising an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON, WILL H. THOMPSON,

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 pages, crown 4to, printed on best paper and ably and tastefully edited,

BY WALTER D. WELFORD,

Hon. Secretary of the Bicycle Touring Club.

Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS:—Post Free, 12 months, $1.00. Post-Office Orders to be made payable to

WALTER D. WELFORD,

66 Grey St., Newcastle-on-Tyne, England.

g.g.t.p

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

BICYCLE EMPORIUM RIDING SCHOOL



1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

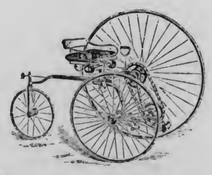
THE LARGEST RIDING SCHOOL IN THE STATE.

Open from 8 A. M. till 9 P. M., Sundays included.

CHARLES R. PERCIVAL,

IMPORTER

Bicycle and Tricycle Agent for all Makes of English and American Machines.



The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles and Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

AND

TYLER'S PAT. RUBBER HANDLES.

WILLIAM M. WRIGHT.



BICYCLES OF EVERY MAKE,

Will Remove May 1st,

—FROM—

160 FULTON ST.

—TO—

791 5th AVENUE.

After May 1st, 1881, all communications should be addressed to WM. M. WRIGHT, 791 Fifth Avenue, New York City.

SEND 1c. STAMP FOR CIRCULAR.

THE BICYCLING WORLD AND ARCHERY FIELD.

SUBSCRIPTION FORM.

PLEASE FILL OUT AND FORWARD.

[Advertising Rates and Order Form on Application.]

A WEEKLY NEWSPAPER,

Devoted to the Interests of

Bicycling and Archery.

EDITED BY

LOUIS HARRISON,

With an able corps of Contributors.

Terms: $3.00 a Year; 10c. a Copy.

ALWAYS IN ADVANCE.

E. C. HODGES & CO., Publishers, 40 Water Street, Boston, Mass.:

Gentlemen,—I herewith enclose P. O. Order (or check) for $3.00, and request you to enter my name as a subscriber to THE BICYCLING WORLD AND ARCHERY FIELD for one year from.....188 , to be mailed, postage prepaid, as below.

Name,.....

Address,.....

.....

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

HICKLING & CO.

PATENTEES OF THE CELEBRATED

Rack-and-Pinion Brake, Undetachable Tires, Etc.

MANUFACTURERS OF THE

"London," "Timberlake" and "Berkshire" Bicycles,

TELESCOPIC TRICYCLE, ETC. ETC.

The "SPECIAL TIMBERLAKE"

Manufactured solely for Messrs. Cunningham & Co, Boston, Mass., will be found to be a thoroughly good and a very handsome machine; also one particularly suitable for rough road riding It has Double Ball Bearings, Hollow Forks, Detachable Cranks, Undetachable Tires, the Patent Rack-and-Pinion Brake, etc., and is made throughout of the best material that can be procured.

SPECIALTY FOR THE SEASON, 1881.

THE "PILOT" BICYCLE,

A high-class and highly finished machine, of a different pattern from the "London" and "Timberlake," and embodying all the most important of latest improvements, — Ball Bearings to both wheels, broad hollow front and back forks, dropped handles, *new spring with forward play and rubber bearing, etc., etc.* Descriptive Catalogue (containing Testimonials, etc.) free on application.

HICKLING & CO., MAIDENHEAD . . . ENGLAND.
{30 Queen Victoria Street, 1 Moor Lane, Fore Street, Sun Court, Milton Street,} . . . LONDON, E. C.

Agents, CUNNINGHAM & CO., 6 and 8 Berkeley Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON

THE Bicycling & Archery Field World

$3.00 a Year. 10 cents a copy. — A WEEKLY JOURNAL OF POLITE ATHLETICS — Volume II. Number 26.

LOUIS HARRISON, Editor. E. C. HODGES & Co., Publishers. — BOSTON, 6 MAY, 1881. — CHARLES E. PRATT, WILL H. THOMPSON, } Editorial Contributors.

[VOL. II. **CONTENTS** No 26]

Currente Calamo	405
Editorial — BICYCLING WORLD	407
The Future	407
Dull Riding in Baltimore	407
L. A. W.	408
Rights in Parks and Streets — A Legal Opinion	409
Editorial — Archery Field	413
Divorced	413
Annual Business of the E. A. A.	413
Here we are Again	414
A Reply to "Schooner"	414
Archery	415
Wheel Club Doings	415
Milwaukee Notes	415
Consuls' Report	415
Challenge	416
The Transportation Tax	416

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D, CHARLES E. PRATT,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS

WANTED.

A Bicyclist having about $5,000, to join the advertiser in a Western city in the manufacture of Bicycles and Tricycles. Full particulars given by correspondence or interview. Address, CYCLE, care "Bicycling World."

JUST ISSUED.

"INDISPENSABLE."

TRICYCLISTS' HAND-BOOK.

Orders taken at this Office.

CURRENTE CALAMO

THIS ends Volume Two.

THE INDEX will be sent with Number One of Volume Three.

THE committee on transportation may find the following, from the New York *Sunday Courier*, of considerable value: —

"Messrs. Leve & Alden, of Fulton street, offer for a party of 200 (to go *via* the Shore Line), a great reduction in prices, viz., from $10 per head to $6.00 for the round trip, good for four days. As to making up such a large company, it will be necessary to include the contingents from Philadelphia, Brooklyn, Williamsburg, Newark, Baltimore, Washington, Yonkers, and other adjacent clubs which will have to pass through New York. Messrs. Leve & Alden will also issue through tickets at low rates from those places. Mr. Connor, the passenger agent of the Fall River Line, also offers as follows: For parties of fifteen to twenty, a reduction of 22½ cents per head; 20 to 25, 30 cents; 25 to 30, 37½ cents, and so on."

THERE will be a race between Messrs. Richmond and Burton, of Providence, Saturday, 7 May, for the Howard challenge medal, which the latter holds. The medal, valued at $75, was given to the Providence Bicycle Club by Mr. Jesse Howard, and has been won successively by R. L. Lippit, E. G. Thurbur, and W. J. Burton, in 10-mile races.

MESSRS. MUNROE, BURRILL, AND GULLEN made a grave mistake when they neglected to consult Mr. Julius Wilcox. The latter gentleman says, "Had my advice been tendered it would have been directed towards smoothing away the practical difficulties in the way here, to wit, stony streets and wooden-headed incumbents of public offices." Mr. Wilcox proceeds to say that the League is officered in Boston; the League, which elected its commander, its secretary, and its treasurer from New York, and gave one office only to Boston, and that only because of the man and not of the place! He then proceeds to talk up a split in the League, and to complain that he has n't got his 50 cents' worth of League benefit. He goes on thus, without stopping to consider that the organization, young as it is, and poor as it is, has already taken up one or two cases of importance to bicyclers generally, and that it cannot attend to the matters of roads and hotels until suitable consuls have been appointed. The L. A. W. has been organized for about six months, and in that time has made a much better beginning than did either the Bicycle Union or the Bicycle Touring Club, of England. He says he would discourage all unfriendliness and rivalry between the bicyclers of Boston and New York, when in truth

WE MAKE

SPORTING GOODS

A SPECIALTY



And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices which we will send with rule for self measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,

OAK HALL,

BOSTON - - - - MASS.

there exists no unfriendliness, and if there is rivalry, it is not of an ungenerous kind.

There are, of course, other "disgruntled fifty cent-ers," but they are non-workers, and we are sorry to see that this one uses his pen and influence against those who have striven so faithfully to make the League a success. There is only one thing to do with such a man, if the officers do not give him his fifty cents and let him go, and that is to elect him to the position of corresponding secretary. Give him a chance to work. A year's hard unpaid labor as one of the secretaries will better fit him for the position of League moralist and critic.

THE Philadelphia *Quiz*, a bright and entertaining society journal, has this to say of tricycles: —

"Queen Victoria was so struck, the other day, with the rapidity and apparent ease with which a lady was propelling a tricycle along the Ventnor road, at the Isle of Wight, that she has had one of the same kind ordered to Osborne for the benefit of the Princesses. This must be a great encouragement to tricyclers, who hitherto have been rather sneered at by bicyclists and the world in general. A ladies' tricycle club has been formed, with a special costume suited to the exigencies of the situation."

FOR SALE.

Xtraordinary Challenge. Full nickel; 52-inch; ball bearings; 24-inch handle bars; rubber handles; fine finish throughout. Perfectly new. An elegant safety machine; can be adapted to any size from 48 to 56 inches. Address "EUROPE," this office.

FOR SALE.

A 52-inch Singer & Co. "Imperial (Double-Hollow Fork) Challenge" Bicycle. All nickel, except rims. Ball bearings, both wheels. Been used but little. In perfect order. Too large for owner. Price, $100.

Address "R," Box 745, Newburyport, Mass.

For Sale, Cheap.

48-inch Standard Columbia Bicycle.

NEVER BROKEN.

Has Not Run Forty Miles.

Address, Lock Box G - - - Meriden, Ct.

For Sale.

48-IN. D. H. F. PREMIER. PERFECTLY NEW.

Never on the road, and ridden just enough in a hall to take the stiffness out of bearings, and show that it is perfect in every respect. It is the newest model for 1881, built specially to order, and is fitted with all the best improvements, including an extra pair of 7-inch "boldfast detachable" cranks for rough, hilly roads and touring purposes. *Too small for owner.*

PRICE, $100. Address, "PREMIER,"
135 Douglass Place, Chicago, Ill.

WANTED.

A man who thoroughly understands repairing bicycles. Address, with references,
"BUSINESS,"
Care of Bicycling World,
BOSTON, MASS.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

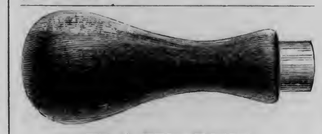
deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from **CUNNINGHAM & CO.**, or their authorized agents.

HENRY W. WILLIAMS,
Solicitor of American and European

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.



PATENT RUBBER BICYCLE HANDLES.

RELIEVE ALL JAR.

Do not wear the hands. Send size of thread with order.

Headquarters for Patent Rubber

BICYCLE HANDLES.

Wholesale and Retail prices sent.

ADDRESS

ELASTIC TIP COMPANY,

157 Washington St., cor. Cornhill, Boston, Mass.

ARCHERS' TALC.

A capital aid in obtaining an effective loose; clean, reliable and inexpensive. One 2-ounce bottle will last a season with careful use.

Recommended by the late Champion, Horace A. Ford, as the best article of the kind.

(*Vide* "Archery, its Theory and Practice," Page 159, Note 1.)

Price, 1 oz., 15 cents; 2 oz., 25 cents.

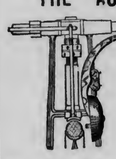
By Mail (postage prepaid), 10 cts. extra.

ADDRESS

HENRY B. ARCHER,

48 Kilby Street - - BOSTON, MASS

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.

ENGLISH BICYCLES & TRICYCLES.
LANE BROTHERS, Liverpool, Eng.
BICYCLE DEALERS,

Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to
A. T. LANE, P. O. Box 1196,
Orders cabled free. MONTREAL.

"BICYCLER'S RIDING SUSPENSORY."

Best thing ever offered to Wheelmen.

AFFORDS COMFORT! INSURES PROTECTION!

Simple in construction; and for quality of material, and superiority of finish, cannot be surpassed. Sent by mail on receipt of $1.00. We also make the "CYCLIST'S RIDING BELT," of best Silk Elastic. Price $5.00. Send for Circular to
ELASTIC HOSE CO.,
HIGHLANDVILLE, MASS.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON.

TALBOT WORKS . . . . WOLVERHAMPTON, ENG.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes,—and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 6 MAY, 1881.

THE FUTURE. — At a recent meeting of the publishers the advisability of separating the BICYCLING WORLD from the ARCHERY FIELD was carefully considered, and the separation decided upon. The united papers have, in the past, made sixteen pages, and although the archers have paid as much as the bicyclers for a subscription, they have not received a proportionate share of reading matter. To do away with this injustice, and to give the advocates of each sport an exclusive journal, the publishers have laid aside present financial considerations and have planned for the future pleasure and profit of both classes of subscribers. The BICYCLING WORLD will be issued weekly, with the usual twelve pages; with all the departments conducted as hitherto; with no change in the amount or character of reading matter except such as is necessitated by the inroads of advertisements; but the price for all yearly subscriptions, beginning after the close of Volume Two, will be reduced to $2.00. The paper will be devoted to bicycling, and as it is in no sense what ever connected with or dependent upon any firm dealing in bicycles, will further the interests of *bicyclers* as much as is within its power. The present editor, who has had the entire editorial conduct of the BICYCLING WORLD since the midwinter number, will retain the management, and will receive the same able literary support from contributors and from the former editor that they have hitherto given. New attractions are promised, and will be particularly announced in due time.

The BICYCLING WORLD will thus lead all other journals devoted to the pastime in the character and amount of literary material, will be the only paper of the kind in this country, and will be less expensive than any other American journal which devotes a proportionate space to wheeling intelligence.

To those whose subscriptions date before this issue, we will send the ARCHERY FIELD as usual. All future subscriptions which include any of the numbers of Volume Two will be as usual, $3.00.

DRILL RIDING IN BALTIMORE.

A PRIVATE LETTER.

Dear ——: — On my way back from Richmond, I stopped over in Washington. This was Saturday. I, of course, hunted up Schooley, and he introduced me to a number of his brethren of the Capital Club.

They told me that they had been requested by the Baltimore Club to go there and help them give an entertainment on the following Monday, and invited me to wait and go with them. After some hesitation, I determined to do so, and I am now very glad that I did not miss such an entertainment.

Saturday afternoon the Capitals went to the outside of the city, near a place called the Stewart Castle, to drill, and I went along. They worked like beavers for over two hours, and the cyclometer showed that they rolled off 11 miles. Most of this was done within the space of a block or less. The wind blew furiously, and the grade was steep. They were mainly at work at a platoon drill. The drill was evidently easy for them; but when the whole platoon attempted to come to a stand, it made fun. There were tumbles and tumbles, and once I think nearly every man was down. The wind and grade made it serious work, but they are bold riders and stuck to it till I knew they were sure to do it when the time should come.

At one time a tall fellow on a tall machine buckled his wheel. Another attempted to ride through my old acquaintance F., and he did manage to get so far into him that his foot, leg, and handle bar made a chasm among the spokes of F.'s Yale. F. looked unutterable things, and at times the captain looked like a very hardly worked man. I was told that they drilled only twice on wheels before starting for Baltimore.

On Monday we had a lovely day. I was around with various members of the club, and in the afternoon started off with them for Baltimore. I think there were about fifteen club men, eight being in uniform and having their machines. I noticed especially two very handsome plated 54-inch Royal Challenges.

When we got to Baltimore, a deputation of the B. Club met us and took us to the Biddle street rink, where the visitors very soon got to work again at their drill. The formidable platoon stand was done triumphantly, and everything promised well for a first-class exhibition.

The people poured in till there was an immense crowd. The place was packed full — loaded to the muzzle. Mayor Latrobe was pointed out to me, and — talk about girls! The display of pretty girls was simply astonishing.

The Baltimoreans only participated in the entrée and the slow race. The remainder of the work was done by the Washingtonians.

Smith, of the Capital Bi. Club, is a small, but extremely well built and athetic fellow, and a marvellous rider. He showed his metal in the beginning; a new rider tumbled him over, during the entrée, and the quiet way with which he picked himself up, and quick as a flash vaulted to the summit of his big 54-inch was surprising.

Well! the leader tapped his bell, and out rode, not the six hundred, but the eight Caps for the drill. Not an error was made, and it went on perfectly in dead silence, till a handsome figure all at once woke up the house, and they not only applauded, but cheered and shouted, and they did it again and again, till the tinkle of the captain's bell was drowned, and I could only hear it faintly, amid the noise and excitement. I got excited, too, when the "Jedge," as the riders irreverently call him, came to a stand, and the others circled around him. It was a beautiful performance. The drill ended with a platoon front, in almost perfect line, which the magic little bell converted, in a twinkling, into eight standing figures, as still and fixed as statues. The applause was immense, and an encore was the result. I was so worked up I wanted to go home and get out my machine straight off, and begin drilling. Next came a single act by the tall hero of the buckled wheel, and fairly astonished me. Trick after trick was done with ease and courage, and the well-deserved applause was generously given. A slow race followed, and was fought out stubbornly, the winner beating by eight or ten feet.

A single performance by Smith followed, or as the Caps call him, "Rex." A better name never was bestowed upon a bicycler. He was indeed a king of the wheel. Quick, graceful, and perilously bold, he went from one thing to another, as though all was but play to him. One feat I observed, as apparently very dangerous, was where, at full speed, he knelt with knees upon the handle bar, toes upon the saddle, and body

upright with arms folded. The bicyclers present led the hearty applause.

Next came a performance of two standing still with their machines, one sitting still and holding the bicycles, while the other stood upright upon his saddle. Another standstill was splendidly done by my friend Smith, who seemed perfectly at ease at a standstill, with his legs over the handle-bar. There were several other double acts, exceedingly well done, and at high speed, — two men riding one machine.

I was told that some of the feats exhibited were impromptus, and several had never been tried but two or three times before.

By special request, he of the buckled wheel gave an imitation of a beginner learning to ride; a big Baltimore 'cycler assisting in the part of teacher. This was exceedingly well done and intensely funny. It created a great deal of merriment. The tall pupil finally ended his wild gyrations by a genuine cropper, landing on his hands without any injury.

The whole ended with a mile race, in which there were three entries. It was ridden at a furious pace, each fighting doggedly for first place. First one was ahead, then another, and then they went neck and neck, but I noticed one dark horse, my friend Schooley, towards the last, laying behind the others. On the last lap he made a rush at them, and after a desperate struggle, went to the fore and took the race. The excitement was great, and the cheering was deafening. The time was very fast, but I cannot recall what it was. I went up to S. and congratulated the panting victor on his success. He looked me straight in the face for three long seconds, stuck his tongue in his cheek and then winked. I am still studying over that wink. Was it an original way of asserting that he was the fellow to do it, or was there some dark mystery behind it?

The Baltos gave us an excellent feed after the performance, and here I saw as great deeds as had been performed at the Rink. I have an idea that my Washington friends either work very hard, or else fast pretty severely during Lent. The way they laid out the supper was astonishing. The captain told me that he had no dinner, and he was simple ferocious at table.

I saw them off that night, and hope some of them will only come our way so I can return their kind treatment. They are going to send a delegation to the Meet in Boston, and I shall look them up there. You must be on hand without fail. I have lots of wheel ideas to exchange for yours. . . .

Yours always,

* * *

APPLICATIONS MUST BE RECEIVED BY THE CORRESPONDING SECRETARY BEFORE 10 MAY, TO SECURE ADMISSION BEFORE 30 MAY.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

PEQUONNOCK WHEEL CLUB, BRIDGEPORT, CONN. — George H. Johnson, 129 Stratford avenue, president; Henry A. Bishop, 254 Washington avenue, captain; Norman H. Hubbard, 254 State street, sub-captain; Herbert M. Knapp, Pequonnock Bank, treasurer; F. Russel Samis, Stratford, Conn.; Charles B. Read, 434 Main street; Edward J. Morgan, 336 North avenue; Dr. A. S. Allen, Stratford, Conn.; William W. Lathrop, 58 Cottage street; Charles C. Godfrey. Southport; E. Stewart Sumner, 10 Courtland place, Secretary. P. O. Box, 1684.

HERMES BICYCLE CLUB, PROVIDENCE, R. I. — Additional: Charles Braymon, 304 Broad street; Clarence H. Gardner, 123 Benefit street; Edward E. Phillips, 194 Angel street; I. Winthrope DeWolf, 30 Almy street; Henry Guild, care Richmond Manufacturing Company.

BOSTON BICYCLE CLUB. — Additional: Frank Knox, 227 Congress street; Henry Gray, 66 State street; H. D. Hutchinson, 60 Chatham street; all of Boston. Benj. I. Butler, of Lowell, Mass.

CHELSEA BICYCLE CLUB. — Additional: Roger Clapp, Fifth street, Chelsea, Mass.; William Tyrrell, 250 Chestnut street, Chelsea, Mass.; Edwin S. Crandon, Chelsea, Mass.; George Kimball, Everett avenue, Chelsea, Mass.; S. B. Hinckley, 5 Franklin avenue, Chelsea, Mass.

STAR BI. CLUB, OF LYNN, MASS. — Additional: Hiram R. Haggett, Wyoma, Lynn, Mass.

MILWAUKEE BI. CLUB. — Additional: A. C. Jones; T. K. Birkhauser, No. 82 Wisconsin street; P. H. Sercombe, No. 614 Island avenue, all of Milwaukee, Wis.

UNATTACHED. — James H. Bowen, No. 339 Walnut street, Philadelphia; Cecil H. E. Holder, Capt. Trinidad Bi. Club, Receiver-General's office of Port of Spain, Trinidad, West Indies; Wm. W. Pendleton, Rahway, N. J.; Frank G. Pendleton, Rahway, N. J.; Linwood Morgan, Allen street, Springfield, Mass.; Neville Keats Bayly, Kingston, Ontario; J. Alfred Olson, No. 129 Sumner street, Worcester, Mass.; Franklin G. Burley, Brighton, Mass.; Alfred A. Ballard, Brighton, Mass.; Herbert M. Clark, Oshkosh, Wis.; D. E. Barnum, Springfield, O.

L. A. W. CONSULS APPOINTED.

NEW YORK STATE. — Geo. H. Simons, house No. 9 Canton avenue, business, 19 Market street, Potsdam; John V. Barross, Loomis Bank, Attica; Frank A. Ferris, residence No. 17 West 126th street, business, No. 264 Mott street, New York, Harlem; Ed. F. Hill, residence, Centre street, business, Union Stove Company, Peekskill; Leon del Monte, Mt. Pleasant Academy, Sing Sing; Curtis H. Veeder, Plattsburg.

OHIO. — W. H. Miller, box 245 or 85 West Long street, G. W. Rhodes, Columbus; E. E. Henry, Supt. Public Schools, Coshocton; G. W. Bowers, Hillsboro'; Gale Sherman, residence, cor. West and Hight streets, business, east side Public Square, Lima.

INDIANA. — John J. Landis, Terre Haute; Howell Stewart, res. 426 6th street, bus. 813 10th street, Washington, D. C.

WISCONSIN. — Andrew A. Hathaway, 112 Mason street, Frank G. Stark, 460 Cass street, Milwaukee; Chas. S. Cornwell, 518 Main street, Fond du Lac.

CONNECTICUT. — N. F. Curtis, Middletown.

CANADA. — W. Noble Campbell, Quebec, P. Q.; J. D. Shotford, Halifax, N. S.; W. P. Despard, London, Ont.; Dr. G. H. McMichael, Brantford, Ont.; Kenneth J. Johnston, St. Catherines, Ont.

PENNSYLVANIA. — Frank B. Whipple, residence, West 6th street, business, 15 Scott's Building, Erie; Milered Zeigler, No. 85 Washington street, New Castle.

NOTICE OF ANNUAL MEETING. — The first annual meeting of the League of American Wheelmen will be held in Boston, Mass., on Monday, 30 May, 1881 (time and hall to be announced later). Members will be admitted on presentation of certificates of membership; and each member present shall have one vote on any question, and no proxies shall be allowed: provided, however, that clubs whose entire active membership has joined the League may choose by ballot one delegate for each ten members of the club on the membership roll of the League, to represent them at the annual meeting, and these delegates, upon presentation of credentials signed by the president and secretary of the club, authorizing them to do so, may cast ten votes each in all proceedings of the meeting. A full attendance is desired.

ALBERT S. PARSONS,
Cor. Sec'y L. A. W.

RIGHTS IN PARKS AND STREETS.

A LEGAL OPINION.

[THE following legal opinion, relating especially to Central Park, New York, sweeps so broadly over the field of the law of highways and public squares, and the rights of wheelmen in them, that we believe it will be of interest everywhere. The opinion was obtained by the Pope Manufacturing Company, for future action, and to them we are indebted for the courtesy of allowing us to give it to the wheeling public. The opinion is from one who has long been a practical wheelman, and who has long been known all over the country as a gentleman devoted to the success of bicycling and to the interests of bicyclers. He has contributed more than any other man to wheeling literature, and he has worked generously for club, league and unattached men alike. There can be little question as to his ability to pronounce from a practical point of view. But it is not so well known that he has been a well-known lawyer of many years' practice in the courts of New England, and has occupied many official positions, which have given him opportunity to study the scope and limitation of municipal and corporate authority. He cites many authorities, and if any one should question his statements, his course through the "mazes of legal lore" can be readily followed and verified. — ED.]

29 PEMBERTON SQUARE,
BOSTON, 20 April, 1881.

The Pope Manufacturing Company, — Gentlemen: In reply to your request of several weeks ago, for a legal opinion as to the rights of wheelmen to the use of Central Park, New York, I have to submit the following statement of the law as I find it, and my conclusions derived from a careful examination of statutes, judicial decisions, etc., which might throw any light upon the matter, and after considerable deliberation thereon.

Yours respectfully,
CHARLES E. PRATT.

OPINION.

The facts submitted and assumed are, that there is a large number (amounting to several hundreds) of residents of New York City, who own and ride the bicycle; that Central Park is laid out into foot-paths, bridle-paths, and carriage-ways, — several of the latter having been public streets before the creation of Central Park, — and into ornamental parts, from which all travel is excluded; and that these several parts have been opened and appropriated to public use accordingly; that bicycles and those riding them are entirely excluded from the limits of Central Park, and prevented from entering by the keepers or officers in charge; and that the Commissioners of Central Park, when applied to in behalf of bicycle riders, for the privilege of riding on bicycles within the Park, declined to grant it, and take no action to remove the obstructions.

The questions presented are, —

First, What right, if any, have bicyclers to the use of Central Park with their bicycles? and,

Secondly, Have the Commissioners of Central Park authority to exclude them?

It is not stated whether the keepers act under an express ordinance duly passed by the board, or not. If not, they probably do so under verbal orders, or a construction allowed by the board of some existing ordinance; and so in either case it is by act of the Commissioners: so whilst it might make a difference as to remedy if any right be infringed or wrong done by the exclusion, it makes substantially no difference as to the questions under consideration.

By an Act of the New York Legislature, passed 21 July, 1853, the territory described as bounded southerly by 59th street, northerly by 106th street, easterly by 5th avenue, and westerly by 8th avenue, "is hereby declared to be a public place, in like manner as if the same had been laid out by the Commissioners appointed in and by the Act of the Legislature, entitled 'An Act relative to improvements touching the laying out of streets and roads in the city of New York, and for other purposes.'" — [*N. Y. St.* 1853, *c.* 616.]

And by Sect. 2 of the same Act, "The mayor, aldermen, and commonalty of the city of New York are hereby authorized to take the said piece of land for public use, as and for a public square."

By an Act passed 2 April, 1859, the tract was extended to 110th street, the territory between 106th and 110th streets, and between the avenues before named, being "hereby declared a public place, and authorized to be taken as and for a public square." — [*N. Y. St.* 1859, *c.* 101.]

By a statute passed 17 April, 1857, it was enacted that the name of the new public place or square should be called "The Central Park," and also, "The said park shall be under the exclusive control and management of a board of commissioners, to consist of eleven persons, who shall be named and styled the Commissioners of Central Park. . . . Three members shall constitute a quorum for the transaction of business; but no action of the board shall be deemed final or binding, unless it shall have received the approval of a majority." And by Sect. 4, "The said board shall have the full and exclusive power to govern, manage, and direct the said Central Park; to lay out and regulate the same; to pass ordinances for the regulation and government thereof; to appoint such engineers, surveyors, clerks, and other officers, except a police force, as may be necessary; to prescribe and define their respective duties and authority, fix the amount of their compensation; and generally in regard to said park, they shall possess all the power and authority now by law conferred or possessed by the common council of said city in respect to the public squares and places in said city."

"Sect. 14. It shall be lawful for said board of commissioners at any meeting thereof duly convened, to pass such ordinances as they may deem necessary for the regulation, use, and government of said park, not inconsistent with the ordinances and regulations of the corporation of New York; such ordinances shall be published," etc.

By Sect. 15, "All persons offending against such ordinances shall be deemed guilty of misdemeanor; and be punished on conviction . . . by a fine not exceeding $50; and in default of payment, by imprisonment not exceeding thirty days." — [*N. Y. St.* 1857, *c.* 771.]

By an Act passed 24 April, 1867, the Board of Commissioners of the Central Park were authorized to lay out and establish streets, avenues, roads, public squares, or places of such width, extent, and direction as to them should seem "most conducive to public good," and also to close, widen, alter, etc., from 155th to 59th streets, and from 8th avenue to the Hudson River, etc.; and by Sect. 6, it was enacted, "and all such public squares and places, that shall be laid out or retained by said Commissioners, . . . shall, immediately after the same are opened, be and remain under the control and management of the commissioners of Central Park, as to the regulating, grading, paving, sewering, and otherwise improving and maintaining the same; and all parts of any public street, avenue, road, or public square and place, within the distance of 350 feet from the outer boundaries of the Central Park or place, and all others laid out as aforesaid, shall, at all times after the opening of the same, be subject to such rules and regulations, in respect to the use thereof, and erections or projections thereon, as the said Board of Commis-

sioners of Central Park may make therefor."—[*N. Y. St.* 1867, *c.* 697.]

By Stat. of 1871, Chap. 290, Sect. 6, the Legislature authorized the appointment of a force, to be known "as keepers of the Central Park" for Central Park, and for other parks and squares; "and said board shall have the full and exclusive power to govern, manage, and direct the said several public parks, squares, and places; and cause ordinances for the regulation and government thereof, and generally in regard to said public parks, squares, and places, they shall possess all the power and authority heretofore possessed by the mayor, aldermen, and commonalty of said city, in respect to the public parks," etc., and "all persons offending," etc., as before.

The New York City charter of 1873, as since amended, contains the following, Sect. 83: "The department of public parks shall control and manage all public parks, and streets immediately adjoining the same above 59th street, and public places which are the realty of the city of New York, except the buildings in the City Hall Park, and save as herein otherwise provided, and shall have all the powers and duties belonging to the department of commissioners of parks, not inconsistent with the provisions of this Act."

"Sect. 84. . . . The department of public parks, on and after the first day of May, 1874, shall be under the charge and control of four commissioners, and shall perform all the duties and exercise all the powers now by law conferred or imposed upon the department of public parks of the city of New York."

Under these provisions the territory was taken, and has been laid out, improved, and maintained as a "public place," a "public square," a "Central Park," "for the public good," including "streets," "roads," "avenues," and "places," in the manner of taking public streets at the public expense, and for the public use. Central Park belongs to the public by the manner of its taking for a public easement, by purchase with the public funds and the dedication to public use; and in and throughout its extent the public have vested rights.

The general purpose of the Central Park is the promotion of the health and happiness of the public; and within this general, are several distinct and special purposes of the appropriation and dedication of parts of it: parts for ornament and vegetation; parts for walking, that is, for foot-ways; parts for riding, that is, for animal ways; and parts for driving, that is, for carriage-ways. The uses of some parts may be more restricted than those of others, according to their purposes; but all the parts must, for all the respective purposes to which they are dedicated, remain free and common to all the people.—[*Langley* v. *Gallipolis*, 2 *Ohio St.* 107.]

The *ways* in Central Park are of the nature of highways; at least, to the extent that is consistent with their respective uses and appropriations. The footpaths are highways for pedestrians; the carriage-ways are highways for pleasure carriages, at least; and those ways which before they came under the Act giving control to the Park Commissioners were highways, and have since been appropriated to all the uses of highways, are highways still, in the full sense of the term. The carriage-ways are streets, and the circumstance of their being within the limits of a park or "public square" does not alter the effect.—[*Commonwealth* v. *Bowman*, 3 *Pa. St.* 203.]

Now, all persons may travel on a street or highway in their own common modes of conveyance; the use is general and open to all alike. When a street or thoroughfare has been created, and at least nntil it is lawfully discontinued, it is forever subservient to the right of every individual in the community to pass over the thoroughfare so created at all times.—[*Wager* v. *Troy, Union R. R. Co.*, 25 *N. Y.* 532; *Imlay* v. *Branch R. R. Co.*, 26 *Conn.* 255.]

And a street is a place in which all have a right to be, for streets are for the purposes of public travel; neither footmen nor teams, nor any class or variety of teams or carriages have any right of way therein superior to others; they each have the right in common and equally with the other, and in its exercise are bound to use reasonable care for their own safety, and to avoid doing injury to others who may be in the exercise of the equal right of way with them.

In the use of the highways, each may use it to his own best advantage, but with a just regard to the like right of others.—[*Coombs* v. *Purrington*, 42 *Maine*, 332; *Barker* v. *Savage*, 45 *N. Y.* 196; *Commonwealth* v. *Temple*, 14 *Gray*, 74.]

Under these and other decisions enforcing well-established principles of law, it is clear that if bicycles are carriages and are used for travel, they and their riders are fully entitled to the streets; and if they are pleasure carriages and used as such, they are clearly entitled to share the common freedom of driveways or park carriage-ways, equally with any other form of carriage.

The use of manumotive and pedimotive carriages, to greater or less extent, is matter of record and description at least since 1769. The velocipede, in one form or other, is older than our State constitutions and city charters; and so, though not until within 15 or 20 years a frequent mode of conveyance comparatively, it is not a novelty, or an innovation, or an intruder among carriages in its use of highways. A velocipede is defined to be a species of carriage propelled by the rider. It may have one, two, three, four, or more wheels; it may be propelled by the feet or the hands, or both. The bicycle is a variety of velocipede considerably specialized, and consists of two wheels and a frame connecting them, with means of guiding, propulsion, and control, all constructed in the lightest and strongest manner consistent with safety of use. It supports and carries a rider like a carriage. It is directed and controlled along the roadway by the care and vigilance of the rider, like a carriage; and it enables the rider to travel, that is, to pass along over the roadway, more speedily and more easily, and more enjoyably, than he can go on foot, just as a horse or carriage enables him to do.

This reasoning, from the nature of the thing itself, seems needless, because the fact of its being a carriage, descriptively and mechanically speaking, is so obvious; and any discussion of the question would be unnecessary, were it not so often called in question.

A vehicle which has enabled its rider to cover unaided a distance of 1404 miles in six days, with which hundreds and thousands of travellers have made excursions and tours through every part of Great Britain and the Continent of Europe, and Southern Africa, and India, and Australia, and the West Indies, which is in use to the number of many thousands in the United States, and which every observant and intelligent citizen has seen in use upon nearly all our city streets and country roads from Bangor to San Francisco, and from Detroit to Tallahassee, is certainly entitled to be called a pleasure carriage without question.

When the steel and rubber bicycle was first imported into this country, it was claimed by the Collector of Customs at Boston that it was a machine, and by the importer that it was a carriage; a difference of ten per cent ad valorem duty giving rise to the dispute. The question was referred to the department of justice, and Mr. Secretary Sherman, upon an opinion of the attorney-general, in the autumn of 1877, decided it was a carriage, and so it has been considered in every court and every market in this country without question since.

The English Court of Queen's Bench, in the case of *Taylor* v. *Goodwin*, decided, all the justices concurring, that a bicycle is a carriage, and the propulsion of it by means of a person sitting on and carried by it is a driving of a carriage.—[*Law Journal Reports, part* 6, *June*, 1879, *Vol.* 48, *N. S.*]

The highest courts in this country have not yet passed upon the question, though it has been raised in one or two of the lower courts, where it has been held to be a carriage, following the English law.—[*McFarland* v. *Browne*, 1 *Bicycling World*, 27.]

So that in every court and every judicial department where the question has been raised for decision, it has been held to be a carriage; and it is of some weight that by the city authorities in this country, when the question has been brought fully and fairly to their attention for decision, they have always decided that it was a carriage.

The law committee of the city of Brooklyn, acting after careful deliberation, and in consultation with certainly competent legal advisers, made a report on 26

April, 1880, to the Brooklyn common council, in which they stated, "As a matter of legal right, your committee believe that bicycles are entitled to the use of the streets the same as other vehicles, no more or less; subject to the same rules, liable to the same responsibility, and their violation to the laws of vehicles to be visited with the same penalties. . . . In all courts where the question has arisen, it has been without exception decided that the bicycle is a vehicle, and as such, has equal right with other vehicles to the use of the streets without discriminating restrictions, and that no authority exists by which the peculiar form of a vehicle for its motive power can be arbitrarily determined to the exclusion of some other particular class. Your committee believes this to be good law and common-sense." And the city council of Brooklyn acted accordingly, and removed all restrictions.—[1 *Bicycling World*, 242.]

So that as of an old and recognized class of vehicles by prescriptive right, and also as a vehicle recognized by judicial and quasi-judicial decisions, the bicycle and its rider have a clear right on the public streets; but even if it were a novelty, and neither it nor anything of its class from which it is in details a divergence had been used in this country prior to the summer of 1877, it would still be entitled to the use of the public streets.

Said Caton, C. J., in a leading case in the Supreme Court of Illinois, "A street is made for the passage of persons and property, and the law cannot define what exclusive means of transportation and passage shall be used. . . . To say that a new mode of passage shall be banished from the streets, no matter how much the general good may require it, simply because streets were not so used in the days of Blackstone, would hardly comport with the advancement and enlightenment of the present age."—[*Moses* v. *Pittsburg, etc., R. R. Co.*, 21 *Ill.* 522.]

Mr. Justice Cooley, of Michigan, in his standard work, has found and expressed the law to be, "When land is taken or dedicated for a town street, it is unquestionably appropriated for all the ordinary purposes of a town street; not merely the purposes to which such streets were formerly applied, but those demanded by new improvements and new wants."—[*Cooley, Const. Limit.* (*4th Ed.*), 694.]

It is clear therefore that the bicyclers of New York have a right to the use of the streets of New York with their bicycles, subject to the same retrictions and regulations, and under the same general principles of law as are applicable to other carriages. And this is apparently conceded from the fact that they have such freedom of all the streets not included within the jurisdiction of the commissioners of Central Park.

It is also clear that they are entitled to the same freedom of the carriage-ways in Central Park unless there are restrictions under some legal authority vested in the Board of Commissioners for their exclusion, not applicable to the case of other streets.

And this brings me to a consideration of the authority and powers of the Board of Commissioners of Central Park as to the point in question.

Public squares and highways, streets within parks and without them, belong to the public, and are under the control and regulation of the Legislature exercising the sovereign power of the State, either by general or special law. Neither the city nor the Board of Commissioners can act otherwise than as agents of the State and within its authority.—[*Commonwealth* v. *Temple*, 14 *Gray*, 74, 4 *Abbott, N. Y. Dig. Rep., and St.* 555, *and cases cited.*]

The right of travel in the highways and streets is one of those "privileges and immunities which are in their nature *fundamental*"; the right of a citizen of one State to travel through the highways and streets of another State for peaceable purposes and pursuits is one of those privileges and immunities guaranteed by the Constitution of the United States (Article 4), and which no State Legislature can take away.—[*Corfield* v. *Coryell*, 4 *Wash., C. C.* 380.]

The power of the State legislature over roads and over navigable waters—that is, highways by water or by land—is substantially the same, and is one of regulation and construction, and not of obstruction or destruction; and its power is to be exercised under the restrictions of the United States Constitution and Acts of Congress regulating commerce between the States. It has power to provide police regulations, to govern the conduct of persons using the highways,—for example, to regulate speed of travel, manner of passing, etc.; and to repair and alter them for the public benefit.—[*Cooley, Const. Limit.* 734, 741, *and cases.*]

"Every thoroughfare which is used by the public, and is, in the language of the English book, common to all the King's subjects," says Chancellor Kent, "is a highway, whether it be a carriage-way, a horse-way, or a navigable river." The law with respect to them is substantially the same. The Crown is trustee for the public, and the use of them is inalienable so long as they remain highways.—[3 *Kent Comm.* 427, 432.]

The Constitution of New York State, Article I., § 1, declares, "No member of this State shall be . . . deprived of any of the rights or privileges secured to any citizen thereof, unless by the law of the land, or the judgment of his peers." This was so in 1846, and to the present time. By the same Article it is declared that no citizen shall be deprived of life, liberty, or property, without due process of law, and that no law shall be passed abridging the right of the people peaceably to assemble, etc.

Now, the privilege and immunity of use of the highway and the public street is necessary to the enjoyment of liberty, and to the right to assemble; since there can be no liberty without action, or movement to and fro, nor any assembling without travel; and the use of the highways, being a necessary incident, is secured by the Constitution. And by the judicial decisions, the use of carriage-ways and streets includes the right to use one's own common mode of conveyance,—such carriage as he has.

I have grave doubt whether any Act of the Legislature of New York prohibiting the use of bicycles under any reasonable regulations in the streets and highways of that State, or any considerable number of them located together, would be a valid or constitutional statute. But as there *is* no such statute, it is not necessary to discuss the question here; and I have only proceeded in this direction for the purpose of throwing light upon the interpretation to be given to any statute of the New York Legislature respecting the control and government of Central Park by the statutes creating the Park and the Commission, and subsequent ones above cited.

Said board was to have the "full and exclusive power to govern, manage, and direct the said Central Park; to lay out and regulate the same; to pass ordinances for the regulation and government thereof; . . . and generally in regard to said park, they shall possess all the power and authority now by law conferred or possessed by the Common Council of said city, in respect to the public squares and places in said city." And they were authorized to pass such ordinances as they should deem necessary for the regulation, use, and government of said Park, not inconsistent with the ordinances and regulations of the corporation of New York.

The city charter of 1873 continues these powers to the Commissioners; and they have been authorized to appoint a force to be known as keepers, by which they might enforce observance of their ordinances. The same charter confers on the Common Council of the city the "power to make such ordinances, not inconsistent with law and the Constitution of this State," as may be necessary "to regulate the occupation of the streets, highways, roads, and public places by foot-passengers, animals, vehicles, cars, and locomotives," and "to prevent encroachments upon, and obstructions to the streets, highways, roads, and public places not including parks."

So that the control of the streets that were or might be within the limits of Central Park has been taken from the city and conferred upon the Commissioners of Central Park. The Act of 1807, referred to in the above noted Act, under which the lands for Central Park were taken, constituted three persons Commissioners of Streets, with exclusive power to lay out streets, roads, and public squares . . . "as to them shall seem most conducive to public good," and to take, etc., "in trust, nevertheless, that the same be kept open for a public street, road, or public square, forever," and providing how it should be done.

The language of the statutes by which the power and control over Central Park has been conferred upon the Commissioners is the same substantially as that used by the Legislature in conferring similar powers upon city governments and other boards of commissioners. The power is "to lay out and *regulate*," to pass ordinances; "for the regulation and government thereof." The authority conferred upon the board *could* be no greater than that of the Legislature which conferred it, and *was* no greater than was expressed or implied in the language of the statutes; and that language is to be construed with reference to its accepted meaning when used in other statutes, and on other occasions to similar ends. In other words, the authority of the board extends to the police regulation of the streets and ways and squares included within the limits of their jurisdiction. They have no more absolute authority than the city government of New York had before they were created, or than county commissioners have. And they must exercise that authority within the principles and rules of law. In this connection the language of Gibson, C. J., in the case of *Com.* v. *Bowman*, 3 *Pa. St.* 203, is specially pertinent: —

"County commissioners have no greater right than an individual has, to disturb the citizen in the enjoyment of a municipal franchise, at least beyond the bounds of absolute necessity. . . . The public square is as much a highway as if it were a street, and neither the county nor the public can block it up to the prejudice of the public, or an individual; nor can either assert a right to it by enclosing it beyond a reasonable curtilage. It is dedicated to the use of all the citizens as a highway, and all have a right to pass over it without unreasonable let or hindrance."

It was competent for the Commissioners to lay out squares or parts of the Park for ornamental purposes, to be travelled by no one except in care and maintenance; to lay out and dedicate parts for foot-paths and bridle-paths, and to pass regulations that carriages should not be allowed on these; to lay out and dedicate parts for drive-ways or carriage-ways, or streets. But for each of these classes there must be at least ingress and egress and a passage through. And having dedicated carriage-ways for pleasure use, they cannot exclude from them any kind of pleasure-carriage, unless, for reasonable promotion of the general public use, they designate parts for that kind of pleasure-carriage, with the necessary condition of at least ingress and egress and passage through.

As the Park Commissioners have not designated by way of regulation any particular parts of the Central Park, for the use of those citizens whose carriages consist of bicycles to use, but have designated certain parts as drive-ways, and those parts have been dedicated to the use of pleasure-carriages, the bicyclers have a right, in my opinion, to use any of such carriage-ways or drive-ways for the purposes of pleasure-riding, within the restrictions and regulations that apply to other pleasure carriages, with their bicycles. In my opinion the Commissioners of Central Park have no authority to exclude bicyclers, with their bicycles, from Central Park drive-ways and carriage-ways, or obstruct them when they enter thereon with their bicycles, as pleasure-carriages, observing the regulations applying to all other vehicles of pleasure.

The Commissioners have right to regulate the use of bicycles in the park; and as to what are reasonable and proper regulations, that is a matter for presentation to the Commissioners, and to be decided in their discretion. Such regulations must not be so sweeping as to prevent either ingress or egress, or passage through the park, for that would be the destruction of a right, and not a regulation; and the discretion of the Commissioners in the matter of regulations must be exercised reasonably and according to the principles of law and usage, and for the promotion of the public good, and in consistent furtherance of the purposes of Central Park as a public square, set apart and maintained for the health and happiness and common use of all the public. Their judgment cannot be exercised arbitrarily, but like the discretion of a court of equity, according to the principles of law and equity.

One other point may be referred to, in passing, which has perhaps been allowed too much force in some quarters heretofore; and that is the alleged dangerous and unwelcome aspect of bicycling to the the horse-using portion of the public. The Commissioners would undoubtedly have a right, under their authority to regulate, to prevent pedestrians from carrying strange illuminations, or nitro-glycerine cans, or bombs on the foot-ways; because they are not necessary to the use of the foot-ways, and are unreasonably dangerous. But they have no right to prohibit the carrying of umbrellas, canes, crutches, cork legs, or personal deformities on the foot-ways, although they were objectionable to some, and umbrellas frighten timid or untrained horses; because they are necessary to the full and free use of the footways.

So they might prohibit the covering a carriage with fantastic shapes and colors, and hanging its wheels all over with bells; because that is something more than simply a carriage, and is not necessary to the full and free use of the driveways, and is unreasonably dangerous.

Now the bicycle is no such contrivance. It has by the prejudiced, the thoughtless, or the ignorant, been sometimes called dangerous. But it is simply a carriage (reduced to the lowest possible terms), and nothing else; it has nothing unnecessary to travel, no dangerous additions to the vehicle proper. Ridden at a rate net greater than six miles an hour (the regulation speed for carriages in New York City, I believe), it is capable of complete control, — deviation from its course, immediate stopping, etc.; and not as dangerous as other vehicles, for there can be no runaway or disastrous collision. It is said that horses are frightened by it. The fact is that they are not, any more than they are at umbrellas. But if they sometimes are, it is to be remembered that the drivers of horses have no more rights in streets or carriage-ways than those using other common modes of conveyance, and that the mere frightening of horses is neither actionable as a tort, nor complainable as a nuisance, nor an obstruction which city officers or public boards are accountable for. — [*Moses* v. *Pittsburg, etc.*, 21 *Ill.* 522; *Cook* v. *Charlestown*, 98 *Mass.* 80; *Stone* v. *Hubbardston*, 100 *Mass.* 50; *Keith* v. *Easton*, 2 *Allen*, 552; *McFarland* v. *Brown*, 1 *Bicycling World*, 27.]

"An ordinarily gentle and well-broken horse" is the kind of horse to be considered, according to the language of the courts, and these are not frightened by bicycles. The common experience of cities and towns may be well indicated by quoting the language of the London *Standard* (not especially favorable to bicycles), in commenting editorially upon a case before magistrates relating to tolls on turnpikes in August, 1879: "The prejudice against bicycles has all but disappeared in London; the horses are now accustomed to the machines, and are no more frightened by them than by other vehicles; the riders themselves are very careful, and the number of accidents caused by them is surprisingly small; and people in general look with pleasure upon the flying wheels as they scud noiselessly along."

To sum up, however, upon the law as I find it, and the logic of the decisions as closely as I can apply it, my opinion is, in brief, that the drive-ways of Central Park are public streets for the purposes of pleasure travel at least; that all persons have a right to use the public streets with their own common carriages; and therefore that all persons have an equal right to use the drive-ways of Central Park with their own common pleasure carriages; that the bicyclers of New York City are within that class; that the bicycle is a common pleasure carriage; and that therefore the bicyclers have an equal right to use the drive-ways of Central Park with their bicycles.

And further, that town or city or county governments or officers have no authority to exclude, or to regulate so far as practically to exclude bicyclers from the public streets; that the Commissioners of Central Park have no greater authority than such other governments or officers in the matter; and therefore, that the Commissioners of Central Park have no authority to exclude, or to make such restriction as to practically exclude bicyclers with their bicycles from the carriage-ways of Central Park.

CHARLES E. PRATT.

THE Bicycling World & ARCHERY FIELD

Is the official organ of the League of American Wheelmen, and of the Eastern Archery Association, and aims to be a fresh, full, impartial record and herald of all that relates to bicycling and archery in America,—clubs, races, excursions, tours, meets and runs, target competitions, sylvan shoots, hunting, personal items, inventions, manufacture, opinions, humors, ranges, paths, routes, and incidents, the best things from other journals, foreign notes, — and of all subjects of direct or collateral interest to bicyclers and archers and their friends. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 6 MAY, 1881.

DIVORCED. — The publishers, with the desire to give the archers a paper devoted entirely to their favorite pastime at a low rate, have separated the ARCHERY FIELD from its mate the BICYCLING WORLD. Those who contribute need not feel that they are entirely out of the world, as we shall continue to send both papers to those who have sent subscriptions previous to the conclusion of Volume Three. Those who have not subscribed will now have an excellent opportunity to give the publishers substantial assurance that their venture — made with considerable financial loss — shall not fail from lack of support. Those who enjoy reading and giving expression to the thoughts of the day should take an interest in swelling the ranks both of those who read and those who write, as without this interest we fear that the FIELD will soon be a barren one.

In a word, if the archers will unite with us in the endeavor to make the little journal self-supporting, we will contribute our time and labor gratuitously, and will be willing to guarantee, if the enterprise prove profitable, that the profits shall be devoted to the enlargement and betterment of the paper.

Our plan is to issue the ARCHERY FIELD every two weeks, and to charge $1.00 per year for all subscriptions which begin after the close of Volume Two.

ANNUAL BUSINESS OF THE E. A. A.

THE meeting was held at the Revere House, 27 April, at 12 o'clock.

In the absence of the president and vice-presidents, the meeting was called to order by Nathan D. Abbott. Minutes of previous meeting read and accepted.

Report of the corresponding secretary read, accepted, and placed on file.

Report of the treasurer and executive committee read, accepted, and placed on file.

Voted, that Mr. Samuel Rogers be recording secretary *pro tem.*

Moved by Adolphus Reynolds that Article 8 of the constitution be amended, so that the value of the gold be 5, the red 4, the blue 3, the black 2, the white 1.

Considerable discussion followed.

Mr. Adolphus Reynolds read copious excerpts from Messrs. A. S. Brownell, Thompson, and Ford in support of his motion.

Mr. U. S. Dalrymple moved to amend by striking out of the motion all the words after the word "constitution." The motion was seconded, and declared carried by the Chair by 8 to 7, several delegates abstaining from voting.

Mr. Allen then raised the point that the original motion never had been seconded, and that the amendment was void and of no effect.

The Chair declared the "point" was well taken. An appeal was taken, and the Chair sustained by a vote of 14 to 8.

The motion was then seconded.

Mr. S. Phillips made a vigorous attack upon the new system, which at first received a great deal of interruption, but after a short time the cogency of his remarks won him hearty support.

Mr. Charles Allen said both sides were fools. The system of scoring 1, 2, 3, 4, 5, was based upon an arithmetical progression, with a common difference of 1, while the other system had a common difference of 2. One was as good as the other, both being incorrect; what he was anxious about was to hit the target.

The discussion that followed was of the most animated description.

"Pacific Poor Shot," "Capt. Jack," Havens, Holberton, and others were quoted.

Some one asked what kind of a shot "Jack" was, and nobody seemed to know.

Mr. Allen said that "Capt. Jack" was a *nom de plume* of a Chicago archer, — South Side, he thought.

Mr. Dwight said he had made accurate measurement, and could prove the complete incorrectness of the 1, 2, 3, 4, 5 system.

Mr. Baker followed with the same assertion as to the 1, 3, 5, 7, 9 system.

The previous question was loudly called for and put by the acting president, with the result of 11 yeas to 11 nays.

The president cast his vote in the negative.

Mr. Reynolds, amid much confusion, said that he had been given to understand that the acting president was not an active member of any club, and so could not legally, under the constitution, cast a vote.

The president admitted that he was not an active member of any club, but he had been elected an officer, and in the absence of his superiors, must preside over the meeting.

Mr. Reynolds said he could preside, but could not vote, under the constitution.

Mr. S. P. Abbott said he had informed Mr. Reynolds of the incapacity of the Chair, and made a most vigorous statement of the law as stated in an identical case decided by the Supreme Court at Washington.

Mr. Charles Allen said he did not care a fig for any lawyer in Boston, Washington, or any other country town; what they came there for was to make arrangements for a successful sport, and it grieved him to listen to such talk. The motion not being carried, — "I beg pardon, sir, you say 'carried'? Then I move a reconsideration."

Mr. Dalrymple asked why; it seemed to him, as Mr. Allen had said both systems were poor, he (Mr. Allen) could not desire a reconsideration. He asked Mr. Allen to withdraw his motion. Mr. Allen refused.

The motion was put, and the vote stood 11 yeas to 11 nays.

The president cast his vote for the affirmative.

Mr. Dalrymple raised the point that the president could not cast his vote, not being an active member of any club, and called upon Mr. Reynolds to make a few remarks. Mr. Reynolds said he considered the call as insulting.

Mr. Reynolds was called to order by the Chair, and apologized for his remarks. Great confusion resulted.

On a reconsideration, Mr. Dalrymple asked that time might be allowed for certain delegates to return who desired to vote in the negative, but delay was refused.

Mr. Dalrymple then announced that he should vote in the affirmative so that he could move a reconsideration.

The vote resulted 14 yeas to 4 nays; Mr. Dalrymple doubted the vote, and a second ballot resulted 15 yeas to 5 nays.

Mr. Dalrymple moved a reconsideration, but it was lost, 8 yeas to 14 nays.

Election of officers followed: —

President. — Major Constable, Brooklyn, N. Y.

First Vice-President. — W. Holberton, Hackensack.

Second Vice-President. — Miss Louisa Mager, Watertown, Mass.

Corresponding Secretary. — Dr. Dwight, Boston.

Recording Secretary. — Mr. Colton, Lewiston, Me.

Treasurer. — Mr. Dalrymple, Poughkeepsie, N. Y.

Executive Committee.— Adolphus Reynolds, Fitchburg, Mass.; Charles Allen, Portsmouth, N. H.; U. S. Dalrymple, Portsmouth, N. H.; Charles Littlejohn, Newton, Mass.; E. R. Dwight, Watertown, Mass.; Cephas E. Renfrew, Lynn, Mass.

Voted, That the executive committee fill vacancies.

Voted, To shoot in September.

Voted, That the executive committee decide upon the place of shoot.

Voted, To print in the ARCHERY FIELD proceedings.

Voted, to adjourn.

MR. SAMUEL ROGERS,
Recording Secretary pro tem.

HERE WE ARE AGAIN!

AMERICAN (?) SYSTEM.

CRAWFORDSVILLE, IND., April, 18 1.

THE attention of Andrew S. Brownell and A. W. Havens is respectfully called to the following extract from the writings of the late H. A. Ford: —

"This incorrectness in the number scored for each ring is *altogether unimportant*, for as one man's score is only good or bad as compared with another's, and all use the same target and mode of counting, and so the comparative result is the same." — *American Edition, page* 63.

A REPLY TO "SCHOONER."

Editor Bicycling World: — I have just read "Schooner's" "sensible view" on the subject of target valuation. "Schooner" says I am "a first-rate fellow," but that I am "an Ohio man," and my logic is "fearfully and wonderfully absurd." I thank him for damning me with faint praise; and I admit I am from Ohio, — unlike "Schooner," I am not ashamed to own where I hail from: lastly, I am sorry that my logic should appear so "fearfully and wonderfully absurd" to "Schooner," and somewhat surprised that he has not taken more pains to show wherein the absurdity lies; however, I shall make an effort to clear away the mirage from before his vision. But we will first glance at his "sensible view" of the subject, and see if even he has not a valid claim to a share in logic "fearfully and wonderfully absurd."

In the first place he claims that "a glance at the relative areas of the five colors" will show the incorrectness of Mr. Brownell's valuation, and "at the same time prove that the present ratio between the white and the gold is *correct*": thereby plainly committing himself to the *area theory*.

In the next paragraph he says that "the only fair system of scoring would be by either one of two plans: either measure the distance of each hit from the centre of the target, and add these distances together, which would give the highest score to the one who had the smallest number of inches, in which case the highest attainable score would be nothing; *or measure each hit from the circumference of the target, when the one having the greatest number of inches would win.*" And then he asserts that "the absolute fairness and correctness of both of these systems no one will gainsay"; thereby plainly committing himself to the *distance theory*.

Shall we not smile at this Janus-faced debater, this double-ended "Schooner"? He first claims to prove the error of Mr. Brownell's position by the *area theory*, and then admits the worthlessness of his argument against Mr. Brownell by avowing allegiance to the *distance theory*.

Bear with me a moment longer. Mr. "Schooner" interrogatively says that "taking the target as it is," the valuation, gold 9, red 3, blue 1 4-5, black 1 2-7, and white 1, is *correct*, but that he is unwilling to admit that it is *fair*. As if in the computation of scores, where justice, "even-handed justice," is the desideratum, any method could be *correct*, and at the same time *unfair!* Yes, he takes indeed "a sensible view of it."

And now let us briefly examine my logic, so "fearfully and wonderfully absurd." Mr. "Schooner" concedes the "saneness" of my argument that a correct valuation of the target would be, gold, 1; red, 3; blue, 5; black, 7; white, 9; but says I "suddenly became insane" when I reverse this scale of values, and claim that, in its reversed form, it is equally correct. My words on this point were that "the only difference between the two scales is, that one starts from the gold ring, and the other from the white ring; one scale shows by symbols how far along a radial line of the target an arrow has struck from the centre of the gold, and the other how far along a radial line of the target an arrow has struck from the periphery of the white." Now, by reading the words of Mr. "Schoooner" that I have above quoted and italicized, it will be seen that Mr. "Schooner" allows that the value of an arrow may, with "absolute fairness and correctness," be calculated by measurement, as well from the periphery of the white as from the centre of the gold; and in view of this admission, since he concedes the correctness of the scale of values that starts from the gold, he should concede the correctness of the scale that starts from the white: for the reasoning in favor of either scale is the same. For the 1 to 9 scale the argument is this: If the average gold arrow strikes 2.4 inches from the centre of the target, and counts 1, and the average red arrow strikes three times as far away (7.2 inches), it should count 3, etc., etc. And for the 9 to 1 scale: If the average white arrow strikes 2.4 inches from the periphery of the white, and counts 1, and the average black arrow strikes three times as far away (7.2 inches), it should count 3, etc., etc. "P. R. W." and "C. C. A." have advanced and so fully explained this argument in No. 23 of this journal, that I do not feel it necessary for me to dwell any longer upon it; however, I will add a few figures for the especial benefit of Mr. "Schooner."

The following score is calculated upon the 1 to 9 scale of values, and its accompanying scale of distances, *i. e.*, gold, 2.4 inches; red, 7.2 inches; blue, 12 inches; black, 16.8 inches; white, 21.6 inches: —

	Score.	String.	
5 golds	5	12	inches.
10 reds	30	72	"
11 blues	55	132	"
3 blacks	21	50.4	"
1 white	9	21.6	"
30 arrows.	120	288	inches.

P (the perfect score) = 30 (arrows) × by 2.4 inches (the distance of the average gold arrow from the centre of the target) = 72 inches.

288 inches — 72 inches = 216 inches.

The following is the same score, and is calculated upon the 9 to 1 scale of values, and its accompanying scale of distances: *i. e.*, gold, 21.6 inches; red, 16.8 inches; blue, 12 inches; black, 7.2 inches; white, 2.4 inches.

	Score.	String.	
5 golds	45	108	inches.
10 reds	70	168	"
11 blues	55	132	"
3 blacks	9	21.6	"
1 white	1	2.4	"
30 arrows.	180	432	inches.

P = 30 × 21.6 inches = 648 inches.

648 inches — 432 inches = 216 inches.

It will be seen that the above score is 216 *inches* short of perfection by either scale of distances. I showed in my last letter that the score is 90 *points* short of perfection by either scale of values.

Just one more illustration in support of my position. We will compare two scores calculated both upon the 1 to 9 and 9 to 1 scales of values and the corresponding scales of distances, and observe what results are obtained.

1 to 9 scale of values.	Unit of distance.		Strings.
A.'s score....90	× 2.4 in.	=	216 in.
B.'s score....120	× 2.4 in.	=	288 in.
120 — 90 = 30 points.			
288 — 216 = 72 inches.			

9 to 1 scale of values.	Unit of distance.		Strings.
A.'s score....210	× 2.4 in.	=	504 in.
B.'s score....180	× 2.4 in.	=	432 in.
210 — 180 = 30 points.			
504 — 432 = 72 inches.			

By either scale of values A.'s score is 30 points better that B.'s; and by either scale of distances A.'s string is 72 inches better than B.'s. In the first instance A.'s arrows are 72 inches nearer the gold than B.'s; and in the second they are 72 inches farther from the white and toward the gold.

If Mr. "Schooner," after another examinution of my "logic," is still of opinon that it is "fearfully and wonderfully absurd," I beg of him to *point out* the absurdity, and not sentence me without trial. It is a very easy matter for any one from behind the screen of a *nom de plume* to find fault with the opinions any theories of others, and I would suggest to Mr. "Schooner" that if he has any *definite* ideas on the subject of target valuation, he would state them, and free himself from danger of being thought a fault-finder for the sake of finding fault.

One more parting word to Mr. "Schooner": Let him look to his topmast; it would seem to need repairs.

DEAN V. R. MANLEY.

TOLEDO, OHIO, 23 April, 1881.

ARCHERY.

THE Executive Committee of the National Archery Association of the United States is now in session at the office of the Corresponding Secretary, Mr. G. F. E. PEARSALL, No. 298 Fulton street, Brooklyn, prepared to receive applications from archery clubs in any State of the Union for admission into the National Association.

As the Grand Annual Meeting of the National will be held in Prospect Park, Brooklyn, during the second week of July, at which none but members of National Clubs will be allowed to compete, it is advisable that applications for membership be made immediately to the Corresponding Secretary, who will afford all necessary information, with copies of the Constitution, By-Laws, etc. — *Com.*

WHEEL CLUB DOINGS

MONTREAL. — It is probable that eight members of the Montreal Bi. Club will be at the May Meet, including Director H. S. Tibbs. "The prospects of the popularity of the wheel here are good. Tricycles, of which there has been only one here until now, are coming into favor, and some half-dozen are in course of shipment to this city."

YONKERS BICYCLE CLUB. — At a recent meeting of the Yonkers Bicycle Club, a new uniform was adopted; the same to consist of mottled brown corduroy coat and knee-breeches, polo cap of same material, with initials Y. Bi. C. on the front, navy blue flannel shirt, with white trimming, a narrow white canvas belt and navy-blue stockings.

The colors of this club are crimson and gold.

H. E. THORNE, *Secretary.*

25 APRIL.

WILKESBARRE CLUB. — *Editor Bicycling World:* — Though the club organized with five members, and officers were elected on 29 May, 1880, no constitution and by-laws were adopted until 26 February, 1881. On 1 March, 1881, the following officers were elected for the ensuing year, viz.: Edward Gurnsey Mercar, president; A. G. Carpenter, captain; George R. Wright, secretary; and Charles W. Bixby, treasurer.

The membership of the club has gradually increased to ten members, with brighter prospects than ever of further additions before the summer fairly opens.

At our last meeting, the club adopted a new uniform, consisting of a hemlet hat, coat and knee-breeches of light gray, "Yale" shirt, gray, navy-blue stockings, low "Oxford Tie" walking shoes.

"Harvard" crimson was selected as the club color.

The roads leading into the less populated country are getting to be quite good; and though, at times, we experience some difficulty in rolling over an occasional rough or hilly piece of road, yet the variety, beauty, and picturesqueness of the scenery in Wyoming Valley more than compensates for the exertion and inconvenience at times necessary and unavoidable.

We will extend the hospitality in our power, and endeavor to treat kindly all bicyclers who may conquer their prejudices against visiting a small inland city like this while taking a run through the valley. GEORGE R. WRIGHT,
Secretary Wilkesbarre Bi. Club.

25 APRIL.

ADVENTURE BI. CLUB. — On 26 April, a meeting was called of the bicycle owners of St. John's School, and a club organized under the name of the Adventure Bi. Club. The suit decided upon is to be of some dark material, with dark-blue stockings, and a polo cap to match, with the gold letters A. B. C. on the front. The club color is maroon, and the number of active members at present is sixteen. The following officers were elected: G. M. Allen, captain; E. V. Connett, Jr., sub-captain; J. M. Thomas, secretary and treasurer.

The by-laws adopted were, with a few exceptions, the same as those given in the "American Bicycler."

The members are as follows: G. M. Allen, N. W. Bishop, H. Burnden, T. B. Burnham, E. V. Connett, Jr., E. R. Connett, C. Darling, G. W. Ewing, G. G. Haven, Jr., J. Humphrey, H. Martine, A. McConihe, C. B. Mitchell, T. Smith, H. P. Tailer, J. M. Thomas.

SING SING, 29 April.

MILWAUKEE NOTES.

THE first club run of the season of 1881 started from club headquarters, on Broadway, Saturday, 23 April, at 4.30 P. M., with a full attendance of road officers, and eighteen wheels in line. The run was principally over the best of the up-town payments, and included a drill on Prospect avenue. By next Saturday, at least three dozen of the new uniforms will be finished, and the appearance of the club will be much improved thereby. Sunday, the 24th, a run of fifteen miles was taken by eight members of the Milwaukee Bi. Club, being through the Soldiers' Home and return. The party struck a very great diversity of roading, one "novelty" being a walk of a quarter of a mile through a cut that almost baffles discription. Snow banks eighteen to twenty feet wide spread upon each side of a roadway of deep mud, and a passage was only effected, and with difficulty, by pushing machines over the snow and along a slippery and narrow grassy bank, projecting from under the fence. One of the party accomplished this by walking the top of the fence and leading his wheel by the head: another argument for tall wheels. Two weeks more of warm and sunny weather will put the country roads in good condition, and bread-and-milk runs will then be in order.

As yet, it is evident that the "hoofs" of the village maiden have not been "heard on the hills," and the tow-path is not what it used to be. We are glad to hear some more from "Madeline." Can't she be induced to attend the May Meet.

Will some one interested please inform us what qualifications are necessary to enable one to join the Bicycle Touring Club, and also what advantages, etc., it offers to American bicyclers?

Fairfield, of Chicago, spent half a day with us last week. He reports a booming business in Chicago.

The owner of the first Excelsior cyclometer used here has been much amused lately by the solicitous remarks of his friends, assuring him that his "Cy" was n't turning round.

The following atrocity was suggested by a 56 H. F. H.'er on yesterday's run: —

Why, on a hot day, after a stop for (liquid) refreshments, is a bicycler like an Indian mother? *Because*, on each rider you see the Pop ooze. (Full explanation, with diagram, etc., will be sent on application.) Yours, SUGNA.

MILWAUKEE, 25 April, 1881.

CONSULS' REPORT.

E. C. HODGES AND F. S. PRATT, *Directors L. A. W., State of Massachusetts. Gentlemen:* — We, the consuls of Worcester, wish to report our progress in making arrangements for the entertainment of visiting wheelmen, in order that the information thus given may reach those who will favor us with their company on their way to the May Meet Hotels — Bay State House, rate per day, $2.50, $3.00, and $3.50, Main street corner Exchange; Lincoln House, $2.50, Main street corner Elm; Waldo House, $2.50 and $2.0 , Waldo street; Continental Hotel, $2.00 (a reduction to League members of 50 cents), Main street corner Chandler. These are given in this order on scale of prices, not on excellence or convenience of situation, for we would strongly urge wheelmen to stay at the Continental Hotel, Mr. E. A. Ward, proprietor. The house is pleasantly and conveniently situated, has comfortable beds, light rooms, provides a good table, and has large bath-rooms free to guests.

In the removal of our associate, Geo. M. Doe, from the city, we have lost an efficient and active helper; his absence we very much regret.

We shall be glad to furnish any travelling wheelman who may call on either of us the latest and most reliable information concerning roads in all directions.

Yours truly,
E. F. TOLMAN,
of HILL & TOLMAN,
No. 424 Main street, cor. Pleasant,
A. W. DARLING,
Cherry Valley,
Consuls, Worcester, Mass.
WORCESTER, MASS., 23 April, 1881.

CHALLENGE.

I hereby challenge all amateur members of the "League of American Wheelmen" to run a 100-mile race at the American Institute building, New York City, the day succeeding the "race meeting" of the "League of American Wheelmen" for the 100-mile Amateur Championship of America, and a cup or medal, the value to be mutually agreed upon. PHILIP T. TIMPSON,
Manhattan Bicycle Club,
791 5th avenue, New York City.

THE TRANSPORTATION TAX.

Editor Bicycling World: — Slight as has been the attention given to this subject by writers who have discussed the League Meet, it seems to me to be the one main question, upon whose proper settlement the success of that occasion will depend. If the three men named in your paper of to-day as "committee on railroads" shall succeed in arranging to have bicycles carried to Boston safely and inexpensively, they will do more towards attracting a large crowd of wheelmen to that city on the 30th May, than all the other committee-men combined. The problems presented to the latter, whether labelled "reception" or "dinner," or "finance," or "hotels," are mere child's play in comparison with the great problem of transportation, which the "committee on railroads" have been appointed to grapple with. Once safely landed in Boston, the barbarian bicyclers from the outlying American wilderness may be readily trusted to find "hotels" which will give a proper "reception" to their "finances," and supply "dinner" therefor. But to bait the bicyclers Bostonward — ah, brethren of the railroad committee, there's the rub! How do you propose to remove from our pathway that disheartening obstacle, the baggage-smasher? Perhaps the story of my own personal collision with that obstacle may interest you now, even though it make your flesh creep a little.

About my earlier experiences, on four of the New England lines, there was nothing particularly terrible, however. From West Brimfield to Worcester, Newton to South Framingham, and thence to Springfield, Springfield to Hartford and back (twice), Chicopee to Northampton, Greenfield to Holyoke, Newport to Taunton, Brighton to Boston, Boston to Springfield, Meriden to New Haven — all these rides did my wheel take in '79 and '80, without any attempt on the part of the baggage-men to exact tribute. One of them indeed suggested, when I handed it up to him with the remark that it was to "go to Hartford," that it ought properly to go to a warmer place, having the same initial letter; but in general their attitude was one of tolerance, if not of affection. They would give no checks for the wheel, and would assume no responsibility for it as baggage; but if the owner chose to personally stand guard over it, they did not resent his presence in the baggage car. My custom in the case of long rides was to stand by my wheel only for a few minutes at the stations until the baggage had been properly packed. Between times I would occupy a seat in the regular passenger car. I rode eight miles in a train whose terminus was Harlem Bridge, and a somewhat longer distance (Riverhead to Yaphank) on the Long Island Railroad, without submitting to any tax, though the baggage-man in the latter case gruffly drew attention to the printed regulation forbidding the presence in the car of all non-official p rsons not possessed of an "order." It seems probable that at Hunter's Point, the city terminus of this road, I should have had to pay express rates as a condition of getting my wheel admitted to the car.

When my wheel first struck the New York Central Railroad, at Oneida, the man in the baggage car "struck" me for a quarter-dollar, though I think my ticket to Syracuse only cost twice that sum. From Syracuse to Canandaigua, a distance about three times as great, my wheel was kindly cared for by a baggage-man, whose charge was still a quarter-dollar. The same sum I paid twice between Canandaigua and Niagara; for though the car went through without change, a change in baggage-master was made at Rochester. The rule seemed to be that every individual baggage-master who admitted the wheel to "his" car should be paid a personal fee of a quarter-dollar, whether the distance were long or short. There was no pretence that the railroad company made the charge or received the money; it was simply demanded as an individual perquisite, in recognition of the extra-official service of taking care of the wheel. "The company pays us for handling passengers' baggage in this car, and for nothing else. If we graciously consent to assume additional burdens, persons benefited have got to pay us additionally": such was the sentiment on the "Central."

I next thrust my wheel into a Lake Shore baggage car, one midnight, at Ashtabula, and told the recipient to "put it out at Erie," not quite fifty miles beyond. When he did so I passed a quarter into his palm, and received his affectionate "good-night, sir." Between Dunkirk and Salamanca, a somewhat longer distance on the Erie road, I guarded my machine in the baggage car, and when I suggested to the affable master thereof that "I supposed he wanted about a quarter for his trouble," he said he was not aware of having taken any trouble, and so declined to accept any fee. The baggage-man between Salamanca and Hornellsville, perhaps a two-hours' ride, accepted with apparent satisfaction my proffer of the standard fee, when he handed my wheel out of his car. At this town I boarded a through express on the Erie, and there were mountains of trunks awaiting shipment in its two baggage cars. The conductor said he "guessed room could be found for me there," in declining to admit my wheel to "the smoker"; and room ultimately was found, after the trunks had all been packed, though I was a little apprehensive as to the final result. Disembarking at Binghamton, after a four-hours' ride, the longest my wheel had ever taken, I asked the baggage-man what he might want for his trouble; and he diplomatically responded, "Whatever you please to give." "Would a quarter be satisfactory?" I inquired. "Not much," said he. "I ought to have a dollar for my work in keeping the thing safe among all this baggage; but give us a half, and I 'll call it square." So I passed over the "half" with cheerfulness, for the man's care was under the circumstances well worth the money, and we parted very good friends. The next morning my wheel took another four-hours' ride on the Erie, from Great Bend to Port Jervis; but this time the baggage car was practically empty, and I think I paid only a quarter for the use thereof, though I cannot certainly remember.

I have heard that other wheelmen who have attempted to start out on the Erie, from its terminus at Jersey City, have been caused trouble by a regulation of that road giving to the express company the right to transport anything except "passengers' baggage." My own experience shows, however, that at stations other than the terminus, the king of the baggage-car is not apt to recognize or enforce any such rule to the detriment of his own personal perquisites. Out of fear for a similar regulation on the New Jersey Central road, I secured from the General Passenger Agent thereof a letter, requesting the baggage-master of the three sections which composed its "new line to Washington," to give transportation to my bicycle "at as reasonable rates as possible." The car ran through without change, and I gave each of the men a quarter, which was thankfully pocketed, except by the commander of the P., W. & B. section, who said that the proper charge for such a thing ought to be seventy-five cents or $1.00; but that, of course, in view of my permit from the General Passenger Agent, if the other section masters were satisfied with the smaller sum, he would be also. Even without my permit, I think I should have had no trouble in getting my wheel passed with the specified fees, except in the case of this Philadelphia and Baltimore man, for no express matter was carried on the through trains. In returning from the Capitol, I put my wheel in the front seat of the smoking car, with which the compartment for baggage was combine l, and sat beside it all the way to New York. As this "new line to Washington" has since been discontinued, my experience on it can hardly be taken as a precedent. I met in that city a bicycler who had brought his wheel from Cincinnati, by express, without a crate, at a cost of $1.75. My own wheel, crated, has been sent by express from Hartford to New York (110 miles), for seventy-five cents; from New York to Springfield (136 miles), for $1.00 (by special agreement, usual charge $1.50), and by freight from Hartford to Schenectady (140 miles), for forty cents.

I know of no attempt that has been made on the Sound steamer to exact a transportation tax. My wheel has gone by boat from New York to New Haven and back, from New York to New London, and from New York to Newport, without anything being said against it. Perhaps it was by special favor that, at the time of the Newport Meet, wheels were allowed to be taken inside the state-rooms. At all events, the captain of the boat coming from New Haven refused me this privilege, and snorted defiance of the Newport precedent; but he said the machine should be well cared for in the baggage-room, and it was. Most of the ferries at New York charge a bicycle a tax equal to its owner's fare, whether one, two, three, four, five, or six cents. The boats of the Brooklyn "annex," connecting that city with various ferries of New York and Jersey City, likewise tax a bicycle ten cents, which is the price of a man's passage. The price of passage on the Staten Island boats is the same; but the ticket seller "passed" my wheel when I embarked thither this morning. A similar thing may be said of my experience in 1879, with the excursion boat to Fort Lee, and the ferry thence to Manhattanville. The boats running from Fulton Ferry to Harlem afford an easy way for a bicycler to "get around" the stone pavements of the city. The fare is eight or ten cents. On one only of these trips have I been asked to pay a similar sum for my wheel. This I refused to do, citing the previous precedent; and the ticket taker, after growling a while to himself, let me alone. I understand that Brooklyn bicyclers, going together in parties on these Harlem boats, have submitted to the tax. The "Belt" lines of horse cars, which run pretty close along the two opposite shores of the city, from the Battery to Central Park — a ride of more than an hour — are obliged by law to carry a bicycle if the owner presents it at the front platform. The regular charge seems to be ten cents in addition to the five-cent fare; but for the only two rides which my wheel has taken on the East Side Belt road, the charge has been five cents. A personal fee of five or ten cents to the driver of a car on any of the other lines, whose charters do not authorize the carrying of baggage, would probably insure a ready welcome of the bicycle to the driver's front platform. I am told that some of Mr. W. M. Wright's friends occasionally secure written permits to place their wheels on the rear platforms of trains on the elevated railroads; but I do not know whether or not they usually pay an extra fare for the privilege. On one occasion at least, the Manhattan Club, starting off thus on a visit to Brooklyn, were allowed to take their wheels "for nothin'."

The evident lesson of the foregoing facts is, that the "transportation question" is in a very chaotic condition, so far as bicycles are concerned. The amount of tax levied depends chiefly on the whim or humor of the individual baggage-smasher. Many of these are good-humored persons, and a solitary wheelman can make his peace with them at a moderate outlay of cash and civil explanations. But when two or three hundred riders try to take their wheels along at about the same time, in the baggage cars running towards Boston, the question assumes quite a different aspect. Unless definite and minute instructions are sent out from headquarters to the baggage-men, "trouble will be brewin'," sure enough." Let the "committee on railroads" find out just what each railroad line will agree to do, and then advertise the result in the BICYCLING WORLD. They can't be too quick about it either, if they expect us outer barbarians to swoop down on them in any great numbers. The fact that Newport could be approached by steamer simplified the problem vastly in 1880. I hope that bicyclers, whether travelling singly or in clubs, will stand firm against paying any transportation tax at all to steamboat agents anywhere. In the case of the railroads, it seems right that some payment should be made where trouble is actually caused. The establishment of a uniform tariff, according to distance, on the great trunk lines, is much to be desired by tourists. KOL KRON.
WASHINGTON SQUARE, N. Y., 22 April, 1881.



DIRECTORY
OF
BICYCLE MAKERS, DEALERS, AGENTS. RIDING SCHOOLS, OUTFITTERS, ETC.
ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.
SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.
HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.
CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.
BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.
HELENA.
W. E. NORRIS.

NEW YORK.
NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.
LIMA.
GALE SHERMAN.

PENNSYLVANIA.
PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.
PROVIDENCE.
CHAS. F. HANDY,
Union Hall,
135 Broad Street.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

THE AMERICAN BICYCLER,

By CHARLES E. PRATT.

New and Enlarged Edition for 1880.

276 pages, with illustrations. Price, 50c.; by mail, postpaid, 60c.

THE TRADE SUPPLIED AT WHOLESALE RATES.

FOR SALE BY E. C. HODGES & CO.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprisng an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON, WILL H. THOMPSON,

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 pages, crown 4to, printed on best paper and ably and tastefully edited,

BY WALTER D. WELFORD,

Hon. Secretary of the Bicycle Touring Club.

Full of original articles, practical suggestions, touring reports, and all the foreign advices.

SUBSCRIPTIONS:—Post Free, 12 months, $1.00. Post-Office Orders to be made payable to

WALTER D. WELFORD,

66 Grey St., Newcastle-on-Tyne, England.

g.g.t.p

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

BICYCLE EMPORIUM RIDING SCHOOL



1783-85-87 WASHINGTON, COR. NORTHAMPTON STREET, BOSTON.

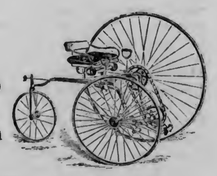
THE LARGEST RIDING SCHOOL IN THE STATE.

Open from 8 A. M. till 9 P. M., Sundays included.

CHARLES R. PERCIVAL,

—‖ IMPORTER ‖—

Bicycle and Tricycle Agent for all Makes of English and American Machines.



The American Roadster Tricycle.

CONSTANTLY IN STOCK

A full Line of Sundries.

NEW AND SECOND-HAND

Bicycles & Tricycles.

SEND THREE-CENT STAMP FOR CIRCULAR.

NOTICE.

The EMPORIUM, No. 96 Worcester Street, will remain closed during the months of February, March and April. The Salesrooms, Office, etc., will be at the Riding School as above.



BICYCLES AND TRICYCLES

To Let by the Hour, Day or Week.

BOYS' AND CHILDREN'S

Bicycles, Tricycles and Velocipedes

FOR SALE AND TO LET.

REPAIRING AND NICKEL PLATING

—AND—

TYLER'S PAT. RUBBER HANDLES.

WM. M. WRIGHT

791 5th Avenue,

NEW YORK CITY.



BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.

Send 1-cent Stamp for Circular.

THOSE WHO

Desire to obtain bound copies of

VOLUME TWO,

BICYCLING WORLD

AND

ARCHERY FIELD,

Must Send their Orders at Once.

NUMBER OF COPIES LIMITED.

PRICE - - - $2.00.

E. C. HODGES & CO., PUBLISHERS,

40 Water Street,

BOSTON - - - MASS.

THE BICYCLING WORLD.

A Weekly Newspaper

DEVOTED TO THE INTERESTS OF BICYCLING.

Edited by - - - LOUIS HARRISON.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water St., Boston, Mass.

Gentlemen:

I herewith enclose Two Dollars, for which please send "The Bicycling World" for one year from ..... 188 , to be mailed postpaid to the following address:—

Name, ...

Address, ...

THE ARCHERY FIELD.

A JOURNAL DEVOTED TO THE INTERESTS OF ARCHERY,

And Published every two weeks.

LOUIS HARRISON, Managing Editor.

WILL H. THOMPSON, Editorial Contributor.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water Street, Boston, Mass.

Gentlemen:

I herewith enclose One Dollar, for which please send "The Archery Field" for one year from ..... 188 , to be mailed postpaid to the following address:—

Name, ...

Address, ...

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

HICKLING & CO.

PATENTEES OF THE CELEBRATED

Rack-and-Pinion Brake, Undetachable Tires, Etc.

MANUFACTURERS OF THE

"London," "Timberlake" and "Berkshire" Bicycles,

TELESCOPIC TRICYCLE, ETC. ETC.

The "SPECIAL TIMBERLAKE"

Manufactured solely for Messrs. Cunningham & Co., Boston, Mass., will be found to be a thoroughly good and a very handsome machine; also one particularly suitable for rough road riding. It has Double Ball Bearings, Hollow Forks, Detachable Cranks, Undetachable Tires, the Patent Rack-and-Pinion Brake, etc., and is made throughout o the best material that can be procured.

SPECIALTY FOR THE SEASON, 1881.

THE "PILOT" BICYCLE,

A high-class and highly finished machine, of a different pattern from the "London" and "Timberlake," and embodying all the most important of latest improvements, — Ball Bearings to both wheels, broad hollow front and back forks, dropped handles, *new spring with forward play and rubber bearing, etc., etc.* Descriptive Catalogue (containing Testimonials, etc.) free on application.

HICKLING & CO., MAIDENHEAD . . . ENGLAND.
{30 Queen Victoria Street, 1 Moor Lane, Fore Street, Sun Court, Milton Street,} . . . LONDON, E. C.

Agents, CUNNINGHAM & CO., 6 and 8 Berkeley Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

VOLUME NO.

3

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

Louis Harrison, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 13 MAY, 1881.

Volume III. Number 1.

[Vol. III. CONTENTS No 1]

Currente Calamo	1
Editorial — Bicycling World	3
Great Meets	3
A Bicycle Show	3
The New Hand-Book of the Tricycle	3
Mistress O'Rafferty on the Wheel	5
Report of the Entertainment Committee	5
Programme L. A. W. Meet	5
Words Meet for the Meet	6
Ye Two Stones	6
Wheel Club Doings	7
Rockingham	7
Milwaukee	7
Springfield	7
New Orleans	7
Amherst	7
Boston	7
Harvard	7
Columbia College	7
Correspondence	8
Water Bicycle for a Stand-Still Feat	8
Erie Waking Up	8
A Jolly Time in Missouri	8
L. A. W.	9

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

WANTED.

A SECOND HAND 50-INCH COLUMBIA BICYCLE.

Address, stating terms and condition of machine,

H. P. DRAPER,

P. O. Drawer 38, Albany, N. Y.

CURRENTE CALAMO

TA TA! ARCHERY FIELD.

WE will see you later.

THE fighting editor received the following query by registered letter: "What drink is best for bicyclers?" Being a conscientious man, he devoted one day to experimenting at the firm's expense, and when he was brought back to the office on a bar of cast-steel soap, he faintingly enunicated before passing into a trance: —

"There are thirty-seven answers to that query."

We hope to have him pumped out before 30 May.

MR. SYLVESTER BAXTER and Mr. W. L. Metcalf, both well-known members of the Boston Bicycle Club, have gone to Mexico; the former to write and the latter to illustrate an article on our neighbor across the Rio Grande, to be published by Harper Brothers.

AT the Queen's birthday celebration at Brantford, Canada, 24 May, there are to be several bicycle races for medals given by the Caledonian Society and La Crosse Club.

THE publishers of the BICYCLING WORLD are represented upon the entertainment committee for the reception of League guests in the capacities of chairman and secretary. They will do all in their power to insure a cordial welcome in Boston for League men; and, to encourage an interest in uniform and drill, they will present a handsome buglet to the best appearing club in line.

MR. CHARLES E. PRATT has removed his office to the salesrooms of the Pope Manufacturing Company, and will attend to the legal business of that corporation. He will not, however, relinquish his general law practice, but will give attention as heretofore to patent and general law business.

THE Boston *Sunday Herald*, 8 May, contains an able review of the purposes of the League, the growth of bicycling in Boston, and an outline of what may be expected at the Meet, 30 May. The article, which is of interest to bicyclers generally, thus refers to the use of the wheel in Boston: —

"Although Boston may be said to be the central point of the interest in bicycle riding, as it is the birthplace of the sport in this country, and contains more riders than any other city, it has by no means a monopoly; and before many years it will doubtless find itself at the periphery instead of on the hub of the wheel, so rapidly does the bicycle push to the front in the Western cities. Already a club in Milwaukee claims the largest club representation in the League, and Chicago, Detroit, and other more

WE MAKE

SPORTING GOODS

A SPECIALTY

And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices which we will send with rule for self measurement to any correspondent.



We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,

OAK HALL,

BOSTON - - - - MASS.

26 Sept Boston St.
Mar. 6. 1934.
"Sutton, S
Cent.

easterly cities are strong competitors in the friendly rivalry. Just now, however, Boston retains the foremost position, and the wheelmen throughout the country have heartily ratified the action of the League authorities in coming here for the first annual Meet. Besides affording streets which are unsurpassed in fitness for riding, the city has, from the first, adopted a liberal policy in its consideration of wheelmen's rights, or, more properly stated, has adopted the "let-alone" policy, practically showing the commonsense view that wheel riders have the same rights in the streets, and the same responsibilities, that other riders possess. The narrow-mindedness which has obtained in some other cities and towns regarding the use of the bicycle has never been officially shown here, and the old law, "So use your own that you injure not another's," is found to have been safely lift to the discretion of the bicycle riders.

NEW ORLEANS has a club. It is a small one, to be sure, but if it survives the rigors of summer, its membership will probably increase, especially in December, when the riding season begins.

PRESIDENT BATES is certainly coming to the League Meet, and he hopes to bring with him some of the heroes of the "New-Year's calls." The Detroit clubs haps and mishaps have so long enlisted the sympathy of our readers, that they will rejoice in this opportunity to pour it out. We understand that a feature of the entertainment after the League dinner will be a tableau, in which President Bates will pose for Mr. Notman in the exact attitude he assumed for the Detroit photographer. There will be no extra charge for seats on this account.

WANTED,

A BICYCLIST,

HAVING ABOUT $5,000, WHO WOULD LIKE to engage in the MANUFACTURE OF BICYCLES and TRICYCLES in a western city.

A good opportunity is now offered. General business ability required, but mechanical skill not needed.

Address,

MANUFACTURER,

Care of "Bicycling World."

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO.,

40 Water Street, Boston.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

HENRY W. WILLIAMS,

Solicitor of American and European

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.



RUBBER BICYCLE HANDLES.

RELIEVE ALL JAR.

Do not wear the hands. Send size of thread with order.

Wholesale and Retail prices sent.

ELASTIC TIP COMPANY,

157 Washington St., cor. Cornhill, Boston, Mass.

For Sale, Cheap.

48-inch Standard Columbia Bicycle.

NEVER BROKEN.

Has Not Run Forty Miles.

Address, Lock Box G - - - Meriden, Ct.

ARCHERS' TALC.

A capital aid in obtaining an effective loose; clean, reliable and inexpensive. One 2-ounce bottle will last a season with careful use.

Recommended by the late Champion, Horace A. Ford, as the best article of the kind.

(*Vide* "Archery, its Theory and Practice," Page 159, Note 1.)

Price, 1 oz., 15 cents; 2 oz., 25 cents.

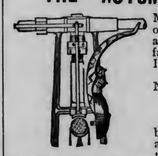
By Mail (postage prepaid), 10 cts. extra.

ADDRESS

HENRY B. ARCHER,

48 Kilby Street - - BOSTON, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

ENGLISH BICYCLES & TRICYCLES.

LANE BROTHERS, Liverpool, Eng.

BICYCLE DEALERS,

Are prepared to fill orders for United States and Canada for the principal makes of English Bicycles and Tricycles. Write for full particulars, enclosing stamp, to

A. T. LANE, P. O. Box 1196,

Orders cabled free. MONTREAL.

"BICYCLER'S RIDING SUSPENSORY,"

Best thing ever offered to Wheelmen.

AFFORDS COMFORT! INSURES PROTECTION!

Simple in construction; and for quality of material, and superiority of finish, cannot be surpassed. Sent by mail on receipt of $1.00. We also make the "CYCLIST'S RIDING BELT," of best Silk Elastic. Price $5.00. Send for Circular to

ELASTIC HOSE CO.,

HIGHLANDVILLE, MASS.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . . WOLVERHAMPTON, ENG.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 13 MAY, 1881.

GREAT MEETS. — At Hampton Court, near London, 22 May, 1880, nearly 1,800 cyclers met, and under the sharp, critical eyes of thousands of spectators formed in line and held a parade. There were 137 bicycle clubs represented, while the unattached sent a strong delegation and the tricyclers made a fair showing. The spectacle of so many wheelmen in line was an impressive one, and one long to be remembered. The mishaps were few, and such as occurred resulted mainly from the inability of a few "fresh" men to ride slowly. There will be not a few spills from the same cause in the L. A. W. procession, unless club members incorporate in their drill the feature of slow riding. The Temple Club, with 40 men, led as to numbers, but the clubs which commanded most attention were those whose drill had been thorough enough to keep the men in fine order through every difficulty. A few of the American clubs have, under the vigilant guidance of capable captains, acquired a training which will insure them respect on the occasion of the League parade; but by far the greater number, trusting in their general road-riding capabilities, are paying no attention whatever to drill, and will when exposed to public criticism at the Meet present a discreditable lack of good form. It should be the duty of every club captain to drill his club at least twice a week until 30 May, and oftener if possible. At the time when the attention of policemen is absorbed in keeping spectators in order, the attention of marshals employed in arranging club positions and keeping the line well together, the captains should devote their whole care to right conduct of men under their command. It is necessary not only for them to keep their own line undisturbed, but to preserve also that of the whole procession. The next largest meet in England was that of the North of England and Bicycle Touring Club, in which 550 men were on parade. The Boston Club was here represented, and took the second place in the line.

The importance of these large gatherings of bicyclers cannot be over-estimated. They promote not only the greatest enthusiasm and good feeling among wheelmen, but also impress non-riders with the power, extent, and rapid growth of the bicycling interest. In England they have proven a positive success, and upon 30 May next we will have an opportunity of showing our English cousins that if we do fall short in numbers, we make up in enthusiasm and good appearance. It is to be hoped that every club will appear in full uniform, and that as many unattached men as possible will wear the League gray.

A BICYCLE EXHIBITION. — At the risk of stealing the thunder of those correspondents who have already written wisely and well on this subject, the editor feels constrained to make a few remarks. The Stanley show in England was the outgrowth of a progressive and enterprising spirit in the Stanley Club, and was put into shape at a time when the members desired individually to compare the merits of various well-known bicycles. They proceeded cautiously and made very modest outlays upon their first exhibition. Through good management, and the fortunate circumstance that there were within easy access a very large number of bicycle manufacturers, the exhibition was a success. The institution has grown with bicycling, and the recent annual show was such a brilliant and attractive affair that it has aroused great enthusiasm on the subject among bicyclers on this side of the Atlantic. There were a large variety of standard machines, elegant racers and light roadsters, in nickel, gold, and beautiful enamels; an attractive collection of tricycles, with power applied in almost every conceivable way; and a curious and interesting lot of wheeling novelties in the collection.

There are a great many difficulties in the way of holding a bicycle show on this side of the Atlantic, which English wheelmen have not had to encounter. The variety of machines imported is very small, and the variety manufactured is not as great as is turned out from one of the two hundred bicycle factories in England. There a great number of dealers are directly interested in making the show an attractive one; here, the success of an exhibition would depend largely upon private individuals, who might not care to loan their machines. There, the wheels are fresh from the shop, glittering with the best of nickel or resplendent with high-colored enamels; while here, those machines contributed by private individuals, coming directly from a sphere of usefulness, would be liable to possess so little beauty that their utility would be lost sight of. Bicycling, like every other national interest, is here scattered over so vast an extent of territory that at any other time than the League Meet an exhibition would be impracticable. Even at an annual gathering of League members the exhibition would assume very modest proportions; and it is, without doubt, the knowledge of this that has restrained both League, club, and private individuals from entering upon the undertaking.

THE NEW HAND-BOOK OF THE TRICYCLE.

IT is popularly reported that some 6,000 tricycles have already been sold in England. Although we cannot vouch for the correctness of this statement, it is certain that this machine is coming rapidly into use.

We are in receipt of the "Tricyclists' Indispensable Annual and Hand-Book," by Henry Sturmey, the well-known and much-esteemed author and editor of the '*Cyclist*. We find it difficult to give a review of this work within the narrow limits we can spare for such a purpose. The temptation is strong to make an abstract of the whole book. There is no superfluous matter in its pages, and all of it is interesting to the rider and man of mechanical education or tastes.

The book before us resembles closely, in its general appearance, the "Indispensible Bicyclists' Hand-book." It treats upon the relative position occupied in the 'cycling world by the tricycle; upon the various forms of tricycles now made, giv-

ing an analysis of the various parts, and a description of the usual accessories to this machine. Then follows a detailed description of one hundred different tricycles, ninety-three of which are for adults of both sexes, six others for children and youths, and, last but not least, the somewhat noted steam tricycle. The book concludes with notes upon the choice and care of a tricycle, hints to riders, a notice of the Tricycling Association, and some racing details.

We learn that four Coventry firms manufacture tricycles exclusively, and, "with scarcely an exception, all firms of any note or standing as bicycle manufacturers devote no small proportion of their energies to this rapidly increasing branch of the wheel trade."

It is a singular fact that, whilst the tricycle is now just commencing to come into active and general use, it is really the older machine and the forerunner of the bicycle. In fact, the steady progress of evolution finally developed the latter from the former.

The following we condense from the first section of the book before us: —

When speed and appearance are prime considerations, the bicycle is the most desirable machine, but comfort and more universal utility go with the tricycle.

Many of the points of comparison between the two machines are advantages or objections, according to the light in which we view them. "The tricycle is more cumbersome and heavy than is the bicycle, but at the same time possesses more stability, requiring no agility to mount and propel it, and no skill to balance; and although liable to capsize, if unskilfully or recklessly managed, is yet minus that species of fall peculiar to the bicycle, and known as the "cropper," which is indeed the chief and almost only danger incident upon riding the two-wheeler."

In point of convenience the tricycle is too cumbrous to place in a hall or room, even if it were possible to pass it through gates and doorways. The difficulty about storing or stabling the machine is quite a serious one to most riders. Even the few which can be closed or folded together require time and some little trouble to limber up or unlimber.

In point of speed the bicycle is the better machine; but the experienced rider will send along a good tricycle at a rate but little inferior to that of comfortable road work on the bicycle.

The reader must bear in mind that Mr. Sturmey writes from English surroundings, and his statements would be sometimes modified if written here.

We are inclined to think that the roads in the United States would show a somewhat greater difference of speed in favor of the bicycle. Here there are more ruts, stones, inequalities, and side slopes, which the tricycle must feel.

The rider on the bicycle, sitting nearly over one wheel, gets the maximum shock from any obstacle he passes over, but on the tricycle he is usually placed between the three wheels, and the machine itself is so well provided with springs that the shocks "are lessened and reduced in a surprising degree." The tricycle, however, has two, and very frequently three tracks to look out for, and cannot be steered clear of every obstacle so easily as the bicycle. Between the two machines, however, on a journey, the advantage seems to lie with the tricycle, as much freer from ordinary jar and vibration.

The tricycle is the better machine in crowded streets, as evidently the rider can run slowly or remain stationary, as he pleases. This is also a point of advantage frequently upon the road.

Another point of great advantage is the great luggage-carrying capacity of the tricycle. On a journey this is most desirable, and the convenience is out of proportion to the loss in the way of increased resistance to overcome from the extra weight.

Mr. Sturmey touches, too, upon the greater sociability of the tricycle, the double-seated machines being so arranged that "the partners of our lives — or anybody else — may enjoy, not only the walks, but the rides of life in company with ourselves."*

We are glad to see one point so ably handled in this work. Most persons are dispo ed to think they can ride a tricycle because they can, on the first trial, propel and even steer it. This is a serious error. The bicycle rider is naturally more at home on a tricycle, especially if a rotary, than a new hand; but different muscles are required to act when on the tricycle, and these must be trained, and developed too, before a man can ride with ease. "Constant, attentive, thoughtful practice is also requisite to give the tricyclist perfect command over his steed." His judgment can only be perfected by thorough practice. His mind and hand must be so trained that he can steer without mental effort, and turn just enough and neither too much nor too little to the right or to the left. Decidedly good training is required to make speed on the level and down-hill, or to turn corners with safety at reasonable speed, and hill climbing itself is a fine art which practice will develop in a man. The trained rider goes with ease where a beginner will be working laboriously. This is just as true of the tricycle as of the bicycle.

The tricycle is more complicated, and has a greater number of parts than the two-wheeler; but the loss of a nut or derangement of a single part, as a general thing, is not apt to be of such vital importance to the former as to the latter. The bicycle is the lighter machine, and its work is more concentrated, hence there are more intense strains to look out for.

*Apropos of the sociability of the tricycle, we clip the following from the *Cyclist*: — "What d 'yer think of that little lot"? was the loudly expressed but *not* jeering remark of a "rough" last Monday morning, as a lady and gentleman on a "sociable," with luggage strapped on behind, and evidently bent on an Easter week's tour, passed down the Goldhawke Road, . . . the whole turnout being very graceful."

The author calls our attention to the fact that out of the large number of tricycles in the market, few are original in design. A large number are copies or modifications of previous and successful patterns. Many of the modifications are of questionable value. "No one machine can . . . combine in itself all the desirable points a tricycle should possess." There are many excellent machines in the market, and the rider should choose from these according to his peculiar requirements.

A most valuable page in this book is that where the reader is advised about the selection of a machine.

First comes the question of price. This must govern many riders, but it is not necessary to dwell upon the point.

Then stable-room and the width of tricycles under consideration claim attention.

"The kind of roads, and purposes for which required," are of the utmost importance. Some machines will do well on smooth ground, which would be useless for rough or hilly ground. For light work almost any machine of good character will answer, "but for touring purposes, use in all weathers, and over hills and bad roads, very especial types of machines will be required."

We are told that for all heavy work a double driver is advisable, and that between front and rear steering the former is, in the opinion of the author, to be preferred in a hilly country.

We look upon this carefully expressed advice as sound, and of great value to the intending purchaser.

The strength and age of the rider are to be considered. A heavy man is hardly safe on a very light, slightly built machine, and a lady or invalid would be out of place on a very heavy road machine.

Brake power is of first importance to travellers, and the purchaser must look to the capacity of his machine for carrying baggage. Simplicity of design should be thought of as well as grace of form.

"The three main objects sought in a good tricycle are safety, comfort and speed," and except for racing, safety and comfort should govern one's choice more than speed.

The Bath chair pattern of tricycle is the most common type. It has two driving wheels, side by side, and a steering wheel in front. It is sometimes modified by placing the steering-wheel behind.

Out of one hundred patterns, now made in England, seventy-six are of the Bath-chair model, forty-eight having rear steering wheels, and twenty-eight with front steering.

The two have each advantages. The rider is better placed on a front-steering machine, being more comfortable usually, "can be placed more upon his pedals, and has greater command over the guidance of the machine," both because the wheel is in front where the eye can govern the hand to best advantage, and because greater weight is placed upon this wheel, in consequence of which steering can "be effected with greater quickness and more certainty."

The rear steering has its best point in its open front, nothing being in the way of the rider's feet. In case of upset or collision, he can spring clear of the machine. The rear-steering tricycle is better shaped for carrying luggage; and this, with the open front, are points of so much value as to "weigh with some force against the fact that, as at present constructed, the weight upon the steering wheel is so little as to cause the machine [with rear steering] to steer very erratically, especially when going very fast or over rough ground, this being increased when — as in ascending hills — the rider rises from his seat and puts his weight upon his pedals, in which case, in some machines, I have found the hind wheel to actually tilt up, when, of course, 'the steering is lost' immediately."

There is so much of value and interest in the work from which we are quoting, that we propose to continue the subject in another number of this journal. The limits of one article are not sufficient to give the reader, even in brief, an idea of all prominent points treated upon.

(To be continued.)

MISTRISS O'RAFFERTY ON THE WHEEL.

An shure, thin, it's a quare masheen that master's been after buyin, Mary Ann Murphy. I were a sthandin by the dure, a month agone, a restin of me eyes that were intirely filled wid smoke from brilin a bit of mate fur Pat Mullaley, — the lazy good-fur-nothin, — when I see a mon comin down the strate wid a big weel furninst him, and a handle to it. Thinks I to mesel, It 's that shiftless Jim Kelley has been dissipatin into some one wid his owld milk cart, as I have been a-tellin of him this many day, and now he 's clane ruined, and his wife and childer will be cryin fur bread.

Well as I were a-wipin of me eyes, to be sure, the man behind the weel says, "Is Misther Jones in, Ma'am?"

"To be surely he is," says I, makin him a curchey, fur he were a hansom boy, and I a widdy fur three years or more.

"Will it plase ye to come in?" says I.

"Much obleeged to ye, ma'am," says he, "but I can't sthop a minit. I 've brought this hisickel fur Misther Jones, accordin to orders," and all the time was I starin me eyes out of me head at the big tin weel wid a handle.

"A *hisickel*, is it, and what may it be fur?" says I, making him another curchey.

"Fur Misthur Jones to take the hair on," and wid that he puts the big weel in the hall, and walks off widout iver another word. I were that ransacked wid curiosity, Mary Ann Murphy, to find out what the spidery thing were fur, that Pat Mullaley took me unawares, — the lazy good-fur-nothin, — and scramin "Hi!" at the stretch of his voice, give me sich a start that since I were a widdy I niver knew the loikes of.

"An what are ye a-doin of there, Biddy O'Rafferty?" says he.

"Be gone wid ye!" says I, "a scarin a wake woman wid your schreechin. I 'm puttin away the master's hisickel that 's just come."

"A hisickel?" screamed the lout, piercinger than iver, "and what may that be?"

"It 's a masheen to get the hair on," says I, and then he hooted and hollered till I was nigh deaf; the laziest spalpeen that ever cahooted, is Pat Mullaley, and that aggerwatin.

Then he comes up, and says he, "It 's lots of thim same masheens I see ivery day in the Parrk wid the men settin on 'em."

"Away wid your sthories of men ridin weels!" says I.

"Let me show ye just onct, Biddy O'Rafferty," says he, in a siniwatin voice, and wid that he took the masheen wid both hands, and gives a spring, — the likes of which the kangyroo niver, — and me a sthandin forninst him wid me back to the open cellar dure, quite innocint loike. And Mary Ann, he lept up, and fore I could scrame out "Howly mither!" we all lay of a hape at the fut of the stairs, broken in paces intirely, and me fut doubled up under me wid pain. On the back of me head, drivin me comb into the bare scalp, set Pat Mullaley wid the big weel around his neck. Niver an inch could I move till master, hearin the crash, came rinnin down the stairs wid the missis behint him. It were many a day fore I set the sole of me fut to the ground, and niver can I sthand the sight of that Pat Mullaley agin, wid his base insinwatin ways, an me a respectable widdy these three ye rs or more, Mary Ann Murphy.

AUGUSTA.

REPORT OF THE ENTERTAINMENT COMMITTEE.

At three recent meetings, the reports of the sub-committees on finance, transportation, hotels, dinner, and care of machines were received and accepted. Considerable opposition was met with from the railroad officers on the question of transporting machines, but it was in every case overcome, and the free transportation of bicycles upon the occasion of the League Meet, agreed upon by railroad authorities interviewed thus far: Rates from New York City to Boston, *via* any rail route, were obtained as follow: For a party of 150 to 200 men, $5.75 for round trip tickets; from 100 to 150 men, $6.00 round trip. At these rates, a special train can be had, devoting a car exclusively to the transportation of bicycles and insuring them care and protection.

A large number of prominent hotels are already doing business to their utmost capacity, or expect to be on the 30 May, but the following desirable rates and accommodations have been procured thus far: —

Hotels.	Accommodations for.	Rate per day.
Vendome	100	$2 50 to $3 00
St. James	200	2 50
United States	200	2 50
Adams	100	2 50
Commonwealth	75	2 50
New Marlboro'	40*	2 00
Tremont	75	3 00
Evans	10	2 50
Metropolitan	75*	1 50

*Two men to a room.

These nine hotels furnish accommodations for 875 men, and there are besides these, two hotels on the European plan, the International and the Crawford, where special rates will be made to visiting wheelmen.

For the care of machines, the Technology gymnasium has been engaged, and will be fitted up with all necessary appliances. It will be open from Friday, 27 May, until Tuesday, 31 May, for free storage of machines.

The reception committee has not been organized, but it will probably undertake the reception of guests at depots, and directing them to hotels, etc.

The following additions have been made to sub-committees: —

Railroads. — C. K. Munroe, Franklin square, New York.

Reception. — Capt. McNair, Harvard College, Cambridge; Edward Morse, 123 Newbury street, Boston; Geo. D. White, 209 Roxbury street, Boston; A. B. Colby, Waltham; C. W. Fourdrineir, 153 Tremont street, Boston.

LOUIS HARRISON, *Sec'y.*

PROGRAMME, L.A.W. MEET

28 MAY.

RACES BY THE BEACON PARK DRIVING AND ATHLETIC ASSOCIATION, AT BEACON PARK.

2 30 P. M.

Quarter-mile amateur dash.
Half-mile amateur heat race, 2 in 3.
One-mile amateur dash.
Two-mile amateur dash.
Two-mile professional heat.
Race, 2 in 3. $40 to 1st; $20 to 2d.
Entries to be made to E. C. Hodges, 28 State street, before 12 M., 26 May.
Suitable prizes will be given in all the amateur events.

PARADE AND MEETING.

30 MAY.

10 A. M. — Meet form in Commonwealth avenue.

12.30. — Disband at Trinity square, where a photograph will be taken.

2.30 P. M. — Meeting at Bumstead Hall, adjacent to Music Hall.

5.30 P. M. — Dinner, Music Hall, after after which there will be an exhibition of trick and drill riding, and probably a band concert.

WORDS MEET FOR THE MEET.

AS TO TRANSPORTATION.

Editor Bicycling World: — It is all very well, of course, for you to reprint, to-day, for the benefit of the Meet "Committee on Railroads," the offers of reduced fares by some of the New York transportation agents; but the leading question which that committee ought to put (say) to "Mr. Connor, passenger agent of the Fall River line," is, "Will you agree that for every twenty-five bicyclers who embark with their wheels on your boats leaving New York on the 27th and 28th of May, a baggage car shall be telegraphed for to carry those wheels, without extra charge, from Fall River to Boston, on the connecting train of next morning?" That is the sort of inquiry which the committee must make of the transportation agents of all the lines likely to tempt wheelmen Bostonwards, and must make, too, in season to announce definite answers in the BICYCLING WORLD of 20 May, if they really wish to do an effective service for us outside barbarians.

It seems foolish to talk about trying to get up a party of two hundred, in order to secure a reduced $6.00 fare on the Shore Line railroad, or on any other line. The thing chiefly wanted is not reduced fares, but an assurance of safe and inexpensive transportation of wheels. The graduated plan of reduction in fares proby the New York agent of the Fall River Line is reasonable enough, indeed, but who can say that the regular rate is too high? No, no, Mr. Connor! Just give me an assurance of a civi reception of my wheel by the presiding genius of that extra baggage car at Fall River, on 28 May, and you can keep back your proposed gift of twenty-five or thirty cents, with all my love!

Furthermore, gentlemen of the railroad committee, let me remind you that when you 've persuaded this and that railroad agent to supply transportation for wheels, your duty isn't all performed, by any means. You should clinch the matter by writing out a blank form of "instructions to baggage masters," and see to it that the various transportation agents first complete the same with their official signatures, and then distribute printed copies among the persons interested. If each visiting bicycler can carry in his pocket an authoritative circular of this sort, declaring that on such and such trains, between such and such dates, his wheel shall have free transportation, he will be able to read his title clear to a quiet mind as he advances towards the baggage-smasher, and he will devoutly bless the Boston railroad-committee-of-three for insuring him this sweet boon.

AS TO THE DEAD MARCH IN SAUL.

"A joyful noise" being popularly associated with the notion of a public parade of people who are on pleasure bent, the dead silence characteristic of "men a-wheelback" had a rather oppressive influence upon the crowds who turned out to see our procession at Newport last year. The fact of their inability to hear it as well as see it cast a sort of funeral gloom over the show as presented to their minds, — an impression absurdly misrepresentative of the blithe and joyous spirit which really attaches to the sport of bicycling. As a remedy for this dismal silence, I suggested in my "response" at the dinner that evening, the chanting of some short snatch of a chorus, adapted to any popular air which all riders could catch hold of harmoniously as they sauntered along. My rendering of a specimen chorus from the *repertoire* of those shouted in remote regions by the unanimous voice of "the club to which I belong," seemed to amuse my table-companions, and so I venture to advance the idea again. Would it not be feasible, therefore, for a crowd of Boston riders to train together a little at singing some rollicking riding-catch, adapted to a familiar air of the "marching on" or "slap-bang" variety, affected by collegians? A spirited rendering of a trifle of that kind, if done with even approximate harmony, at some point or pause in the parade, or at the dinner table, would brighten up things wonderfully, even though none of the visitors were able to join in. Perhaps it may be more practicable to get in some bugle-call business or brass-band clangor, by way of enlivening the procession. At all events, something should be done to banish the deathlike stillness. Let the committee take warning that if they disregard this humble petition, I shall personally hire a small boy to follow immediately behind me in the wake of the tail of "the unattached," and to let off bunches of firecrackers at frequent intervals. This may not be consistent with local notions of propriety, or even with the police regulations; but who 's afraid of Boston, anyhow? I, too, was born in Massachusetts. Let us have noise!

AS TO CYCLOMETERS.

I hope that no owners of the new Excelsior cyclometers, who may come to the parade, will leave the same behind, for I want a chance of seeing and talking about them. I should like to have some honest comparisons made this season between those and the Pope cyclometers. If some men who ride extensively and keep careful records would use both registers simultaneously, and observe the results, I should be glad. Next year, if I shall then have acquired sufficient pride and riches to supersede my old 46-inch by a 50-inch wheel, I shall desire to purchase a proper cyclometer therefor; and by "proper" I mean nickel-plated as well as accurate. In the latter respect my Pope seems reasonably satisfactory, but I hope to see the Excelsior proved more so, as it undoubtedly is already in the former repect. By the way, I once came across an elderly bicycler who said that the only fault he found with the Pope cyclometer was the necessity of observing when its pointer approached the hundred-mile limit, in order to reverse its position on the axle and have it register the next hundred miles backwards to the same zero point! I explained to him that the blessed little box would not explode if allowed to go round and round indefinitely in its work of registration, and I urged him to avoid future trouble by subscribing to the BICYCLING WORLD. I fear he did not do this, though that paper lately printed his name, which wild horses shall not draw from me.

AS TO RACING AND TOURING.

Not being a League man, I cannot accept Mr. Timpson's challenge for a hundred-mile race at the American Institute building, next autumn; and I suppose I should be two or three hours behind him in making the distance, if I tried, and succeeded in making it at all. Still, I should rather like to improve some such chance of riding over an accurately measured track, and discovering how many hours would be needed in comfortably jogging through one hundred miles. If allowable, and if some other amateur anxious to test himself would join me, I might agree to keep Mr. Timpson company in this "race," disclaiming all competition for the championship.

The facts from the Worcester consuls, printed in to-day's paper, are of the sort that seem to me well worth publishing. The implication is that many wheelmen will ride from that city to the Meet. I myself hope to ride from Boston *towards* Worcester, afterwards, and perhaps even *to* that city, if I am luckier in finding the roads than I was in September, 1879. The captain of the New York Bi. Club having assured me that he last year made trial of an exceilent road, from Portsmouth to Boston, about 50 miles, I am rather inclined to explore it also, starting from Boston on the morning of the 28th and returning next day. Are any of the local or visiting wheelmen disposed to join me in this excursion? Can any one describe the best route to take in starting out from Boston?

To the man who most quickly prepares the best description of the best route to Portsmouth, I will agree to give a handsomely printed copy of the New York *World*, dated Monday, 30 May, and enlivened as to its second page by my own column-and-a-half "review of the season's bicycling at American colleges," as well as by other articles too humorous to mention. KOL KRON.

WASHINGTON SQUARE, N. Y., 5 May, 1881.

YE TWO STONES.

Onlie a stone, hidden almoste;
Onlie a hill, goode for a coaste;
Onlie a wheel, quicklie descending,
Striking ye stone findeth an ending,

Onlie a stone bringeth to minde
Tragical fates bicyclers finde:
"Drop but one tear, each one that passes,
For hym who lies under ye grasses."

L. H. S.

WHEEL CLUB DOINGS

ROCKINGHAM CLUB. — At the annual meeting of the Rockingham Bicycle Club, of Portsmouth, N. H., held 3 May, the following were elected officers for the ensuing year: President, Frank J. Philbrick; captain, Charles H. Hazlett; secretary and treasurer, Charles F. Shillaber; first lieutenant, Charles A. Davis; second lieutenant, George M. Ayers; buglers, Charles F. S illaber, George M. Ayers.

Two new members were admitted, and scarlet and white were adopted as club colors.

As it may be interesting to know what machines we ride, and the size of them, I give the following: Two Special Columbias, three Special Challenge, one Harvard, four Standard Columbias with ball bearings, and six plain Standards. They loom up two 46, two 48, three 50, one 51, three 52, two 54, a d three 56 inches. Yours, etc., SECRETARY.

MILWAUKEE BICYCLE CLUB. — Last year the Milwaukee Bicycle Club inaugurated a custom, which it is proposed to make an annual one, of holding a three-days' meet and run about 4 July.

To this annual Meet we cord ally invite all our fellow wheelmen, whether club men, L. A. W., or unattached, promising to each good fellow who joins us a royal good time.

The wheeling in the vicinity of Milwaukee is most interesting, — roads good and accommodations of the very best.

This year the run will indulge somewhat in a social manner, which we think will not prove an unattractive feature.

The "Meet" will be held at cl.b headquarters, on Saturday, 2 July.

The start will be from the Prospect Avenue Park, at 2 P. M. The afternoon run will be *via* Wauwatosa, Brookfield, and Pewaukee to Lakeside, — a charming summer resort on Pewaukee Lake, distance 25 miles, where a hop is to be tendered the bicyclers by the proprietors. Next morning the run will be to Oconomowoc, twelve miles, for dinner at the Townsend House, and the afternoon will be spent in runs around the little city of lakes.

On Monday, the 4th, a day's run will be taken to some point of interest (say Nagawicka), the party returning to the Townsend House for the evening.

On the evening of the 4th, a grand complimentary bicycle ball will be given at the Townsend House, by the proprietors, Messrs. Antisdel & Son, which it is thought will prove a suitable finale to the regular run, parties to return if they wish to Milwaukee, Chicago, etc., by Tuesday's early trains. It is thought, however, that various touring parties will be formed and continue in exploring the fine roading in this vicinity.

We hope this year to have with us a very large delegation from abroad, and cordially invite all wheelmen to join us. Club secretaries, club men in general, and any of the "great unattached," who think they may be able to join us, will confer a great favor by sending their addresses, that our regular invitation may reach them. Fifty wheels of the Milwaukee Club will be in line, and we shall be prepared to entertain at least a hundred visitors.

ANGUS S. HIBBARD, *Sec'y.*

MILWAUKEE, 6 May, 1881.

THE SPRINGFIELD BI. CLUB was organized here last evening, with nine members, as follows: — S. J. Billings, president; C. K. Ferry, secretary and treasurer; L. Morgan, captain; F. J. Bradley, bugler; E. C. Johnson, C. E. Whipple, E. C. Dumbleton, H. E. Ducker, G. G. Bloomer. There are a few very good roads in this vicinity, and we intend to make the most of what we have, and take club runs as often as once a week through the season. Uniforms have not been decided upon as yet, but we expect to do something about them soon.

The machines in use here range from 48-in. to 52-in. There are two Special Columbias, five Standard Columbias, one Harvard Roadster, and one other English machine. C. K. FERRY, *Sec'y.*

SPRINGFIELD, 7 May.

THE NEW ORLEANS BICYCLE CLUB was organized last evening, and consists of the following active membership: A. M. Hill, captain; R. P. Randall, secretary; John P. Roche, J. W. Russ. We are only four, but we trust to be more, before the season is o'er.

R. P. RANDALL, *Sec'y.*

NEW ORLEANS, 28 April, 1881.

AMHERST CLUB. — The following gentlemen were chosen officers of the Amherst Bi. Club, at their annual election, 29 April: L. H. McCormick, president; Paul Blatchford, captain; Williston Walker, lieutenant; C. M. Bardwell, secretary and treasurer. The club is unusually active this spring, has received several new members, and has been well represented on a number of runs, — Greenfield, Brattleboro,' Springfield, Hartford, etc., etc.

PAUL BLATCHFORD, *Captain.*

AMHERST, 2 May.

BOSTON BI. CLUB. — At the last meeting of this club, the vote to create a lifemembership was ratified. Messrs. Weston, Hodges, and Burt immdiately made application, and tendere l the amount of the assessment, viz., $100. Six new members were elected, which brings the membership up to fifty. The committee on by-laws reported that they had had 500 copies of the rules printed, and produced one of the books, which was admired by all present. As there was only one bugler, and the by-laws provide for two, Mr. H. S. Kempton was elected to fill the vacancy. The club having received communications from several of the out-of-town clubs in relation to forming branches of the club, the subject was brought up. After some discussion, the matter was referred to the club committee, with instructions to report at the next meeting, which will be held on Monday, 16 May, at 7.30 P. M. The club is in a very prosperous condition, and is fast filling up its limit of sixty active members. The treasurer's report shows a good balance in hand, and no bills to be paid.

J. S. DEAN, *Sec'y.*

THE hare-and-hounds race of the bicycle club, Wednesday afternoon, was a thorough success. The hares were Mr. G. B. Morison and Mr. R. B. Moffat; the captain of the club, Mr. Taylor, acted as whipper-in; Messrs. Thorndike, Matthews and Storer being the judges and time-keepers. The hares started from in front of University, at 4.30 P. M., and the hounds 7 minutes 25 seconds later. The course taken was through Oxford street, towards North avenue, to the railroad, up North avenue to the Belmont road, by cross roads to Barnard's Hill, down Barnard's Hill to Waltham, by the turnpike to Watertown and Brighton, then by Western avenue to the finish opposite the little inn to the west of Brighton bridge. The hounds first lost the scent near the railway bridge, on Oxford street, again half way between the bridge and Arlington, a third time between Belmont and Waltham, by a clever manœuvre on the part of the hares, which drew the hounds across ploughed fields and over fences. In coasting down Barnard's Hill into Waltham the hounds were badly thrown off the trail, and thereby lost nearly a mile. At Waltham the whipper-in called the pack together and sounded the signal for starting for the finish. From Waltham to the finish a spirited race was maintained. The hares came in at 5.44 P. M., having made the distance, about eighteen miles, in 1 hour 24 minutes. The first hound to appear, Mr. Abbe, got in 17 minutes 30 seconds after the hares, having lost 10 minutes 5 seconds on the hares during the hunt. Mr. Williston came in second and Mr. Wyman third. Of twelve riders that started together, six came in within 8 minutes of each other. They rode in excellent style, and of the hounds the good riding of Mr. Abbe a d Mr. Williston was especially noticeable. We sincerely hope that the bicycle club may be induced to repeat this its first experiment at hare-and-hounds racing. — *Harvard Echo.*

THE Springfield Bicycle Club was organized with nine members at Peabody Guard armo y last night, a d elected these officers: President, S. J. Billings; secretary and treasurer, C. K. Ferry; captain, L. Morgan; bugler, F. J. Bradley. The club dec ded to have its first run through Agawam next Wednesday evening, meeting at the North-end bridge at 7; and also to procure uniforms. — *Springfield Republican.*

THE COLUMBIA COLLEGE SPORTS took place Tuesday afternoon, 3 April, at the Mott Haven Grounds, New York. A 2-mile scratch bicycle race was competed for by John Stearns, Jr., of the Lenox

Bicycle Club, and Messrs. Walter Clark and Charles Reed, of the Columbia College Bi. Club. The first mile was made in 3.30½. In the first lap of the second mile, Clark fell, and Stearns won by 120 yards, Reed coming in second. The first prize was a silver cup.

CORRESPONDENCE

WATER BICYCLE FOR A STAND-STILL FEAT.

Editor Bi. World: — I do not propose to wait until the League Meet, to give "L. W. S." the result of my trial of his method of performing the "stand-still," as explained in his pleasant and instructive letter published in your issue of 22 April.

Ten minutes' trial convinced me that his method of pressing with the right foot forward when falling to the left, instead of the left foot, was not only practical but the correct way; and I regretted that the party I first saw perform the feat had not used the easier way, which would have saved me and others hours of practice and the trouble of changing, which, at first, appears quite difficult.

By the old method I found it very tiresome to sit still longer than half an hour, and it was difficult to take the hands off any length of time; and though I could do it, I would advise those who wish to perform the feat, which is a useful one, to try the way recommended by "L. W. S."

No , can brother Seely run a bicycle backwards more than one turn of the wheel, which is sometimes done when practising the "stand-still"? If not, I propose on 30 May, to show him how to run backwards nearly as fast as forwards, and also perform the "stand-still" any length of time, and on the water at that; for I am making preparations to have one of Urch s marine bicycles, which was described in my letter in No. 15, Vol. I. of the WORLD, on exhibition and in operation in Boston, either on the Public Garden pond or Charles Rive , at a time convenient to bicyclers that may be interested in a machine, similar in its mode of propulsion to a bicycle, and which will probably be found as novel, practical, and useful for excursions on rivers, lakes, and the sea, as the wheel is on the road.

TELZAH.

PORTSMOUTH, N. H., 25 April, 1881.

ERIE WAKING UP.

Editor Bicycling World: — We are a slow town and a slow people. An ancient odor pervades our atmosphere. The sap of this year's maple sugar started from the ground last spring; but this spring's buds are indicative of luxuriant foliage in 1882. We are sleepy and constitutionally lazy; and altogether, our clothes don't fit us.

Just one year ago we saw our first bicycle rolling along the streets under the agent of the Pope Manufacturing Company; it almost took our breath away to see so much motion, and continuously, without fatal results. We regarded him with some concern for several days, and finally, on the assertion of a peaceful-appearing visiting stranger that it was common in Boston, was "harmless," and a new and improved means of locomotion, we ventured up to the large room yclept "Bicycle Hall" to see the Professor ride. In the course of time, we became interested, but still suspicious; when finallly, as a decisive step, we bought up a boot-black and turned him over to the Professor for experiment. The test proved a success, and little by little we commenced to wear off our rust, — except a certain few who knocked it off in large blocks, until now we are at last able to roll along down the line with a club of seventeen members, all wearing the sugar-cured badge, and attired in the uniform of the L. A. W. There are six more "unattached," and several orders out. Of the twenty-three machines already here, five are Special Columbias, seventeen Standard Columbias, and one 'Xtra.

The Club secretary should have written you this report, but he is asleep. The local inactivity is wearing off only with the wheeled few; and if any of our League brothers ever make us a visit, we can accommodate them with cradle, cot, or hammock, meat and drink, or rattle them along the lake shore at a pace

That will leave them badly shaken,
But us will not awaken.

WHIP.

ERIE, PA., 25 April, 1881.

A JOLLY TIME IN MISSOURI.

ST. LOUIS, 27 April, 1881.

Editor Bicycling World: — As I have seen nothing in your paper in the way of correspondence from St. Louis, I send you an account of a ride which was taken 25 April.

Having a curiosity to see what kind of roads were to be found in Missouri, I took the train on Sunday morning for Washington, 54 miles from St. Louis by rail. Arriving there about 11 A. M., I proceeded to get a square meal, and about 12 M. started. The station agent there informed me that there was a rock road to Union, my first town on the road home. I rode about one mile to reach it, and found it *was* a rock road, composed of rocks varying in diameter from one to three inches.

Riding being impossible, I took the first dirt road I came to, and pedalled slowly and painfully along, dismounting in places where one half the road was eighteen inches higher than the other. After two hours of riding, walking, and shoving my wheel, the rain began coming down, and in half an hour more I was hopelessly mired, the mud sticking and wedging in under the brake, and further progress was impossible.

I was just speculating on the chances of staying in the wilderness until the roads were dry, when a small boy came along, and after considerable persuasion, supplemented by an offer of half a dollar, consented to help me carry my wheel out of the mud, and pilot me through the woods to the nearest railway station. Taking a cord from my saddle-bag. I tied it to the front forks, and letting the boy do all the pulling, I steered the machine. Three miles, over hills and creeks, logs, mud, and water I went, and at last descried the railroad station, and bracing up my motive power with the promise of an additional quarter if we got there in time for the train, had the satisfaction of coming into the depot just as the train rounded the curve. But what was my disgust, when the train, instead of stopping, went right along, and left a disgusted, tired, and muddy bicycler standing on the platform and wishing himself anywhere else.

Finding that no trains stopped there until the next day, I scraped some of the mud from my clothes, and started to find a place where I could sleep for the night. The town rejoiced in the euphonious name of "Boles," and had four houses, besides the depot. At none of these could I get any accommodation for "man and beast," as the people were 'most all sick with swamp fever; so taking the station agent's advice, I started down the railroad track wheeling my 'cycle. The monotony of seven and one half miles of this kind of travel was only broken by crossing trestles and cattle-guards, and just as the darkness came on I struck Gray's Summit, forty-seven miles from St. Louis, on the Texas road. I here secured lodging for the night and retired early.

After discussing a substantial breakfast the next morning (for which, and my room, I paid forty-five cents), I left at 6 A. M., backed by the comforting assurance that I would find ten miles of the roughest road I ever saw before I reached the St. Louis County line. This I found to be a fact that admitted of no doubt, and for four hours I wheeled my machine over sharp stones and bowlders that pained my feet and cut my tire. The county had let the contract to irresponsible parties, who, instead of building the road, laid the foundation of it, and graded it, and then called on the farmers for more cash; and the farmers refusing to furnish the needful, the case went into the courts, where it is now and is likely to be for some time. In the mean while, wagons get along on a dirt road by the side of the "rock pile," in wet weather, and in wet weather the people don't travel at all. However, I finally got to the county line and rode over an elegant gravel road for more than five miles; when a bad hill, a pile of rocks, and a team coming up, made "a change come o'er the spirit of my dream," and after a tremendous header I found *myself* all right, but alas! my saddle was bent in the form of a V. Further investigation revealed the fact that my oil can was broken off at the neck, and the oil lubricating the tools and waste in my saddle-bag. Luckily, not half a mile away, I found a blacksmith's shop, and he speedily put my machine to rights. I purchased a bottle of oil at Dutch Hollow, thirty-two miles from St. Louis, and finished my ride without any incident, having a very fine gravel road all the way in. Arrived home at 2 P. M., pretty well used up.

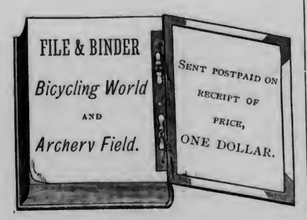
My cyclometer registered 66 miles, of which I walked fully 25. This will give you a fair idea of the roads outside of St. Louis County. The country is rolling, very little level ground being found, except in the parks. Should any Eastern wheelmen strike this town, let them take the Manchester or Texas road, as it is called beyond Manchester, if they want plenty of room to ride. The other roads, though pretty fair, are not very long; the St. Charles Rock, which is the best, being but nineteen miles.

In conclusion, let me suggest that some of the bicyclers of this city strike out and get outside city limits. So far, the farthest out I have heard of them was at Kirkwood, thirteen miles. I am one of the unattached myself, and can therefore give you no information about club matters. As no worthier writer than myself gave you any notes from this city, I felt emboldened to send you this sketch from my log, hoping to bring them out.

"626."

NOTICE TO LEAGUE CONSULS.

THERE will be a meeting and run of League Consuls on Sunday, 29 May. Starting from Trinity Church square at 11 A. M., run to Waltham, *via* Chestnut Hill Reservoir (total distance about twelve miles), where an informal business meeting and lunch will be had. This meeting is called in order that the consuls may get acquainted with each other and form some definite plans for action during the coming season. It will also afford the consuls from a distance an opportunity to enjoy a ride over one of the best roads in the vicinity of Boston. As this will be the only opportunity during the League's visit for the consuls to meet, it is hoped that all who can will attend. All those who will be able to be present will please send their names to J. S. Dean, consul for Boston Bicycle Club, 28 State street, Room 35.



L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

EAST BOSTON BI. CLUB. — Mr. Martin Luscomb, Trenton street, East Boston; Mr. George W. Dunnels, 89 Trenton street, East Boston; Mr. Moses M. Ripley, 17 Liverpool street, East Boston.

AMHERST COLLEGE BI. CLUB. — Paul Blatchford, Williston Walker, Charles S. Mills, Eddy Sabin, H. C. Seymour Houghton, Walter C. Clapp, Walter Wilcox, William B. Clark, Edward G. Rand, John C. Williams, George O. C. Lawrence, L. Hamilton McCormick, Charles Latimer, Conrad M. Bardwell, Arthur S. Fisk, George F. Fiske.

SYRACUSE BI. CLUB. — C. W. Bardeen, Will H. Olmsted, Chas. C. Smith, Eugene McCarthy, Geo. B. Greenway, A. M. Olmsted, James C. Collin, Vivus G. Smith, Chas. R. Sherlock, Edward H. Collins. All of Syracuse, N. Y.

PORTLAND BI. CLUB. — Additional: Edward O. Hawkes, 371 Cumberland street; Fred. S. Sanford, 53 Exchange street; Fred. L. Storer, 317 Danforth street; Lincoln C. Cummings, 10 Central Wharf; Edward H. Snow, 175 Commercial street; Arthur W. Pierce, 175 Commercial street; Frank A. Elwell, 44 Exchange street; Philip G. Brown, 218 Middle street; Frank Larrabee, 21 India street. All of Portland, Me.

BALTIMORE BICYCLE CLUB. — Additional: John B. Morris, 137 N. Charles street; John A. Morton, care Gill & Fisher; C. O. O'Donnell, 245 N. Charles street; S. J. Wilkinson, 110 Cathedral street; E. J. Farber, 58 St. Paul street; Wm. Donaldson, 108 Park avenue; Henery McShane, Jr., 485 Eutaw place. Albert Trego, 230 Maryland avenue; H. M. Thomas, 317 Madison avenue; Yates Pennman, Charles street avenue; W. O. Eastlake, 68 Franklin street, Ernest Price, 70 Bolton street; Harry Brown, W. Fayette street.

BOSTON BI. CLUB. — Additional: Geo. T. Jarvis, Institute Technology; George Abbot, 66 State street, Boston; A. D. Hodges, 2d, 26 Perrin street, Boston. Correction: The name of Benj. I. Butler should be Benj. J. Butler.

MILWAUKEE BI. CLUB. — Additional: C. H. Moses, Diamond Ink Co.; B. K. Miller, Jr., 559 Marshall street; Chas. F. Siller, care of R. Eliot & Co.; Geo. B. Owens, care of Boysen & Co.

GERMANTOWN BI. CLUB. — Additional: Theodore Reith, 1538 Pine street; Wm. M. Kerr, 1628 Market street; Ross E. Williams, 1132 Market street; A. G. Powell, 829 Willow street; R. D. Sterling, 1526 Pine street; Henry A. Lippincott, 1512 Brown street; Edward B. Fox, 611 N. 11th street; Marshall E. Smith, 154 N. 8th street; Wm. M. Powell, 724 S. 10th street; Frank L. Harris, 622 N. 15th street; H. M. Sinnard, 2110 Pine street; Hobart A. Hare, Broad and Pine streets; W. Scott O'Connor, 1701 Locust street, — all of Philadelphia. Elliston Morris, E. Tulyehocken street; Geo. B. Wood, 5502 Main street; Geo. Warder, E. Penn street; Benjamin Reith, 1538 Pine street; John Perot, corner of Morton and E. Walnut streets, — all of Germantown.

MASSACHUSETTS BICYCLE CLUB. — Additional: Geo. H. Waters, Eye and Ear Infirmary, Boston; Geo. H. Benyon, Pacific Nat. Bank, Boston; Percival S. Howe, Brookline, Mass.

CRESCENT BICYCLE CLUB. — Addition al: Winthrop Coffin, Auburndale, Mass.

WATERBURY BICYCLE CLUB. — Additional: E. F. Lewis, So. Main street, Waterbury, Conn.; W. J. Baker, No. Main street, Waterbury, Conn.

MONTREAL BICYCLE CLUB. — Additional: John Walter Davis, Stores Department, Grand Trunk Railway, Montreal.

HARTFORD BICYCLE CLUB. — Additional: Henry Redfield, No. 64 Main street, Hartford.

HAWTHORNE BI. CLUB. — Additional: Robert H. Robson, of Salem; S. Johnson, of Salem; Austin M. Rowell, Danvers; Frank Drew, Danvers; Arthur H. Brown, Peabody; E. B. Dudley, Beverly.

UNATTACHED. — Edward F. Webster, No. 20 Maple avenue, Cambridgeport, Mass.; Nat. M. Jones, No. 303 Harvard street, Cambridgeport, Mass.; F. P. Kendall, P. O. Box 863, Worcester, Mass.; Charles F. Mills, South Framingham, Mass.; Chas. Ansley Collins, 83 Warrenton street, Boston; Charles E. Drew, Nashua, N. H.; J. Cameron Wiley, Lancaster, Pa.; Henry Hamilton Godard, St. John, N. B.; Karl F. Miller, Massillon, O.; J. D. Shatford, Halifax, N. S.; Jas. M. Osborn, Fremont, O.; Chas. B. Beasom, Box 892, Nashua, N. H.; Augustus H. Rowe, 4 Wellington street, Boston, Mass.; Orvon G. Brown, 185 Centre avenue, Pittsburg, Pa.; M. Ziegler, New Castle, Pa.; Geo. H. Moorhead, Oil City, Pa.; Frank W. Power, Cambridgeport, Mass.; James M. Gilmore, Cambridgeport, Mass.; F. H. Hayward, City Hall, Providence, R. I.; Daniel W. Hyde, Brighton, Mass.; H. Walters, Brookville, Ont.; John E. Hughes, Newmarket, Ont.; Horace W. Wyman, 76 Providence street, Worcester, Mass.; Wm. E. Porter, Brockton, Mass.; James A. Spead, South New Market, N. H.

CONSULS APPOINTED. — Ed. C. Danforth, at Bailey's drug store, Central Square, Cambridgeport, Mass.; Henry H. Barber, Miller's River National Bank, Athol, Mass.; Amos B. Ashcroft, Chicopee House, Chicopee, Mass.

NEW YORK BI. CLUB. — Additional: C. E. Chapman, 70 Broadway; E. S. Ellwanger, 27 W. 23d street; F. S. Harriman, 46 W. 26th street; S. D. Harriman, 46 W. 26th street; F. C. Miller, 170 Broadway; F. S. Clarke, 170 William street; Frank D. Russell, with Maitland, Phelps & Co, Exchange place, — all of New York City.

PROVIDENCE BI. CLUB. — Additional: E. G. Farmer and F. D. Livermore; address, Farmer, Livermore & Co., Providence, R. I.

UNATTACHED. — Eugena A. Clark, So. Framingham, Mass.; John H. Wright, Perkins Institution, So. Boston, Mass.; Robert M. Riddle, care T. A. Scott, Esq., No. 233 So. 4th street, Philadelphia, Pa.

LAWRENCE BI. CLUB. — Additional: Henry W. Emmons, with T. A. Emmons; Albert E. Butler, with Butler & Robinson; Arthur W. Dyer, of Dyer & Co.; Geo. M. Doe, at Everett Mills, — all of Lawrence, Mass.

COLUMBIA BI. CLUB. — Additional: Oscar B. Hamblin, North Attleboro'; Frank O. Coombs, North Attleboro'; Harry Tufts, North Attleboro'; Herbert R. Sturdy, Attleboro' Falls; Frank M. Sturdy, Attleboro' Falls; Walter B. Ballou, Attleboro' Falls Correction, — the residence of E. C. Stanley, secretary, should be Attleboro' Falls, and not North Attleboro'.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER, 628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO. 98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD, Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO. 6 and 8 Berkeley Street.
C. R. PERCIVAL, 96 Worcester Street.
THE POPE M'F'G. CO. 597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT, 160 Fulton Street.
SCHUYLER & DUANE, 189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART, 813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY, Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY, Union Hall, 135 Broad Street.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprising an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON. WILL H. THOMPSON,

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

WM. M. WRIGHT

791 5th Avenue,

NEW YORK CITY.



BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.

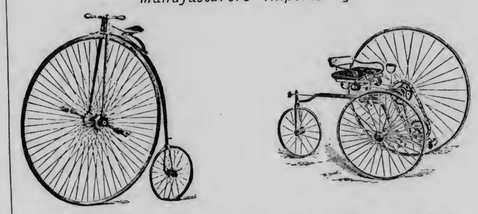
Send 1-cent Stamp for Circular.

BICYCLE EMPORIUM,

96 WORCESTER ST., BOSTON, MASS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of



BICYCLES & TRICYCLES,

AND

Bicycle and Tricycle Sundries.

OPEN EVENINGS AND SUNDAYS.

Bicycles and Tricycles to let by hour, day or week.

SEND 3-CENT STAMP FOR CIRCULAR.

THE BICYCLING WORLD.

A Weekly Newspaper

DEVOTED TO THE INTERESTS OF BICYCLING.

Edited by - - - LOUIS HARRISON.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water St., Boston, Mass.

Gentlemen:

I herewith enclose Two Dollars, for which please send "The Bicycling World" for one year from ..... 188 , to be mailed postpaid to the following address: —

Name, ...

Address, ...

THE ARCHERY FIELD.

A JOURNAL DEVOTED TO THE INTERESTS OF ARCHERY,

And Published every two weeks.

LOUIS HARRISON, Managing Editor.

WILL H. THOMPSON, Editorial Contributor.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water Street, Boston, Mass.

Gentlemen:

I herewith enclose One Dollar, for which please send "The Archery Field" for one year from ..... 188 , to be mailed postpaid to the following address: —

Name, ...

Address, ...

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full. information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

HICKLING & CO.

PATENTEES OF THE CELEBRATED

Rack-and-Pinion Brake, Undetachable Tires, Etc.

MANUFACTURERS OF THE

"London," "Timberlake" and "Berkshire" Bicycles,

TELESCOPIC TRICYCLE, ETC. ETC.

The "SPECIAL TIMBERLAKE"

Manufactured solely for Messrs. Cunningham & Co., Boston, Mass., will be found to be a thoroughly good and a very handsome machine; also one particularly suitable for rough road riding. It has Double Ball Bearings, Hollow Forks, Detachable Cranks, Undetachable Tires, the Patent Rack-and-Pinion Brake, etc., and is made throughout o the best material that can be procured.

SPECIALTY FOR THE SEASON, 1881.

THE "PILOT" BICYCLE,

A high-class and highly finished machine, of a different pattern from the "London" and "Timberlake," and embodying all the most important of latest improvements,—Ball Bearings to both wheels, broad hollow front and back forks, dropped handles, *new spring with forward play and rubber bearing, etc., etc.* Descriptive Catalogue (containing Testimonials, etc.) free on application.

HICKLING & CO., MAIDENHEAD . . . ENGLAND.
{80 Queen Victoria Street, 1 Moor Lane, Fore Street, Sun Court, Milton Street,} . . . LONDON, E. C.

Agents, CUNNINGHAM & CO., 6 and 8 Berkeley Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

Louis Harrison, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 20 MAY, 1881.

Volume III. Number 2.

[Vol. III. CONTENTS No 2]

Currente Calamo	13
Editorial—Bicycling World	15
Catering to Public Opinion	15
New Hand-Book of the Tricycle	15
The Galorious Parade	17
The Roads of Staten Island	17
Rights of Importation	18
Important to Wheelmen	19
League Parade	19
Wheel Club Doings	19
Cleveland	19
Canandaigua	19
Burlington	20
Montreal	20
Roxbury	20
Providence	20
Mt. Pleasant	20
Plainfield	20
Correspondence	20
Milwaukee Notes	20
Chicago Notes	20
Providence Notes	21
Bicycling in Louisville	21
L. A. W.	21

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

"BICYCLER'S RIDING SUSPENSORY."

Best thing ever offered to Wheelmen.

AFFORDS COMFORT! INSURES PROTECTION!

Simple in construction; and for quality of material, and superiority of finish, cannot be surpassed. Sent by mail on receipt of $1.00. We also make the "CYCLIST'S RIDING BELT," of best Silk Elastic. Price $5.00. Send for Circular to

ELASTIC HOSE CO., HIGHLANDVILLE, MASS.

CURRENTE CALAMO

HANDLE bars have within a year undergone a more general improvement than any other part of the bicycle. The 15-inch handles mark a certain period in the history of the machine as truly as do these of 26 and 28 inches; in fact, it is not hard for a critical wheelman to tell the age of a bicycle by this means. Those of earliest make were sensibly long,—averaging about 21 inches; but the hard headers which were brought about by confinement of the legs led to the manufacture of shorter steering rods. When the effectiveness of long handles began to be understood, especially their value in spurts and rough riding, the length was greatly increased, and bids fair to be carried to an extreme. The handles should always be within easy reach in an erect attitude.

BICYCLERS who intend to come to the Meet in Boston, will do well to read the report of the Committee on Railroads, published in this issue. Wheelmen in Buffalo, Cleveland, Chicago, and other Western cities should combine in parties of five or ten, and thus secure from ticket agents reduced rates to Boston. Mr. Burt, the chairman of the committee, has labored industriously to secure the free and careful transportation of bicycles, and certainly deserves the warmest thanks for his services.

MR. DEAN, the popular secretary of the Boston Club, is recovering from the severe dog bite received while riding in Medford, and will soon again be in the club ranks. Mr. Colby, of the Waltham Club, was thrown from his bicycle by a dog, and his arm so severely fractured that he will be confined to the house for some time. His resignation from the chair of the Reception Committee, L. A. W., was received with regret, and a vote of sympathy extended by all the members of the Entertainment Committee.

A STORY is circulating to the following effect:—

"A truly good Massachusetts man went out on Commonwealth to try the stand-still feat. After an hour's experiment, he succeeded in stopping his fiery steed, but he went on and on. He attempted to skip the gutter, but failing, laid down in it and tried to cover himself up with the curbstone. While he was musing upon the probability of his new coat being split up the back, a venerable-looking gentleman approached and said in tones of nasal sadness,—

"Verily, verily, my friend, how came you here?"

The truly good Massachusetts man looked up with a virtuous smile and replied:—

"I came here notwithstanding."

The Masher from Providence heard this story, and laughed at it so extrav-

WE MAKE

SPORTING GOODS

A SPECIALTY



And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING,

BICYCLING, FOOT-BALL, BASE-BALL,

LAWN TENNIS and GYMNASIUM

SUITS, ETC.

G. W. SIMMONS & SON,

OAK HALL,

BOSTON - - - - MASS.

agantly that his daily dose of Apollinaris water came quite near choking him, thus anticipating the future work of a hemp rope. He went to the Boston club rooms, and while chuckling to himself, told it thus: —

"One of the pious Massachusetts men took a header into the gutter the other day. A long-faced bilk in a white choker came up, got on to the situation and said, —

"'Hey, Jimmy Fresh, how came you here?'

"And ha-ha — and ho-ho — the other fellow said, —

"'I came here *nevertheless*.'"

The Masher never smiled again.

THERE is already a demand for the seats in the galleries at Music Hall for the evening of 30 May. The ladies will undoubtedly be there in full force. Madeline, Augusta, and all others who are interested in bicycling will be present, and will do much by their presence to stimulate those who will compete in the drill and fancy riding.

THE Philadelphia *Times*, always a progressive and liberal paper, has recently spoken more than one good word for the Quaker City bicyclers. It thus refers to their exclusion from the Park: —

"There is a chance for the Fairmount Park Commissioners to make plain to the city why one class of vehicles are discriminated against in the park in favor of others. The Bicycle Club has addressed a formal petition to these gentlemen, demanding the use of certain roads in the pleasure ground for their graceful and harmless vehicles. Why the bicycle, whose motion is the perfection of grace and whose management is a marvel that the observer never tires of admiring, should be shut out of a pleasure ground, defies the powers of divination given to the average mind. What an addition to the life and picturesque effects of the park to see a swarm of clean, stout-limbed, well-poised lads, seated easily in the air, half flying, half gliding through the air,—Adonis, Centaur, and Phœbus in one! It is one of the most graciously agreeable sights of a summer day to see the glinting rods of innumerable bicycles flashing through the great pleasure places of European cities. In the interest of art and the picturesque, if there were none higher involved,— which there are, — the Park Commissioners should at once rescind a rule which deprives young Philadelphia of one of its greatest, wholesomest, and most harmless joys."

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO., 40 Water St, Boston.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

HENRY W. WILLIAMS,

Solicitor of American and European

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.



RUBBER BICYCLE HANDLES.

RELIEVE ALL JAR.

Do not wear the hands. Send size of thread with order.

Wholesale and Retail prices sent.

ELASTIC TIP COMPANY,

157 Washington St., cor. Cornhill, Boston, Mass.

NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

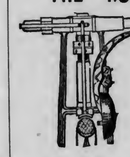
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harwards (Grip lever brake). No. 3. Harwards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

WANTED,

A BICYCLIST,

HAVING ABOUT $5,000, WHO WOULD LIKE to engage in the MANUFACTURE OF BICYCLES and TRICYCLES in a western city.

A good opportunity is now offered. General business ability required, but mechanical skill not needed.

Address,

MANUFACTURER,

Care of "Bicycling World."

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 20 MAY, 1881.

CATERING TO PUBLIC OPINION. — If the members of a community who do not ride but faintly realized how much weight is attached to their opinion by a certain class of those who *do*, they would soon become so exacting and fastidious that the discomforts of wheeling would outweigh its pleasures. The men who were the pioneers in the pastime for this country, in spite of their studied courtesy towards those who were prejudiced against them, were bold and self-assertive. They lost no opportunity to convince the reasoning public that bicycling was a lawful and innocent pastime, and to enforce their rights where they were not reasonably listened to. They succeeded in establishing the pastime, and most especially in those places where they backed up a gentlemanly deportment with a persistent and aggressive defence of their rights.

To-day we are advised, by those whose character is patient and tolerant, to submit to indignities no other class of gentlemen have to suffer from, and this advice is tempered with such delusive words as "moderation," "courtesy," "consideration for others," which lend it an air of wise discretion.

The motive of those who thus advise is good. They desire to have a dignified conduct on the part of wheelmen lend its influence to bringing the pastime into general favor; but it is doubtful whether a submissive demeanor is consistent with dignity or will command respect.

There are numerous cases of direct personal insult received by unoffending wheelmen from a class of men who have strong predilections for fast horses, rum, and profanity; and if meek submission to such injustice be called "moderation," we are decidedly in favor of something *im*moderate and aggressive.

Quite recently a riding teacher in one of the Boston schools, feeling a spite against the machine which has deprived him of many pupils, attempted to ride his horse into a party of gentlemen, who were wheeling in the best of order, and who had the firmnes to observe that order, to the discomfiture of the fellow who expected to throw their ranks into confusion. It may be "courtesy" to let the matter drop without further notice, but we believe that if a vigilance committee would give the fellow a lesson in the proper use of the highway, he would be far more likely to exercise courtesy himself in the future.

There are many instances where wheelmen have been annoyed by useless and dangerous dogs, and quite recently one consul L. A. W. had his foot severely injured by a dog bite received while on the wheel; and another consul was thrown from his bicycle by a vicious dog, and his arm so severely fractured that he has had to give up wheeling entirely. It may be "consideration for the feelings of others" to let these dogs live, — to let them pursue the even tenor of their existence and as many bicyclers as they like; but it would have a better effect if they were sent to the happy hunting grounds and their owners sued for heavy damages.

There is nothing in either the character or conduct of bicyclers which sets them apart as a class of people who should submit to every indignity and malicious injury, simply to please the public. Men who ride the wheel do not do so because they desire to see bicycling succeed, but simply for personal ends, and they should not hesitate to resent an affront on the wheel as promptly as they would in any other position.

They follow out a lawful pursuit without the intent of annoying others, or in any way interfering with the rights of others; they exhibit more courtesy on the highway than any other class of people, and if maliciously assaulted, they should combine and make an example of every offender, and thus at once protect themselves and their favorite pastime.

THE NEW HAND-BOOK OF THE TRICYCLE.

(*Continued.*)

THE position of the driving wheel or wheels is of much importance. A single driver may be placed at almost any point. Theoretically, it should be in the fore and aft centre line, "no matter whether leading or following," but this is difficult to accomplish: it requires heavy bracing of the driver to keep it from being unsteady; it is not adapted to carrying baggage, and presents considerable difficulties about steering. For general purposes, therefore, it is better to put a single driver on one side of the machine. This has the advantage of simple framework, capacity for carrying baggage, and greater comfort of position. These machines, however, have somewhat of "a swaying motion, produced by the repeated pressure of the feet and propulsive power being on one side only," and there is sometimes some drag to the other wheels. The swaying is not felt, if sufficient weight is kept upon the steering wheel; but if this gets tilted up, as may occur in hill riding, or if the steering rod by chance gets disconnected, the machine will whirl around out of its course very quickly. This is the case, also, in running upon ice.

The "Coventry" pattern has so long a wheel base on the side opposite the driver as to keep it straight, but the side strain still exists.

When both wheels are driven, the two are placed side by side; but to work well and prevent great resistance on curves, or even on ordinary roads, these wheels should be so constructed as to enable one to outrun the other, and turn corners without drag or slip. At the same time both wheels should have positive driving apparatus, so as to avoid the objections to single side drivers. This is a difficult problem, but it has been admirably solved in a number of ways. The necessary contrivances are of course patented. We find in the list of tricycles described in the work we are studying, six centre drivers, twenty-nine double drivers, and sixty-four single drivers.

Double drivers, answering to the above-named conditions, are somewhat more complicated, more difficult to plan and construct, and more expensive than single drivers; hence the much larger number of single drivers on the market.

"Mechanical clutches have been tried, with which the wheel may be thrown out of gear when taking corners, both being driven upon the straight." This is decidedly objectionable, as it leaves too much to the rider to do. Should he forget to throw the proper wheel out of gear, he would inevitably capsize if he should attempt to turn a corner.

The chief advantages of double driv-

ing are, the absence of swaying, steadiness at high speed, the advantage of going over obstacles with direct rather than side driving, and the fact that "two wheels, each at work, can naturally drag along one [the small steering wheel] with far more ease than can one wheel, work it never so hard, drag along two others, each in more awkward positions, being indirect with the line of pull."

Some machines, and those too of a high class, are so constructed as not to work in the back motion. Back pedalling with such is impossible, and the rider cannot even hold back his machine with the pedals on a down grade. This should be considered in studying a tricycle, as a "point of great importance, when we consider the desirability of slight checks to the speed, stops, and reversions in traffic navigation, as well as a fall-back in case of the failure of the brake, or as an assistance in the event of an insufficiency of brake power at any time."

"The rider has to consider whether the slight increase in erratic steering, which sometimes occurs . . . with two-track machines, is compensated for by their running smoother and being less liable to meet with obstacles, two tracks being better guided clear of stones and ruts than three."

The two methods of transmitting power to the driving wheels are the rotary or crank, and reciprocating or lever. The author considers the former decidedly superior to the latter. He says, "It is very probable that a person altogether new to the exercise [of either the bicycle or tricycle] would find little difference between the two methods"; but to him it appears that the lever motion is more fatiguing, less adapted to high speed, more jerky, with a more decided dead point, and more apt to strain the muscles just above the knee, as it is raised higher by the lever action. This is especially true when working hard up-hill.

With either motion, power can be readily obtained at the expense of speed, or the reverse; but here also the rotary action seems best. Increase of power with levers involves a disagreeable increase of leg action, whilst with cranks no greater stroke is needed, as it is only necessary to vary the size of the gears or chain-wheels to increase the effective power or speed, as may be desired, the length of crank remaining unchanged. The author's opinions are entitled to the greatest respect, but we would suggest that it is possible that lever propulsion may not have received yet its fullest development. Possibly new forms may be presented, and we may have also combinations of rotary and lever action which may prove valuable. An instance of this may be seen in the 'Xtraordinary Challenge bicycle, which has a combination of side levers with cranks on the main axle, giving the pedals a path through a compound curved line which is difficult to describe without a diagram. The Arab tricycle has neither gears, chains, nor driving bands. Its pedal shaft has the ordinary cranks and pedals attached to it; in addition it has two other cranks connected to cranks on the axle of the driving wheels by simple connecting rods. The cranks are not opposite each other on either the axle or pedal shaft, but are set at an angle to avoid any possibility of getting on the dead centre. This machine has an arrangement which permits one wheel to outrun the other in turning corners.

The tricycle, with equal driving wheels and a small steering wheel, is in some patterns modified by reducing the size of the driving wheels, and so gearing them as to multiply the revolutions of the drivers beyond those of the cranks. For instance, a machine with 40-inch drivers may be geared to go the same distance, for one revolution of the cranks, that an even-geared 50-inch wheel would. The author highly approves of this plan, saying that the reduction in weight more than offsets the loss in increased friction, and there is, in addition, a gain in safety, as the centre of gravity is materially lowered on account of the small wheels. "We have to weigh a considerable increase in safety against a slightly more lowly position and appearance." To this must be added the fact that, with low wheels, the rider gains a much greater freedom of motion of the body.

Another form comes before us with unequal wheels, such as the Excelsior or Harvard. The latter was illustrated in the BICYCLING WORLD of 4 March. These machines have a rear steering wheel of about 20 inches diameter, a driver of about 50 inches, and a third wheel by the side of the driver of about 30 inches. The frame is of the hay-fork type.

The size of the driving wheel varies in some machines, and runs up to as high as 56 inches, especially in racing machines. These tricycles have the advantage of the open front, a light weight, and a low wheel on one side of the rider, which gives him more freedom of body; but the author finds, so far as his experience goes, that the running is not so steady as with equal wheels, "there being more or less a swaying motion and unsteadiness connected therewith, inseparable from the inequality of the wheels."

These machines are a llvery speedy. The Excelsior with 1 mile in 3 min. 57⅝ sec., the Rudge with 10 miles in 42 min., and the Woodcock with 10 miles in 42 min. 33⅛ sec., show clearly that this type is well fitted for smooth ground and high speed. So far as we can find any record, the above are the fastest times ever made on tricycles.

Another variety is found in two machines, the Centaur Convertible No. 2, and the Northampton No. 1, being nothing more nor less, in general appearance, than an Excelsior turned around, and run with the steering wheel in front. This arrangement makes a more open front than is found on most front steering machines, and gives an effective tricycle on which "the rider is well over his work, and can stand on his pedals for hill work."

Another form is found in the Rara Avis, which made considerable stir in England last fall. It is practically a bicycle to which has been added another rear wheel placed by the side of the original one. As a tricycle this merits no attention here, but turn the machine about and run the small wheels in front, and we have the well-known Challenge Tricycle No. 1, a machine of considerable merit, but, having but one driving wheel, somewhat unsteady. The stays and braces, needed where the driver has no other support, add to the weight; but the centre of gravity is low, the front is open, and it has centre driving, — three excellent features.

This machine has regular bicycle cranks. Rods connect these with the rear ends of bell crank levers, on the front ends of which are the pedals. But few machines are now made of this pattern or of the following, which is another variation of the single driver.

This is called the Coventry tricycle, and has fore-and-aft steering wheels in line with each other, and a driving wheel on the opposite side of the machine midway between the ends. This tricycle has but two tracks. It is narrow, but is remarkably safe compared with other narrow machines. It turns easily, as both of the small wheels steer. It is steady over rough ground and going up-hill, as the rider is midway between the end wheels, and these are so far from him to the front and rear that he can stand up to his work on the pedals to the very best advantage. This machine was made originally with levers, but now has a rotary crank motion, which is a great improvement.

The Humber tricycle is a law unto itself, being unique in many respects, It has two 52-inch drivers (or as high as 60 inches for racing), and an 18-inch rear wheel. The steering is through the front wheels. "The frame consists of an ordinary bicycle backbone, hind wheel, head, and handles." From the lower part of the head, a hollow bar runs downward, forking just above the axle, and connecting with it by means of two ball bearings, six inches apart, in which the axle revolves. Between these bearings, and attached to the axle, are the drum for the strap brake and the upper chain-driving wheel. From the hollow bar, just above the fork descends another hollow tube. This supports at its lower end, in ball bearings, a short axle with regular bicycle cranks and pedals. On this same axle is the lower chain wheel. An ordinary tricycle chain connects the two chain wheels and conveys the power to the main axle, to which the driving wheels are attached. This is a fast machine, and runs easily. The rider is naturally thrown to the inside in turning corners.

To recapitulate, we have nearly all tricycles embraced under the following classes: —

1. Rear steering, equal drivers, three tracks, hay-fork frames, based generally upon the Meteor pattern.
2. Front steering, equal drivers, three tracks, and generally resembling the Salvo.
3. The Humber, equal drivers, three tracks, front steering, but rear small wheel.
4. Rear steering, single driver, unequal wheels, three tracks, of the Excelsior type.
5. Front steering, otherwise like No. 4, of the Northampton No. 1 type.
6. The Rara Avis, but little more than a bicycle.
7. Front steering, two small wheels in front, single driver, three tracks, like the Challenge No. 1.
8. Fore-and-aft steering, single driver, two tracks, like the Coventry tricycle.

The foregoing is but little more than a compilation from the introductory section of Mr. Sturmey's book. As this book will probably fall into the hands of comparatively few readers in this country, we feel that we are doing a good work in reproducing some of its prominent features. It contains a mass of information which cannot be found elsewhere. We propose hereafter to resume the study of its pages.

THE GALORIOUS PARADE.

A PERFECT day. Above a clear blue sky, as bright and soft in hue as that which smiles on favored Italy; beneath, a road-bed hardened by recent rains and dried by a succession of sunny days. The air tempered by a rustling eastern breeze and softened by the morning warmth of the sun but filled with an exhilarating purity. From every quarter the 'cyclers come in blue, brown, green, yellow, maroon, lilac, aureate erubescent, and atramentous, with faces browned by many, many 'sunny afternoons or reddened by many, many rummy evenings, all filled with excitement at the prospect of being the beholded of all beholders.

A bugle sounds, and forth come the ancient and honorable Bostons, with their uniforms displaying all the varied and vivid colors of a well-stamped cigar box. The New York men follow, their eyes all directed to a pretty girl in a carriage, who seems to be waving her hand at some Massachusetts man beyond them. The older clubs follow in quick succession; the crowds press forward; the mounted police swear, club, and carry themselves with as much lofty majesty as is concentrated in a first-class hotel clerk; the small boys cheer and blow beans, and Division 1 passed out in fine form.

A distressed member of the staff is next seen trying to rally the League unattached, while each and every individual man tries to ride in the first place. The division commander succeeds in ranking them according to League numbers, and to the toot of a consumptive-looking bugler, the great unnamed proceed.

All is well for a brief time, but there comes a great cheering ahead. The Capitals of Washington are riding with feet and hands off, propelling themselves by flapping their ears, and creating thereby the most intense excitement. Everybody cranes their respective necks to catch a glimpse of the Caps, and some of the misguided unattached attempt to stand in their saddles and see the whole thing. There comes a crash in the ranks; the division commander turns pale and wheels around. The wheels surge in one direction and the crowd sways back. One after another goes down into a mountain of spokes, handles, rims, and profanity, and the great unassorted are completely demoralized. Those that are not entirely broken up remount and hurry on to catch Division 1, while a squad of coppies remove the *debris*.

Hark! The merry ra-ta-ta of a fish horn is heard, and up ride in splendid form a strange and *nondescript* band. An ape wobbles ahead with his tail comfortably coiled around the backbone; and his retinue of masked riders' impersonating everything that is wild, grotesque, and strange under the azure heavens, follow in mysterious silence. Nobody knows who they are until a small boy on the fence cries shrilly —

"Harvard do you go before you get there?"

There is a perceptible commotion in the ranks until the captain's stern voice says: —

"Cheese it! — ah, cheese it!" and then they pass by in ignominious silence.

After the serious actors come the clowns and acrobats. They are the fourth and last division: —

They wabble.
They wriggle.
They shamble.
They shuffle.
They reel.
They tremble.
They totter.
They shiver.
They become convulsive.
They lunge at the police.
They run foul of lamp posts.
They bump each other.
They rush recklessly at the crowd.
They play see-saw once more.
(This time for the drinks.)
They stop a moment to think.

Then they go on, but leave the machine very absent-mindedly.

They soar majestically and beautifully out into space.

They grab space and hang desperately on to whatever air is within reach, until the hard, stony-hearted road flies up and slaps the wind out of them.

They then lie still and think seriously of settling down a while in a cosey little room, where kind friends with tender voices will assure them that the machine is sold for old iron and the money used to buy arnica, lint, and falsetto teeth.

In the meanwhile the procession moves on amid cheers and waving handkerchiefs, every motion observed, every uniform criticised in color and cut and compared with others, every face watched with curiosity, and the drill and equipment ranking the club in the minds of those who know nothing of the men, character and rank in life being at a heavy discount.

Every-one is impressed with the beauty and rare interest of the parade, every one is tingling with excitement and overflowing with cordial feeling, and every one is deeply, profoundly, and absorbingly hungry.

Stack machines, gentlemen. The beans are ready. LAUNCELOT.

THE ROADS OF STATEN ISLAND.

I BEGAN my wheel explorations for 1881 this morning by embarking from the Battery at 9 o'clock, on a ferry-boat, whose voyage ended a little less than an hour later, at Vanderbilt's Landing, Staten Island. Thence I road southward without stop, to the end of the macadam at Fort Wadsworth, a distance of a mile and a half, of which a third or a quarter was very good riding, while the rest varied from tolerable to poor. Taking the sidewalk to the West, I was beguiled by a sign pointing "to the boulevard," into descending to a sandy road along the south shore; but at a mile from the fort I gave up hope of finding a comfortable southwest passage around the island, and so returned to the starting point. Continuing northward from Vanderbilt's, through Stapleton, I rode up a long hill, and then down it towards the west, and around it towards the east, on the shore road, till I nearly reached the church on the same hill again. I think this was New Brighton, and the distance from the foot of the hill in Stapleton was two miles. Turning back along the shore road, repassing the Sailors' Snug Harbor, and continuing a generally westward course, a ride of three and three quarter miles brought me to the Continental Hotel, Port Richmond, where I paid half a dollar for a very poor dinner.

Thence along a winding road towards the south and west I went without stop for three miles, to the bridge at the cross-roads, where stands the Bull's-Head tavern. On the return, as the wind no longer favored me, two or three dismounts were required by sand or ruts. Proceeding westward again from Port Richmond, I found the macadamized shore road was very good indeed for a mile and a half, ending at the most westerly landing place of the Battery boats. A half-mile beyond this, the road being barely ridable, I paid an honest oysterman twenty-five cents to row me across to the main land. Disembarking in Elizabethport, at the head of Jersey street, which is paved with tolerably smooth Belgian blocks, I rode along the same or else on the sidewalk flags to what seemed the main street in Elizabeth, up which I turned to the right till I reached the Nicholson-paved street, branching off on

the right towards Newark. The distance of this point from the shore was two and three quarter miles, and I was three quarters of an hour in getting over it. For three miles and a half this Nicholson road stretches in a bee line to the fire-engine house in Newark (in front of which Mr. J. Lafon kindly gave me my first lesson in the art of bicycling, on 14 March, 1879). The wooden blocks extend along about one third the distance, however, and though they make very fair riding, I found the macadam of the succeeding half-mile far superior. The rest of the road, being in process of of repair, was not good, the new layer of stone in the centre not having got worn down smooth, and the side tracks being rather rutty. By 1 June the whole avenue will doubtless be in excellent condition.

Between the engine house and a point two miles and a half beyond, on South Orange avenue, I did rather more walking than riding. Even on this avenue I found that a new coating of macadam had been spread for more than a mile, though the side tracks were ridable; but when once fairly in Orange I suffered no more disappointments, and put in several miles at a good pace before finally dismounting at the hotel at 7.30. I had made many detours during the day, whenever smooth pavements tempted me, and my cyclometer's record for the trip was a trifle more than forty miles.

A visit to Staten Island can be safely recommended, I think, to any metropolitan bicyclist. The macadamized shore road from Fort Wadsworth, on the southeast, to the last ferry landing on the northwest, about eight miles long, can be taken without a dismount; and though some parts of it are very poor, other sections are as good as possible, and two or three of these afford excellent chances for coasting. The outlook over the water is almost continuously attractive, and from several points may be called superb. The two lines of boats from the Battery start on the even half-hours; and all their landings are within a few rods of the shore road. No charge for the wheel is made in addition to the ten-cent fare. My advice to a tourist would be to go ashore at either the southernmost or the westernmost landing, though this is not important. From Port Richmond a ferry-boat runs at brief intervals to Bergen Point, on the main land, and I was told that there was a good macadam road there, though my informant could not say that it continued smooth all the way to Jersey City. For an afternoon's ride of from ten to twenty-five miles, the Staten Island roads which I have described seem to me as attractive a place as can be offered to a New Yorker. There is a chance, too, that further exploration might bring to light other smooth paths in the interior of the island.

Though my ride of to-day was the first made this season, in a locality previously unknown to me, I may perhaps be allowed to briefly allude to my earlier spring wheeling, which began in Washington, whither I went on the first day of March, for a week's visit. Of course, every one knows that that is the best paved and cleanest swept city in America, and in four days I made trial of its asphalt to the extent of one hundred and sixty miles, my longest record being sixty-seven miles This was on the day after the inauguration, and included a seven-mile run, with the two local bicycle clubs as an escort. Except for the fact that a broken handle bar forced me to do all my steering with the left hand, I should have put in at least a dozen miles more, and so surpassed my September ride into Erie, seventy-three miles, which still remains "my best." I 'm surprised that none of the Washington men seem to have been tempted by their enchantingly smooth pavements into taking long-distance races. Were I to reside there a fortnight, I 'd propel myself an even hundred miles some day, or else die in the attempt. City riding can never be as pleasant as country riding, but it is at its very best in Washington, and every patriotic bicycler ought to make at least one trial of the national capital's capital asphalt roads. Compared with these the Brooklyn asphal seems little better than corduroy. To ride through that city last autumn, from Wall street ferry to Prospect Park, was by no means unpleasant; but the frosts and rough usage of winter have made the pavement so full of cracks and holes that fast riding is out of the question and a man is lucky even to pick his way slowly along without dismounts. The six-mile boulevard from Prospect Park to Coney Island has also changed greatly for the worse since last season, particularly the half nearest the seashore. It took me nearly an hour to ride down it, on the second Saturday of April, though the return trip, with the help of the wind, was made more quickly. Between 19 April, 1880, and 9 April, 1881, my cyclometer registered 1,722 miles, which represented the riding of sixty-eight different days. KOL KRON.

WASHINGTON SQUARE, N. Y., 22 April, 1881.

RIGHTS OF IMPORTATION.

Editor of the Bicycling World: — We find there is a wrong impression prevailing in some quarters respecting the right and propriety of importing bicycles into this country without license, which, where we find it, is always referred for its origin to the pages of your excellent and usually reliable paper. The wrong impression generally appears in this form: that *anybody* may import any machine he likes for his own use, or even more for his friends, without molestation from the owners of the patents, provided he comes up afterwards honorably, of his own accord, or judiciously after he has been found out and requested to, and pays ten dollars a bicycle. We are sure this is not the impression you have intended to disseminate, but it prevails nevertheless with some of your readers, and you will allow us a few lines for correction. Of course, as a matter of law, every one who knows anything will understand that patents protect three things; the making, the using, and the selling to others to be used, of the patented article.

Any one who does either of these three things with a patented article, and without license of the owner of the patent, is an infringer; in legal phrase he is a trespasser; in plain English, he is a pirate, and is so considered and treated in the courts. He who, to avoid dealing through a manufacturer, or an importer, or regular agent, for his bicycle, prefers to import it himself under the mistaken notion that he can do something better, and then feels aggrieved if he is found out, and is n't settled with for ten dollars, which the agent or dealer regularly licensed would have had to pay, is in the same position as a young man who breaks into an orchard which does n't belong to him, steals a bushel of apples, and then when found out and brought to book, steps up and offers to pay the market price for cooking apples, and is aggrieved if it be not accepted with thanks.

Now, while it is true that we have granted licenses to manufacturers and to importers at a reasonable royalty when they appeared to be responsible, to mean business and ready to devote some capital and energy and enterprise to the business, yet we are not so unbusinesslike as to invite a general invasion of our rights, and the rights of our licensees and agents. When we commenced the business, there was only one other concern that attempted to import bicycles at all. Both they and we were beset constantly by the owners of patents for royalties, and in self-protection and in the interests of all users of the bicycle in this country, we set about buying up these patents; to do this we had to invest considerable time and money. The other firm, and nearly all since, have cheerfully acknowledged not only the business wisdom, but the benefits to them of our having done so. It ought to be remembered that we have not originated these patents and imposed them upon the public, if there be any imposition. We are not responsible for their existence, but we have brought them together into one ownership, and offer to share our rights under them with those who will help the business. But when it is said that we will license proper parties to carry on the business, that is quite a different thing from saying that we will settle with everybody who infringes at the same license rate.

It is for the interest of all wheelmen that there should be in all the principal cities and towns, agencies for the sale and repair of bicycles. It is to these agencies, and to the firms which make and import them, that the bicycling public is indebted for facilities of obtaining the bicycle, for their knowledge of the bicycle, for the existence of so many riders for companions, for the recognition of the rights of bicyclers to the streets, for the leniency of town and city authorities towards their use, and for many other things.

Now, it is obvious that nobody can afford to go into the business, pay rents, advertise, employ mechanics, devote time and energy and enterprise to the business, unless he is to have a patronage; that is, unless those who buy bicycles within the range of his business are to buy them through him; and the moderate profit on each bicycle is his reward for such investments. The royalties which we obtain under the patents are our return for the money already invested in patents, and which we are constantly called upon to invest; and every one who reflects upon it will see the justice of our claims; and a little more reflection will enable any one to see, that having induced agents and licensees to invest in the business, and entered into agreements with them, they have become partakers of our rights, and it is our duty to protect them. We cannot allow infringements for *their* sakes, if we could for our own. We are constantly prodded by every one of them to prevent infringements, and we are compelled to do so.

We do not wish to ask you for too much space to explain our position, but we do wish it distinctly understood by everybody, that unlicensed importation and sale or use, and unlicensed making of bicycles, is not only expressly forbidden by us, but will necessarily lead to prosecution. Where persons have, without intention of wrong, imported a single machine, we have been very lenient in settling the matter, and have in many instances merely received the usual ten-dollar fee paid by regular licensees; but we cannot do so in future. It costs us extra to find out and collect these scattered sums, and such frittering away and dividing up of the matter is a damage to our business and that of our licensees; and we wish it distinctly understood that infringers are liable, not only for the regular royalty, but also for costs and for damages, and we shall be obliged to exact such sum as will cover these also, in future.

THE POPE MANUFACTURING CO.

BOSTON, 14 May, 1881.

IMPORTANT TO WHEELMEN.

WHEELMEN in New York and vicinity, who are to attend the coming L. A. W. Meet, at Boston, will find it to their advantage to buy tickets *one way only*, as a special sleeping car train will leave Boston, on Monday night, for New York at *greatly reduced rates*.

Wheelmen will also find it to their advantage to go by rail lines and not by *boat*.

Special baggage cars will be provided on the Shore Line trains on Friday and Saturday nights. Come by the Shore Line.

Buy tickets of Levy & Alden, Broadway, and get the ben fit of a reduced rate. Do not buy a round-trip ticket.

Western wheelmen should be careful and not get tickets *via* Erie Railway (N. Y., L. E. & W. R. R.), as bicycles must be sent *by express* over their lines.

Wheelmen along the time of the New York Central must notify their station agents of their intention to attend the Meet, not later than Tuesday forenoon, and ask them to communicate with the general passenger agent's office in New York, when they will be instructed to transport bicycles free upon the owner signing a release. All New England roads will transport bicycles to and from the Meet without charge.

Two bicycles securely tied together, and weighing less than 100 pounds, can be sent *via* express at the 100-pound rate, which is low.

Take off your pedales and secure them to the seat.

WM. VINAL BURT,
Chairman R. R. Com.

THE LEAGUE PARADE.

AT the last meeting of the Directors of the L. A. W., it was decided that the clubs should form in line at the parade, not in order of their seniority, but in order in which they were admitted into the League. The following list gives the order in which the clubs will parade, with the date of publication and the number of members each club has in the League: —

Name.	*Date.*	*No.*
Boston, Mass.,	June 12, 1880,	54
New York, N. Y.,	" 26, "	37
Massachusetts,	" " "	51
New Haven, Ct.,	" " "	24
Lafayette, Ind.,	" " "	6
Essex, N. J.,	July 10, "	36
Philadelphia, Pa.,	" " "	36
Crescent, Boston, Mass.,	" " "	31
Indianapolis, Ind.,	" " "	11
Saratoga, N. Y.,	" " "	26
Chelsea, Mass.,	" " "	44
Germantown, Pa.,	" 24, "	51
Worcester, Mass.,	Aug. 7, "	45
Grand Rapids, Mich.,	" " "	12
Yonkers, N. Y.,	" " "	18
Elgin, Ill.,	" " "	12
Wilkesbarre, Pa.,	" " "	7
Marlboro', Mass.,	" " "	10
Louisville, Ky.,	" 21, "	21
Buffalo, N. Y.,	" " 1880,	21
Detroit, Mich.,	Sept. 4, "	17
Capital, Washington, D. C.,	" " "	37
San Francisco, Cal.,	" 18, "	19
Hartford W. C., Ct.,	" " "	16
Brattleboro, Vt.,	" " "	9
Brooklyn, N. Y.,	Oct. 2, "	37
Harlem, N. Y.,	" " "	4
Keystone, Pittsburg, Pa.,	" " "	15
Montreal, Canada,	" " "	20
Rockingham, Portsmouth, N. H.,	" " "	8
Portland, Me.,	" " "	19
Hartford, Ct.,	" " "	17
Providence, R. I.,	" " "	28
Menotomy, Arlington, Mass.,	" 16, "	6
Framingham, Mass.,	" " "	6
Manhattan, N. Y.,	" " "	20
Hermes, Providence, R. I.,	" " "	18
Chicago, Ill.,	" " "	14
Cincinnati, O.,	" " "	12
Waltham, Mass.,	" 30, "	46
Haverhill, Mass.,	" " "	7
Brockton, Mass.,	Nov. 12, "	17
Albany, N. Y.,	" " "	12
Centaur, Hartford, Ct.,	" " "	3
Baltimore, Md.,	" " "	23
Milwaukee, Wis.,	" 19, "	52
New Britain, W. C., Ct.,	Dec. 3, "	9
Ariel, Chicago, Ill.,	" 24, "	10
Chillicothe, O.,	" 31, "	6
Buckeye, Columbus, O.,	Jan. 21, 1881,	5
Roxbury, Mass.,	" " "	8
Mohawk, Schenectady, N. Y.,	Feb. 4, 1881,	4
Seaside, Norfolk, Va.,	" 25, "	18
Arlington, Washington, D. C.,	" " "	18
Arrow, Richmond, Ind.,	Mar. 4, "	4
Lenmoy, N. Y.,	" 11, "	18
Mercury, N. Y.,	" 18, "	14
Centaur, Philadelphia, Pa.,	" " "	16
Plainfield, N. J.,	April 1, "	16
Omaha, Neb.,	" " "	9
Pittsfield, Mass.,	" " "	3
Columbia, N. A., Mass.,	" 8, "	17
Star, Lynn, Mass.,	" " "	20
Hawthorne, Salem, Mass.,	" " "	22
Bronchau, Mass.,	" " "	11
Middlesex, Malden, Mass.,	" 15, "	11
Kings C. W., Brooklyn, N. Y.,	" " "	14
Erie, Pa.,	" " "	15
Mass. Agr'l Col. C. W., Amherst, Mass.,	" " "	10
Lawrence, Mass.,	" 22, "	15
Waterbury, Ct.,	" " "	7
Toledo, O.,	" " "	11
Pequot, New London, Ct.,	" 29, "	8
Poughkeepsie, N. Y.,	" " "	8
Harvard College,	" " "	3
Rensen, Brooklyn, N. Y.,	" " "	2
Pequanock C., W. Bridgeport, Ct.,	May 6, "	11
East Boston Bi. Club,	" " "	3
Amherst College Bi. Club,	" " "	16
Syracuse Bi. Club,	" " "	10

The leading clubs, as to numbers, are:

Boston, Mass.,	54
Milwaukee, Wis.,	52
Germantown, Pa.,	51
Massachusetts, Mass.,	51
Waltham, Mass.,	46
Worcester, Mass.,	45
Chelsea, Mass.,	44
Total number of clubs,	80
Total number of club members,	1,399
League Clubs in Massachusetts,	23
" " " the rest of New England,	13
" " " New York,	15
" " " the rest of the United States,	29

Some of the above clubs are not fully represented in the L. A. W.; as for instance, the Harvard College Club has only three League members, while its total membership is over eighty.

LONDON W.

WHEEL CLUB DOINGS

CLEVELAND. — *Editor Bi. World:* — The annual meeting of the Cleveland Bi. Club was held 11 May, the election of officers resulting as follows: —

President and captain, J. H. Wade, jr.; secretary and treasurer, A. Ely, jr.; subcaptain, W. J. Cotton; directors, W. O. Beckwith and W. H. Thomas.

Several changes were made in constitution and by-laws, and two new members were admitted, making the membership to date fifteen, of whom nine are honorary members, all being former active members, who have either left the city or sold their bicycles. The club also decided to take runs every Saturday morning, starting at 6 A. M.

Yours very truly,

ALFRED ELY, JR., *Sec'y and Treas.*

12 MAY.

CANANDAIGUA. — *Editor Bi. World:* — On Friday evening, 6 May, pursuant to an invitation extended by Dr. A. G. Coleman to those interested in bicycling in Canandaigua, a meeting was held at his residence, and a club composed of twelve members was organized, with the following officers: President and captain, Dr. A. G. Coleman; 1st lieutenant, John J. Mosher; second lieutenant, Dr. Chas. Smith; secretary and treasurer, Frank Watson. It was decided that the club should be known and designated as the Canandaigua Bicycle Club The by-laws,

rules and regulations adopted were nearly the same as those found in the "American Bicycler." It is thought that this organization, which starts under such favorable auspices, will have a tendency to increase the already fast-growing interest in bicycling here, and I hope soon to report a flourishing club with a large membership. FRANCISCO.

CANANDAIGUA, N. Y., 10 May, 1881.

BURLINGTON, VT., BICYCLE CLUB. — The wheelmen of this city, to the number of fifteen, organized with the following officers and members: Sumner Gleason, president; Fred M. Gould, vice-president; George E. Styles, captain; Harry H. Darling, lieutenant; Henry H. Willard, secretary and treasurer; Will F. Ferguson, Vernon O. Whitcomb, club committee; Z. T. Austin, Fred. H. Wells, Chas. L. Woodbury, Louis X. Fremau, T A. Taft, Frank Woods, Bert. Willard. The club will meet for drill and runs out of the city every Tuesday. It has every prospect of being a well-sustained and attractive organization, and largely increased during the coming month.

Very respectfully,
GEORGE E. STYLES, *Capt.*

MONTREAL. — *Editor Bi. World:* — I send you herewith a report of our club's doings for the month of April, and a copy of our by-laws. We had six meets during April. Total attendance, thirty; largest, seven; smallest, two. Total distance covered, eighty-nine miles; longest ride, twenty-five miles; shortest, five. We had five morning practices. Total attendance, thirty-three; largest, eight; smallest, five. First monthly competition for mile club championship takes place 12th inst., at Blue Bonnets, with a moonlight excursion afterwards to Lachine.

CLUB DAWG.

6 MAY.

ROXBURY. — At an adjourned meeting of the Roxbury Bicycle Club, the following officers were elected for the ensuing year: Mr. J. R. Heard, captain; Mr. C. E. Lord, sub-captain; Mr. C. M. Clark, secretary and treasurer. It was voted that the club badge should be a miniature bicycle wheel, with wings running from the hubs, and that the club colors should be stripes of alternate black and light blue. The club is in a flourishing condition, the total membership being fifteen. Yours very truly,

CHAS. M. CLARK, *Sec'y.*
45 Laurel street, Roxbury.

BOSTON, 9 May.

PROVIDENCE. — At a meeting of the Providence Bicycle Club, held Saturday evening, 7 May, John A. Cross was elected secretary and treasurer in place of W. J. Burton, resigned. The club very reluctantly accepted the resignation of Mr. Burton, who proved himself to be a most faithful and competent officer. We understand that press of business compels his withdrawal from that position. Two new members have lately been added to our club, and we hope to send a good delegation to the meet. Any wheelmen coming our way will be always welcome.

Some of our members are planning to ride to and return from Boston on their wheels, and we will gladly act as escort to all who feel inclined to join us. C.

MOUNT PLEASANT ACADEMY. — The bicycle riders of the Mount Pleasant had a meeting last night for the purpose of forming a club.

The name "Mount Pleasant Bicycle Club" was proposed and unanimously adopted. The following officers were elected to serve for one year: L. Del Monte, captain; P. H. Haydon, sub-captain; J. B. Fletcher, secretary and treasurer. The members are, W. H. Stuart, G. B. Adams, D. Hernandes. H. Coykendall, T. Coykendall, G. DeGray, J. T. Valentine, C. S. Higgins, Jr., F. S. Gardner, F. L. Packard, H. J. Delgado. A uniform consisting of corduroy knee-pants, blue flannel shirt, and blue stockings. The cap is to be of corduroy, the same as the breeches, and of the polo pattern, with the initials of the club in front. J. B. FLETCHER, *Sec.*

SING-SING, N. Y., 9 May.

THE PLAINFIELD BICYCLE CLUB was organized about a year ago with seven members, and with a rapidity of growth which is remarkable, now numbers eighteen live members who startle the conservative farmers about Plainfield by their bold incursion into the sanctity of peaceful country life. The club has fine machines, all, with the exception of two or three, being of high grade, including five "Special Clubs." The uniform consists of blue cloth cap with club initials; short blue coat, maroon corduroy knee-breeches, and dark-blue stockings. This makes a very nice contrast on a "full nickelled." We shall be on hand 30 May. Officers elected at the spring meeting are: President, G. F. C. Smillie; captain, J. W. Gavett; sub-captain, Prescott B. Vail; secretary and treasurer, F. Milliken; bugler, Roger P. Muncy. We expect to hear great things from the bugler; his neighbors have. 1,144.

CORRESPONDENCE

MILWAUKEE NOTES.

THE club run Saturday last, 7 May, proved a great success. Twenty-six men appeared in line, attired in the new uniforms, and the showing was indeed a fine one. The dark-green jacket and polo makes a fine contrast with the snuff-colored breeches and stockings. The full compliment of road officers were in attendance, and the buglers, Messrs. Stark and Moses, vied with each other in discoursing our favorite calls. This time no one thought it was the ash man, the apple man, or the junk fiend. The run extended over a course of fourteen miles, through the principal up-town streets, and out through the Soldier's Home.

ON Wednesday last, six of Milwaukee Bi. Club ran up the bay road to witness a race between a running horse and a 56 wheel. The course was a mile and a half straight away, which would give but little show to the whee , but the short wind of the horse and a favorable wind at the back of the rider of the wheel enabled the cycler to roll in only fifteen yards behind.

VERILY a new uniform covers a multitude of sins; and this I can say without being personal. If a fellow can't mount on a hill or in ruts, etc., it i (of course) the fault of tight breeches. If a header is taken, it appears to be for the same reason; and in fact, I think all our mishaps for some time to come will have to be fathered by our unoffending uniforms. An excuse is a good thing any way, even if it is a thin one.

SUNDAY, 9 May, Messrs. Reed, Moses, Friese, Fowler, Ilsley, Beaumont, Rogers, and Hibbard, of Milwaukee Bi. Club. met at 9.30 for a run to Waukesha and return. The morning was close, cloudy, and sultry, and what wind there was came at us dead ahead. A moderate pace was taken, and the party stopped unanimously and frequently for "Cincinnatis," that great, glorious, and refeshing beverage. With the Milwaukee bicyclers this drink is universal, and we recommend it to all wheelmen as the safest and best road drink. The following gives a faint idea of the mixture as we take it:—

"CINCINNATI."

A little beer, a schooner glass,
A bottle of good pop;
A little shake, before you take
The stopper from the top;
A jolly fizz of amber beads
Comes bubbling to the brink,
And now the "Cincinnatis" make
The great bicycle drink.

Try it, those of you who want refreshment on a hot day's ride.

The ride to Waukesha, 18 1-2 miles, took us two good hours, and necessitated about a mile of walking through deep sand. Next time we take the upper road. A halt was made before reaching the village for a brush up, aad we entered by twos, in good style, in time for a good dinner at the Mansion House. The storm, which had been threatening us, now set in vigorously and wet things down in very short order. The rain, continuing all the afternoon, obliged us to remain over night, and necessitated a return this morning by cars. It seems to be a universal experience here, that no matter how hard the luck you strike, in the way of rain, mud, bad roads, etc., etc., a fellow never comes home wishing that he had not started. Why is this? Can any one explain?

I NOTICE, with much interest, the remarks of "Kol Kron," on the subject of transportation. It is indeed a matter which should be settled as soon as possible. Our usual method out here is a pooling system, for the benefit of the baggageman. No fee is asked and probably none is expected, as a regular thing, but when offered it is not refused. Can you tell us of anything new in the way of touring bags? Are handle bags and M. I. P.'s played out? I have been thinking of trying a wicker-work knapsack. Is this, or is it not, a good plan?

THE Milwaukee Bi. Club will probably run two full days, May 29 and 30, though on the latter date they will be, in spirit and in proxy, at the Boston L. A. W. Meet. The route for this run has not yet been decided upon. SUGNA.

MILWAUKEE, 9 May, 1881.

CHICAGO NOTES.

BICYCLING was formally opened in Chicago last Saturday by the Chicago and Ariel Clubs, in a run to South Chicago and return, — thirty miles. Starting at 3.30 P. M., we proceeded *via* Lake Park and Michigan avenue to the city limits, four miles. The avenue was in process of re-top-dressing, and made a heavy pull, consequently two of our number turned back at the limits. The rest of the way to Hyde Park (seven miles) was over indifferent macadam, but not unpleasant. From thence to South Chicago (thirteen miles), *via* Stony Island avenue, stretching out over the green prairie and along railroad tracks that lost themselves in every direction. At the end of the run a generous supper awaited us, and after a few exhibitions of expert wheelmanship on the part of Messrs. Blinn, Seaverns, and Miller, to an admiring audience of natives, the return stretch was begun.

A convenient accommodation train happened to come along just here, and seven of our number strayed on board, and were carried back to the city. They lost by this manœuvre, however, as the return trip was made over the boulevards, under the shade of night, with a clear moon back of us, and not a cop in sight, — ten miles of moonshine, asphalt, and bliss.

Every country road in our vicinity is now in good state. It rarely happens that the meanest country road does not possess two smooth ruts or narrow belts of hard-packed gravel, and with a rigid machine and easy balance, one can sail over these billowy roadways with much pleasure.

Early morning runs are in order. Parties of a dozen or so arise at five in the morning, and take a jolly run of fifteen or twenty miles, and get back before eight o'clock. This occurs on Sunday morning, of course!

There is a chance that the South Park boulevards will be open to us until ten o'clock mornings. The commissioners are about to grant us this concession voluntarily. The West Side Park Commissioners are about to pass an ordinance directly opposite, and keep us off altogether, and we are now using every effort to prevent the catastrophe, with a prospect of success. We don't care about being kept off the West Side boulevards so much as to have a printed regulation of this kind among the ordinances of a park board. It creates a dangerous precedent. The simple order of the superintendent is sufficient to keep us off.

The nucleus of the arrangements for a grand celebration of the 2d, 3d, and 4th of July is being formed by the Chicago and Milwaukee clubs. It is proposed that we make a tour among the summer resorts of Waukesha County, starting from Milwaukee. Every preparation for one of the most enjoyable wheel tours ever held will be made. Everything is favorable to this end, — magnificent scenery, good roads, elegant watering-places and enthusiastic bicyclers; and with ample time to perfect arrangements, and good management, we propose to extract as much enjoyment out of this tour as possible.

STENO.

CHICAGO, 12 May, 1881.

SEVERAL wheelmen from abroad having signified their desire to ride to Boston a day or two previous to the Meet, the Providence Club tender a very cordial invitation to all such to join with them in a run to that city on Saturday morning, 28 May.

Wheelmen arriving by boat or by the early trains will be met by a committee from the Providence Club, and ample time being allowed for breakfast, will be escorted to the corner of Prospect and Waterman streets, adjoining the Brown University grounds, where a start will be made at seven o'clock sharp. It is not proposed to make this a quick run, but rather one on which wheelmen may get well acquainted and enjoy a kind of "go as you please" for forty-five miles over an almost level tract of country. Any wheelman proposing to join us that day will be very welcome, and by dropping a line to the undersigned will be insured rapid transit to the start on College Hill.

J. A. CROSS,
Sec. Providence Bi. Club.

LOUISVILLE has taken up bicycling with genuine enthusiasm. The papers, more especially the *Commercial*, give it encouragement. The public patronize their entertainments generously, and the wheelmen themselves from all accounts are first-class riders. We clip from the *Commercial* the following slice in an account of a drill exhibition: —

"Starting out singly at the word of command in response to signals, — not a word being spoken during the entire exhibition, — they formed pairs, then fours, pairs again, and so on. The right-about-face and kindred movements were made with the precision of a military company. The prettiest feature of the evening was the standing still of Captain Thomas in the centre while the rest of the riders circled round him in smaller and smaller rings, six members riding one direction and six in the opposite way, the audience heartily applauding. Then starting off again they rode in pairs, each member crossing hands with his partner and holding the handle of the opposite machine. The movements of the machines were absolutely noiseless, and but for an occasional gleam from the flashing spokes, it appeared as though the riders were poised in the air. The audience, too, seemed to hold their breath lest the least stir should overthrow the frail vehicles.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

LAWRENCE PICYCLE CLUB. — Additional: Thos. Webb, with Dyer & Co., Lawrence, Mass.

ROXBURY BICYCLE CLUB. — Additional: H. S. Kendall, Milton, Mass.: Henry Taylor, No. 3 Hanover street, Boston.

BUFFALO BICYCLE CLUB. — Additional: F. E. Drullard, No. 405 Franklin street; C. P. Forbush, No. 1 Kremlin Hall; Chas. K. Alley, No. 660 Main street, all of Buffalo, N. Y.

UNATTACHED. — D. C. Roberts, No. 20 Craigies street, Cambridge; Chauncey Smith, Jr., No. 121 Brattle street, Cambridge; R. H. Caswell, Ingersoll, Ont.

ORDERS FOR LEAGUE BADGES should be sent *at once* to insure having them 30 May. Send *League number*, and $2.00 for coin silver, or $1.00 for silver-plated badge, to Dillwyn Wistar, No. 233 North 10th street, Philadelphia.

TORONTO BI CLUB. — Henry Goulding, 199 Jarvis street; William Goulding, 199 Jarvis street; Robert Petman, 212 Gerrard street; R. H. McBride, 105 Bond street; Basil Hock, 328 Jarvis street; Chas. E. Robinson, 15 King street, W.; Thomas H. Gilmour; J. Howland, 427 Sherbourne street; G. Edwards; Ewing Buchan, 98 Charles street; G. A. Smart; P. K. Stern, — all of Toronto, Ont.

LOCKPORT BI. CLUB. — L. C. Dreyfogle, president; Chas. A. Hoag, captain; Jas. S. Ferguson, secretary and treasurer; Fred. W. Cooke, Calvin Moore, Wm. C. Greene, D. Van Shuler, Dan. R. Benedict, Cleland A. Ward, — all of Lockport, N. Y.

LEAGUE OF AMERICAN WHEELMEN. CANADIAN DIRECTORATE. — Additional names of consuls appointed by us: Basil Hochs, Education Department, Toronto, second consul for Toronto, Ont.; Neville K. Bayly, Elm Lodge, Maitland street, Kingston, for Kingston, Ont.; John E. Hughes, Danford, Roche & Co., Main street (residence, Prospect street), for Newmarket, Ont.; H. Walters, St. Lawrence Hall, for Brockville, Ont.; H. H. Godard, with J. & A. McMillan, for St. John, N. B.

S. W. MICHAEL,
HORACE S. TIBBS,
Directors for Canada.



JUST ISSUED!

"INDISPENSABLE."

TRICYLISTS' HAND-BOOK,

Orders taken at this Office.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY,
Union Hall,
135 Broad Street.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprisng an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON, WILL H. THOMPSON,

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

WM. M. WRIGHT

791 5th Avenue,

NEW YORK CITY.



BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.

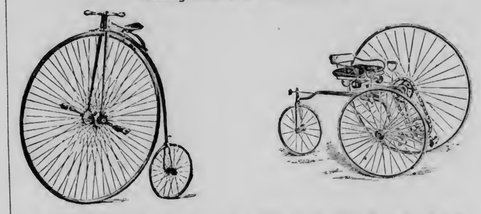
Send 1-cent Stamp for Circular.

BICYCLE EMPORIUM,

96 WORCESTER ST., BOSTON, MASS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of



BICYCLES & TRICYCLES,

AND

Bicycle and Tricycle Sundries.

OPEN EVENINGS AND SUNDAYS.

Bicycles and Tricycles to let by hour, day or week.

SEND 3-CENT STAMP FOR CIRCULAR.

THE BICYCLING WORLD.

A Weekly Newspaper

DEVOTED TO THE INTERESTS OF BICYCLING.

Edited by - - - LOUIS HARRISON.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water St., Boston, Mass.

Gentlemen:

I herewith enclose Two Dollars, for which please send "The Bicycling World" for one year from ..... 188, to be mailed postpaid to the following address:—

Name, ...

Address, ...

THE ARCHERY FIELD.

A JOURNAL DEVOTED TO THE INTERESTS OF ARCHERY,

And Published every two weeks.

LOUIS HARRISON, Managing Editor.

WILL H. THOMPSON, Editorial Contributor.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water Street, Boston, Mass.

Gentlemen:

I herewith enclose One Dollar, for which please send "The Archery Field" for one year from ..... 188, to be mailed postpaid to the following address:—

Name, ...

Address, ...

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

HICKLING & CO.

PATENTEES OF THE CELEBRATED

Rack-and-Pinion Brake, Undetachable Tires, Etc.

MANUFACTURERS OF THE

"London," "Timberlake" and "Berkshire" Bicycles,

TELESCOPIC TRICYCLE, ETC., ETC.

The "SPECIAL TIMBERLAKE"

Manufactured solely for Messrs. Cunningham & Co., Boston, Mass., will be found to be a thoroughly good and a very handsome machine; also one particularly suitable for rough road riding. It has Double Ball Bearings, Hollow Forks, Detachable Cranks, Undetachable Tires, the Patent Rack-and-Pinion Brake, etc., and is made throughout of the best material that can be procured.

SPECIALTY FOR THE SEASON, 1881.

THE "PILOT" BICYCLE,

A high-class and highly finished machine, of a different pattern from the "London" and "Timberlake," and embodying all the most important of latest improvements, — Ball Bearings to both wheels, broad hollow front and back forks, dropped handles, *new spring with forward play and rubber bearing, etc., etc.* Descriptive Catalogue (containing Testimonials, etc.) free on application.

HICKLING & CO., MAIDENHEAD . . . ENGLAND.
{80 Queen Victoria Street, / 1 Moor Lane, Fore Street, / Sun Court, Milton Street,} . . . LONDON, E. C.

Agents, CUNNINGHAM & CO., 6 and 8 Berkeley Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

Louis Harrison, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy. | BOSTON, 27 MAY, 1881. | Volume III. Number 3.

[Vol. III. CONTENTS No 3]

Currente Calamo	25
A Long Lesson	26
Editorial	27
The League Parade	27
Up the Erie Canal	27
League Spokes around the Hub	28
Programme, L. A. W.	29
Route of the Procession	29
The Marine Bicycle	29
Wheel Club Doings: Albany, Arlington, Brattleboro', Bremen, Chelsea, Cincinnati, Fremont, Germantown, Hartford Wheel, Hill City, Milwaukee, Peoria, Rochester, Susquehanna,	30
Races	31
Elizabeth Athletic Sports.	31
Essex Rambles	31
L. A. W.	32
Bicycle Touring Club	32
Ladd *v.* Allen *et al.*	33

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

"BICYCLER'S RIDING SUSPENSORY."

Best thing ever offered to Wheelmen.

AFFORDS COMFORT! INSURES PROTECTION!

Simple in construction; and for quality of material, and superiority of finish, cannot be surpassed. Sent by mail on receipt of $1.00. We also make the "CYCLIST'S RIDING BELT," of best Silk Elastic. Price $5.00. Send for Circular to ELASTIC HOSE CO., HIGHLANDVILLE, MASS.

CURRENTE CALAMO

DURING the League Parade, no bicycler, however well known may be his temperance proclivities, will be allowed to get off and "see a man."

NEW YORK'S pet child, Roscoe, and his diminutive satellite, Platt, will ride among the *unattached*. If they appear on little three-wheeled velocipedes at the evening entertainment, the entertainment committee should bestow upon them a coral ring, a tin rattle, a rubber-mouthed bottle, or some other delicate and appropriate attention.

Chaff, a lively Detroit paper, which has some good wheat in the way of bicycling intelligence, says that Detroit will be well represented at the Meet. Is the editor coming, or does he mean Prex Bates?

THE Massachusetts Club men will, at the League dinner, confine themselves strictly to lemonade — dashed with claret — — —.

THERE will be a lively sprinkling of triocycles in the parade. The original one, with the inventor, will be on hand, equipped with a new form of saddle.

MACHINES may be hired of Cunningham & Co. at $5.00 per day; rink machines of the Pope Manufacturing Company, $1.50 per day; good road machines, in perfect order, $3.00 per day.

THE club turning out the largest number in the parade may be the Massachusetts, possibly the Providence, probably the Waltham, but why not Worcester or Chelsea? It will certainly not be the Boston, as Capt. Hodges has made it imperative that every man shall appear in full uniform, and this will make 30 May a cold day for several members of the club.

THE marine bicycle will be at the Meet, and will float in the perspiration along the line of parade.

"BICYCLES are expensive. The sport cannot become national until 'prices go down.' They cost as much as a horse." — *Cincinnati Enquirer*. Horses are expensive. They smash valuable buggies, they chew up lamp-posts; they sometimes die; they eat up as much in a day as a bicycle will in a year, and then they are liable to get into the feed box at night, swell up and "bust," a thing no well-bred bicycle would ever think of doing. Horses will never again be popular. They cost as much as a bicycle.

ALL roads leading from Boston will carry bicycles free on the occasion of the League Meet.

AMONG the guests invited to the League dinner are: Governor Long, of Massachusetts, and his staff; Mayor Prince, of

WE MAKE

SPORTING GOODS

A SPECIALTY



And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,

OAK HALL,

BOSTON - - - - MASS.

Boston; Ex-Attorney-General Devens, who reduced the import duties from 50 per cent to 35 per cent on bicycles; Gen. Butler; Mayor and Ex-Mayor of Newport; the Park Commissioners of Boston, New York, and Philadelphia; General Thayer, of Philadelphia, superintendent of Fairmont Park; and other men of eminence who have manifested a liberal and kindly feeling towards wheelmen.

A LONG LESSON.

My next-door neighbor a daughter has,
A maiden passing fair;
And every day, as his door I pass,
I see her sitting there.

She takes an interest, this maiden good,
In the workings of my wheel;
And every day, as a bicycler should,
Its mysteries I reveal.

I explain with care each complex part,
And she seems to comprehend;
Yet every day we are losing heart
O'er the lessons which have no end.

It 's surely enough to discourage us both,
To find our work merely begun;
And yet every day we grow more loth
To leave such a task undone.

And so, as we see that to finish indeed
Will take us the rest of our life,
To-day my neighbor's daughter agreed
To be *her* neighbor's wife.

L. H. S.

OWING TO THE COLLISION

At the mouth of the Thames, by which the S. S. "Milanese" was disabled, a consignment of

"Matchless Bicycles"

Was transferred to the S. S. "Australia," which left London for Boston on the 19th May. This vessel should arrive here about the last of the month with the Bicycles, nearly all of which are already engaged in advance, and will be ready for customers in one week after her arrival.

CUNNINGHAM & CO.,

IMPORTING MANUFACTURERS OF

Bicycles and Tricycles,

Odd Fellows' Hall, BOSTON.

FOR SALE LOW.

A 58 Royal Challenge, in good order, half nickelled. Price, $100.

CHAS. F. HANDY,

135 Broad Street - - Providence, R. I.

HENRY W. WILLIAMS,

Solicitor of American and European

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.

SPECIAL NOTICE.

In order to afford our employés an opportunity to participate in the L. A. W. PARADE, on the 30th inst., we shall close our place of business from 9.30 A. M. until 3.30 P. M., on MONDAY, the 30th of May.

Orders for Machines, which are wanted on or before the 28th, should reach us not later than Wednesday, the 25th inst., to insure being filled in season.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES,

ODD FELLOWS' HALL, BOSTON, MASS.



The Hecla Youth's Bicycle.

WRIGHT & DITSON, Sole Agents,

580 Washington Street, Boston.

LAWN TENNIS, ARCHERY,
CRICKET, BASE BALL,
FISHING TACKLE,
PROFESSIONAL CROQUET,
BICYCLE SUITS IN ALL STYLES.

Call or send for Illustrated Catalogue.



RUBBER BICYCLE HANDLES.

RELIEVE ALL JAR.

Do not wear the hands. Send size of thread with order.

Wholesale and Retail prices sent.

ELASTIC TIP COMPANY,

157 Washington St., cor. Cornhill, Boston, Mass.

NOW READY!

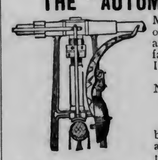
THE COMPLETE GUIDE TO BICYCLING,

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harwards (Grip lever brake). No. 3. Harwards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising see announcement of Rates and Terms in another column.*

BOSTON, 27 MAY, 1881.

THE LEAGUE PARADE. — The most noticeable feature in any large procession of bicyclers is the inequality of pace preserved. The leaders, with every advantage in their favor, generally fail to use their position to the benefit of those who follow. They are not usually superior riders, either as individuals or clubs; and when an unevenness in the road is encountered they go at a rate suited to their own needs, with a cheerful disregard of all who follow.

The in bility to preserve one rate of speed over the road's inequalities may be noticeable in one club only, but its effects are communicated to all following them, and at the tail of the line every slow or rapid impulse is greatly exaggerated.

The first remedy for this evil is one almost too late to speak of. The club captains should train their men to ride at a set pace over a rough road, and there perform the simple evolutions of forming singly in twos and in fours. Another remedy may be applied in an acceleration of the customary funereal creeping which has so often prevailed. This slow riding arose originally from a philanthropic desire on the part of those who rode first to give the "drones" a chance; but out of the generosity of their hearts they have often overdone the thing, and have set the fresh riders to wabbling in a most deplorable and highly entertaining manner. Another remedy, which will probably be suggested by the League commander, will be found in prescribing a distance between divisions, between clubs, and even between files, — all to be carefully observed. To new riders the space allowed may seem exaggerated beyond the needs of the occasion, but those who are more experienced will all agree that it is not only desirable to have the distance kept, but that it is positively necessary to good order.

The size of intervals will be determined by the commander, and may be about ten feet between men in single file, twenty feet between those in double file, and forty between files by fours There is a tendency in the latter distance to close up, but it should be restrained; and in the event of a sudden order to single file, it will be found exceedingly convenient. In a small body of wheelmen, this encroaching upon the set intervals can be easily corrected, but it is much more difficult to set it at rights when men make the same mistake along a line a mile in length. It is far better to enlarge the distances, as there is then no difficulty in bringing about perfect order at any time.

It is the general rule in forming by twos or fours to have number one keep the pace he has preserved all along, watching either the captain or number one of the file next in front, number two, three, and four obliquing to the left and coming forward until they make an even line with number one. Upon number one devolves the duty of keeping the file at a proper distance, regardless of the condition of those next to him; numbers two, three, and four paying their whole attention to the order of the file, watching the guide instead of the file in front.

Between clubs, there should be a distance of at least fifty feet, as it adds to the fine appearance of the procession, distinguishes the clubs, and provides for any unpleasant emergencies.

The captain should ride ahead, setting the pace, watching the club interval, and giving his orders through the bugler or by whistle. The lieutenants should be so placed that they can correct any lack of good form, and as far as it is possible, the men should be arranged in files according to the size of their machines.

The social nature of bicycle clubs makes it a difficult thing to discipline the members, and except for parade occasions, there is little need of it.

But this parade will not excite local attention alone: it is of national character, and will be commented upon all over the country; and this makes it essential that it should be carefully prepared for.

UP THE ERIE CANAL.

ON the afternoon of Monday, 6 September, 1880, I took my wheel out of its crate in the freight-house at Schenectady, — whither it had been sent from the manufactory, after having been improved by new tires, pedals, spring, and minor repairs, — and mounted it on the Erie towpath at half past four o'clock. The fact that a good share of the transient population of the city crowded upon the bridges to stare at me when I descended the steps from the street, or the fact that all the boats seemed to be moving eastward, may have been the cause of my bewilderment; but at all events I rode a mile in the direction named before it occurred to me that I was going away from rather than towards Niagara, as I intended. Turning about, therefore, I soon, for the first time, came in front of a pair of mules, and though no notice had been taken of me when passing them from the rear, they resented their affront by whirling around and sending their driver rolling down the bank. No harm was done, and the man, from force of habit, bestowed his curses on the mules rather than on me; but the incident taught me the need of caution: for as all vehicles are by law excluded from the tow-path, a bicycler riding there is directly responsible for all damages his presence may cause.

Thenceforth, therefore, I always dismounted whenever I met the animals that were dragging the canal boats, even though the driver thereof sometimes shouted, "Come on! They won't be scared! I 'll take the risk!" Oftentimes the boats were very close together, and though the ones westward bound caused me no trouble, I don't believe that in three days I rode as much as a mile on the tow-path without being forced to dismount by approaching boats. The path itself has a stone foundation, and the soil on top is generally ground up into a fine dust by the hoofs of the animals; whereas, heavy wheel traffic might pack it down hard and smooth. Slow and careful riding was usually necessary, to avoid the occasional large stones concealed by the dust, and though I found few stretches absolutely unridable, I found many over which it was easier to walk than to ride. Fast wheeling seemed quite out of the question.

The best that can be said of the path is that it is level, and that the lower Mohawk Valley, through which it winds, is picturesque. "In the sweet by and by," when the canal shall have been abandoned as a transportation route, and the

projected International Park at Niagara shall have been established in all its glory, I hope the League of American Wheelmen may be rich enough to fit up the entire Erie tow-path as a pleasure drive connecting with that Park. A thin coating of the powdered rock so readily procurable alongside the canal could be spread upon the excellent existing basis of the path at comparatively slight expense, and would transform it into the finest racing track on the habitable globe. Enviable indeed will be the bicycler of that happy day as he goes proudly spinning "down the ringing grooves of time."

On that hot Monday evening in September, I left the canal at Hoffman's Ferry, and went to Patterson's Hotel for the night, arriving at half past seven o'clock, — three hours from the start, — the cyclometer registering twelve and a half miles. The last half-hour was spent in walking a mile in the dark. I was told that the highway from Schenectady would have been found smoother than the tow-path; and so, next morning, instead of resuming the path, I had a ferryman row me across the Mohawk, and I rode due west for a mile, in ten minutes. Then the track grew sandy and stony and hilly, and after a mile and a half of miscellaneous locomotion, I recrossed the river in the skiff of an honest farmer who refused to accept any pay for his services, and again took to the path. Three quarters of an hour later, ending at ten o'clock, I reached Port Hunter, five miles on, connected by a bridge with Amsterdam, the first large town west of Schenectady. I stopped here an hour, and also two hours at Fort Hunter, three miles beyond, where, at the Mohawk Hotel, I got an atrociously bad dinner. Judging from the shaggy and unkempt appearance of my table-companions, the ordinary price for their meals could not possibly have been more than a quarter-dollar; but the genial landlord charged me forty cents, in order to encourage bicycling. After two or three miles more of tow-path, I took the "heel-path," which is the local name applied to the highway adjoining the canal on the left, and kept it (except for five miles ending at Spraker's) till I reached the Nellis House in Canajoharie, at eight o'clock, thirty miles from the start at Hoffman's. For a mile or so through Fultonville, which is opposite Fonda, and for two miles beyond Spraker's, I went at a good pace. Darkness then forced me to walk for the last mile and a half, though I think the road continued smooth.

The hotel accommodations were satisfactory, and starting at eight o'clock Wednesday morning, I spun along smoothly for more than four miles, to a point beyond Fort Plain. Then followed an hour and a half in which I did considerable walking up and down hill, and accomplished four and a half miles. Resuming the tow-path at ten o'clock, at the bridge opposite St. Johnsville, I rode along it for exactly ten miles, ending at Little Falls at twenty minutes past twelve P. M. This section of the path averaged the best of any in my experience, and the last half mile or so really admitted of rapid riding. There are several good hotels here, up on the hill. The one I happened to enter was the Givan House, where the dinner was satisfactory. After a two-hours' stop, I took the path for half an hour, — three miles and a quarter, — and then went in swimming for an hour, or until the lock-keeper (who lent me a towel and refused to take any pay therefor) came down to the bushes to see if I had n't been drowned. An hour later, six miles on, I took the turnpike, and went through Ilion and Frankfort, — two miles and a quarter in seventeen minutes. Then the road grew gradually poorer, until at six o'clock I was tempted to try the tow-path again, along which I slowly ground my way for two miles and a half, until darkness stopped me about seven. Then I got aboard a steam canal boat, which was an hour in making three miles to Utica, and the captain of which refused to accept any compensation for my ride. He, however, recommended to me the American House, opposite Bagg's Hotel; and though every consideration of family pride urged me to patronize the latter famous caravansary, its lordly and glittering front seemed so to intensify my own dirty and bedraggled appearance that I hesitated about entering, and so allowed a porter of "the American" to scoop me in. Let no other bicycling tourist, stranded in Utica, be similarly beguiled, however; for, as respects hotels at least, there can be no possible doubt that "Bagg's is the best." I afterwards learned that a telegram was waiting me there, from a college classmate, saying that he would meet me the next noon at Oneida, and accompany me thence on his wheel to his home in Syracuse.

My day's ride to Utica was 37½ miles, and my ride thence to Oneida, ending about half past five o'clock the next afternoon, was 30 miles, the cyclometer registering 110½ miles from the start at Schnectady, three evenings before. For two miles from the hotel in Utica I rode on the stone and wooden sidewalks. At Whitesboro, perhaps a mile beyond, I turned left by mistake instead of crossing the bridge on my right, and so, at the end of a half-mile spin, was obliged to repeat my course. Two miles of excellent sidewalk riding were indulged in during the next twenty minutes, followed by two miles of bad road, ending an hour later at Oriskany. A mile and a half beyond here, having ridden up two rough hills, I engaged in an hour's chat with some men who persuaded me that the tow-path was worth trying. I therefore plodded along it for exactly two miles without getting a single chance to ride, on account of the deep sand. Mounting again on the highway at 11.45, I found occasional good stretches, and reached the Stanwix Hotel, in Rome, 5 miles on, at one o'clock. Starting thence in a little less than two hours, I rode or walked pretty continuously till half past five P. M., when I reached the railroad station in Oneida, 13⅓ miles. For a mile or so out of Rome the riding was good on road or sidewalk. Then the track grew stony and hilly and only occasionally ridable, till near Verona; but for the 5 miles ending at Oneida it was nearly all good, and some of it was very good.

I should have kept on wheeling till dark, an hour or so later, had not the rain begun gently falling at five o'clock. By the time I got aboard the train the storm grew quite violent; and as it seemed likely to extend into the next day, or at least leave the roads in bad condition then, I decided not to try any riding from Syracuse, as originally planned for Friday, and therefore went directly through by train to Canandaigua, the objective point to which I had despatched my valise from Schenectady on Monday. I afterwards learned that my Syracuse friend, with a couple of other wheelmen, reached Oneida at noon, having been five hours in covering about 25 miles of turnpike; and then, not finding me there, rode homeward on the tow path until overtaken by the rain, when they took passage on a canal boat.

On the whole, I think the Mohawk valley, from Schenectady westward, can be recommended to the touring bicycler who is content to make slow progress through a pleasant country. The scenery as far as Utica is almost all attractive, and much of it is picturesque. From Utica to Syracuse the prospect is not quite as pleasing. As for the paragraph in the BICYCLING WORLD of 7 August, mentioning a ride made by H. B. Thompson from Erie to Little Falls in four days, I 'm sorry so few details were given, for no other ride yet reported in America can be thought half so remarkable. The most remarkable part of the ride, however, was the "67 miles on the Erie towpath," alleged to have been made inside of twelve hours.

KOL KRON.

WASHINGTON SQUARE, N. Y., 23 April, 1881.

LEAGUE SPOKES AROUND THE HUB.

ARRANGEMENTS will probably be made to photograph the entire League membership immediately after the parade. This will make an interesting souvenir of the greatest gathering of wheelmen ever seen in this country.

The League and the Entertainment Committee headquarters will be at Hotel Brunswick, 30 May.

An outline map of the principal streets of Boston has been prepared by Mr. Wm. B. Everett, the Chairman of the Reception Committee. The map will indicate the route of the procession, and all places of interest, together with hotels, depots, and bicycle salesooms. They will be distributed by the Reception Committee.

The New York Club will arrive Saturday morning; take a run to Blue Bell Inn, where a lunch will be served; from there they go to the races at Beacon Park, and in the evening will be entertained by Capt. Munroe at his residence in Cambridge. Capt Hodges, of the Boston Club, has recently been elected an honorary member of the New York Club.

Mr. J. S. Dean, consul for Boston, has received communications from consuls, expressing their intention of uniting in the run to Waltham, Sunday, 29 May. The chief consul B. T. C. has been invited to attend. The consuls expect to call on Mr. Colby, of Waltham, who has recently met with severe injuries.

The commander's badge will be a blue silk ribbon, with silver fringe, wreath and letter C, to be worn on the left breast.

Division commanders will wear a crimson ribbon, with the letter D embroidered in gold.

The marshals, eight in number, will each wear a white ribbon, with a letter M embroidered in gold upon it.

Members of the entertainment committee, and of the subcommittees on railroads, hotels, dinner, finance, and reception, will each wear upon the left arm a black ribbon, embroidered with a silver star.

The railroad companies which have consented to transport bicycles free of charge for the special occasion of the League Meet, with the proviso "at the owner's risk," are as follows: —

The Fitchburg, Troy and Boston, Boston, Hoosac Tunnel and Western, Cheshire, Eastern, Boston and Providence, Boston and Albany, New York and New England, Revere Beach and Lynn, and in all probability the New York Central, and the New York, New Haven and Hartford from local points. Owing to a private agreement between all Boston and New York through lines, the advantages of free transportation of machines cannot be obtained on either rail or boat lines. A uniform charge of fifty cents per machine has been adopted for the event of the League Meet only, and this is quite moderate when the usual charge is taken into consideration. The Old Colony Road, which has hitherto shown a liberal spirit towards bicyclers, has thus far prescribed the following rates: Fall River, New Bedford, and Brockton, 50 cents; Newport, 75 cents. The Boston and Maine, Central Vermont, and Boston and Lowell roads are yet to be heard from.

LATER. — The Old Colony will carry bicycles free, except from New York, and from there for fifty cents. The following roads will transport free also, Boston and Lowell, Providence and Worcester, Central Vermont, Connecticut River, and Pennsylvania.

The officers of New York clubs, and all wheelmen who will return home *via* New York City, should inform the chairman of the railroad committee how many will return by the special train. The latter will leave just after the conclusion of the evening entertainment at Music Hall; will be provided with every convenience, both for bicyclers and their machines. It will rest near the Huntington avenue bridge, quite near the Technology gymnasium, where machines are to be stored. A calcium light will be provided, and every convenience to facilitate the handling and loading of wheels. This train will stop at Worcester, Springfield, Hartford, and New Haven, and wheelmen from these places will find the train a great convenience.

NOTICE TO LEAGUE CONSULS. — There will be a run of the consuls on Sunday, May 29, leaving Trinity square at 11 A. M., and proceeding to Waltham *via* Chestnut Hill Reservoir. It is to be hoped that all consuls will make an effort to attend. Consuls who desire any information in regard to the above will please address J. S. Dean, consul for Boston, 28 State street, until Sunday, when Mr. Dean can be found at Hotel Brunswick.

A. S. PARSONS, *Cor. Sec.*

SPECIAL MEETING OF THE BOARD OF OFFICERS, L. A. W. — The officers of the League are requested to meet at the Hotel Brunswick, at 8.30 P. M., Saturday, May 28, 1881.

A. S. PARSONS, *Cor. Sec.*

PROGRAMME.

SATURDAY, MAY 28, 1881.

RACES.

BOSTON DRIVING AND ATHLETIC ASSOCIATION, AT BEACON PARK, 2.30 P. M.

These Races will be under the management of League officers.

One quarter mile dash, amateur.

One half mile heat race, amateur, best 2 in 3.

One mile dash, amateur.

Two mile dash, amateur.

One mile professional heat race, $40 to first, $20 to second.

MONDAY, MAY 30, 1881.

HEADQUARTERS, HOTEL BRUNSWICK.

Meet at 10 o'clock, A. M., on Commonwealth avenue Disband at 12.25 P. M., when a photograph will be taken of the League.

Business meeting at 2.30 P. M., at Bumstead Hall (under Music Hall).

Dinner at 5 30 P. M., in Music Hall. After dinner there will be trick and fancy riding by members.

ROUTE OF THE PROCESSION.

FORM on Commonwealth avenue, right resting on Dartmouth; Dartmouth to Beacon, to West Chester Park extension, to west side Commonwealth avenue, to Arlington, east side Commonwealth avenue, West Chester Park extension, to Columbus avenue, to Chandler, Chandler to Clarendon, Columbus avenue, West Chester Park extension, Commonwealth avenue to Dartmouth street. This route will give a review at every quarter, except on Chandler and Clarendon streets, so that spectators may see the procession twice and the riders may see each other.

Tickets for the League dinner at Music Hall, 5 P. M., 30 May, may be procured at this office, at Messrs. Cunningham & Co.'s, the Pope Manufacturing Co., E. C. Hodges, 28 State street, and of the committee, — Arthur L. Woodman, with Kidder, Peabody & Co., 40 State street; Geo. B. Woodward, John Hancock Life Insurance Co., Sears building; W. D. Mandell, 12 Union park.

During Saturday, Sunday, and Monday, there will be a representative of the committee at the headquarters at the Brunswick, and tickets may be procured of him. The price is $2.00. Bicyclers are particularly requested to secure their tickets at the earliest possible moment, so that the committee may be the better able to judge of the number to be provided for.

THE MARINE BICYCLE.

Editor Bi. World: — Your correspondent took a run yesterday to the adjoining sea town of Newcastle, to examine the new marine bicycle, which the inventor and maker, Major Urch, proposes with the captain of the Rockingham Bi. Club to exhibit in Boston during the days of the League Meet.

The improvements recently made and patented may be of interest to your readers, as the boat is a sort of sailor cousin to the wheel and may prove as beneficial and practical.

The craft as now constructed is twenty feet long, and the air-tight catamaran floats, each seven inches wide, are fastened three feet four inches apart, upon and between which are the backbone, handle bar and pedals of the road bicycle; and the position, steering, and propulsion by the rider are identical. An inclined propeller shaft, running between the floats from the centre to the stern, is revolved by means of two bevelled gears, the larger wheel of which is connected with the pedal shaft. At the end of the propeller shaft is a two-bladed propeller, the motion of which can be at once reversed, — stopping almost instantly the headway of the boat, and enabling the rider to drive the craft backwards about as fast as forwards. Directly astern of the propeller is a peculiar-shaped rudder, connected by chains with the handle bar, which is placed in front of the rider, as in the road bicycle, and the course of the craft is directed by it either to port or starboard when running forward and backward. The handle bar is a new feature, having been found more practical, especially to bicyclers, than a steering wheel. Above the handle is an adjustable awning to protect the rider from the sun or rain, and it can instantly be changed into a sail, set at any desired angle. When in shoal water, beaching, transporting, or sailing, the propeller and its shaft can be instantly raised by the operator without leaving his seat. A gleaner, with composition prongs, placed in front of the propeller prevents it from getting foul with floating seaweed and other obstructions.

The appearance of the swift-running

craft on the river is very novel, and never fails to attract hundreds to the wharves and banks. As it floats nearly on a level with the water, the rider at a distance has the appearance of walking on the water, and a number of instances of yachtmen and seamen lowering their boats in the lower harbor and outside to rescue the floating mariner or venturesome landlubber have occurred. The first trip of the writer, last year, by the towns of Elliot and New Market to Dover Point, created the same excitement that he did when, as pioneer bicycler, he explored the country villages and towns in this part of the State. The inhabitants along the river exhibited as much excitement and curiosity as did the copper-colored aborigines when Pocahontas Smith sailed his exploring vessel over the waters of the Piscataqua.

Any one can manage the boat, it being perfectly safe, as it cannot be turned over, and even if all its ten air-tight compartments were broken it would still float. The cranks and seat being adjustable, a forty-six inch "Kol Kron" can ride the same craft as the sixty-inch "Baby."

TELZAH.

PORTSMOUTH, N. H., May 14, 1881.

WHEEL CLUB DOINGS

THE Cincinnati club-men have given up their quarters in the Exposition building, and have been planning a club-house which they hope to erect soon.

THE Germantown Club, which stands near the head of the list in League membership, gave a second hare-and-hound meet on 14 May. The hares — Messrs. F. W. Corse, Chas. Patum, and Geo. D. Gideon — had a rough course of ten miles to cover, and did it in fifty-six minutes, foiling the hounds and leading them by five minutes over the ten allowed.

THE Hartford Wheel Club recently enjoyed a highly successful run, in which many invited guests participated. They had thirty men in line, and a large audience at the start to witness the send-off.

THE Rochester Club is not only the proud possessor of an artistic secretary who illustrates his club notices, but has also a wide-awake lot of members. They are well uniformed, and turn out thirty-two at a time, in a way that should shame some of the Boston clubs.

FREMONT, OHIO, has a new club which will soon join the League. The Presidential State has some magnificent roads, and there is no reason why it should not take a front rank in its number of wheelmen.

THE Peoria Club is prospering, and will continue to prosper as long as it has an enterprising secretary like Mr. Rouse. We take pleasure in thanking the latter for many favors received.

SUSQUEHANNA BI. CLUB. — Organized 19 May, 1881, with six active members. Club colors, purple and gold. The following officers were elected for the ensuing year: President, F. A. Miller; captain, T. A. Hayward; secretary and treasurer, Wm. Garner.

CHELSEA. — At the annual meeting of the Chelsea Bi. Club, held Friday evening, 24 May, 1881, the following were elected officers for the ensuing year: President, William F. Gilman; secretary and treasurer, Wendell P. Yerrinton; captain, Charles E. Walker; sub-captain, Charles H. Fowler: 1st and 2d lieutenants, respectively, Joseph F. J. M. Brown and Herman Eustis; member of the executive committee, Horace J. Phipps. The president, secretary, and Messrs. Horace J. Phipps and Waldo Pratt were elected delegates to the annual business meeting of the L. A. W., to be held 30 May, 1881.

THE HILL CITY BICYCLE CLUB, just organized in this city, now consists of nine active members, with Dr. J. R. Callahan as captain, and W. D. Ayres secretary and treasurer.

We have a good prospect of increasing membership, and will elect other officers as the club gets larger. We have six Standards one Special Columbia, and two excellent English machines, all new. Our uniform is gray coat, pants, and cap, white shirt, brown stockings, and red belt.

We intend to persevere, with a view to making our organization one of the best in the West. We will soon send in our application for admission as a club to the L. A. W. W. D. AYRES, *Sec'y.*

HILLSBOROUGH, O., 16 May.

MILWAUKEE CLUB. — The club run, to be held May 28, 29, and 30, begins to be the chief topic of interest among members just now. Most of the fresh riders are debating as to whether they can "stand it" or not, and are picking out all the bad roading around the city, to practise on.

At the Meet, 3 P. M., May 28, we hope to secure a good photograph of the club. One of our society members was quite paralyzed the other evening by a remark from a young lady, that "really the new uniforms looked very well indeed *on the road*." As the young man was at the moment attired in the uniform in question, and was not "on the road," but on the front steps, he failed entirely in his efforts to construe the remark as at all flattering.

Messrs. D. G. Rogers and H. C. Reed, both directors of M. Bi. Club, are preparing for their trip to Boston and the League Meet. There are dozens of us who want to go, but cannot make it this year.

Bring the Meet to Chi ago next year, and we will send sixty green jackets for the turnout, with club-men inside of them.

Where, oh where, is that directory of club secretaries, and must we go fishing in our efforts to invite the American Club and riders to our Annual Run?

"There 's music in the air" in the neighborhood of the residence of Mr. M——, bugler of the second division. Is not this gentleman, by the way, a sort of a B. B. B.? He is blessed with a bugle, a bicycle, and a baby.

The best joke of the season is on the married member, who goes home by way of the back yard, and tries to escape, with his wheel, through a hole in the fence, just in time to be caught by a request from Mrs. ——, in the key of *x y*, to "come right in and beat carpets." Verily the Bi. is like the whale. "For oh! the ladies love (?) him so." SUGNA.

MILWAUKEE, 18 May.

BREMEN. — A meeting of riders in Bremen was held 7 May, at Siedenburg's hotel, for the purpose of considering the formation of a club. The opinion of the 'cyclists present being favorable as to the advisability of forming one, the Bremen Bicycle Club, a thing long talked of, was herewith ushered into existence. The club then elected the following officers for the ensuing year: Captain, Mr. Hermann H. Koop, Jr.; secretary, Mr. Warren Leete; treasurer, Mr. Robert Carew. Another meeting will be held upon the 21st inst., at which the organization will be perfected, by-laws, club uniform, etc., adopted.

HERMANN K. KOOP, JR., *Capt.*,
L. A. W.

BREMEN, GERMANY, 9 May, 1881.

ARLINGTON. — *Ed. Bi. World:* — *Dear Sir:* The first annual election of officers of the Arlington Bi. Club of this city, held 17 May, resulted in the following: President, Dr. William Tindall; vice-president, M. C. Barnard; captain, F. T. Rawlings, 1st lieutenant, Dr. Geo. J. Pritchard; 2d lieutenant, John T. Loomis; secretary and treasurer, Howell Stewart; senior guide, E. L. Dent; junior guide, Harry Y. Davis; bugler, W. C. McArthur. The portion of the club committee not holding office are Messrs. E. B. Hay, P. T. Dodge, A. M. Little, and C. M. Lewis. The club now numbers twenty-seven members, twenty-two of which are active. HOWELL STEWART, *Sec'y.*

WASHINGTON, D. C., 18 May.

THE ALBANY BICYCLE CLUB held a meeting 27 April; Mr. Edward D. Mix was elected bugler, and Mr. Charles L. Palmer secretary and treasurer, to fill vacancies left by the resignation of Mr. C. W. Fourdrinier.

CHAS. L. PALMER,
Sec'y and Treas. Albany Bi. Club,
274 State street, Albany, N. Y.

THE BRATTLEBORO' BI. CLUB met at Armory Hall, Thursday, 12 May, and elected the following officers for the year ensuing: O. A. Marshall, president; A. W. Childs, vice-president; E. G. Monroe, captain; W. S. Underwood, secretary and treasurer; and also voted in two new members. Our club is in a prosperous condition; we have two gold medals, one to be raced for annually, and the other semi-annually; no one member to hold both medals. Our machines are all Standard Columbias, ranging from 44 to 52 inch. We expect to be represented at the Meet 30 May; three of our club are getting the rust off their wheels, so as not to appear too much like Vermonters.

W. S. UNDERWOOD,
Sec'y B. Bi. Club.

BRATTLEBORO, VT., 14 May.

RACES

ELIZABETH ATHLETIC SPORTS.

ONE MILE BICYCLE RACE.

THE above race came off last Saturday afternoon, about 3.45 P. M., for amateurs only. There were thirteen entries, and a muster of nine came up to start, therefore all could not start in a line, the track being only fifteen feet wide; placing five in the first line, and four one length of bicycle behind, consequently in starting them this improper way resulted in the spilling of Pittman, Stearns and Talmage, and the men who started in the fore rank got in the way of the rear competitors. By this muddle, it looked like a procession of single file during the first half lap; after the half-mile was over, Woodside, Taylor, Field, and Gavitt stuck well together, making a splendid race. Taylor, having a light racing machine upon this soft and heavy track, had a great disadvantage; the others rode road machines. The result of the first heat was: 1st, W. P. Field; 2d, W. M. Woodside; 3d, G. H. Taylor; 4th, J. W. Gavitt. Time, 3.57 1-2. The men who fell, lost about twenty yards, receiving no injuries.

The second heat was run by Woodside, Field, and Gavitt; Taylor's machine not being fit to ride on such a track, consequently he withdrew. This heat the three kept well together until the fourth lap, when Woodside spurted and won easily by forty yards; second, Gavitt; third, Field. Time, 4.01 1-2.

The third and last heat was then started, Gavitt taking the lead, Field second, and Woodside close behind. On the second lap Woodside spurted, passed Field, and was about to pass Gavitt, when the latter fell, which made Woodside turn direct into the fence and buckle his wheel. Gavitt jumped on again, but did not gain on Field, who gained quite a lap over Woodside before the latter got another machine; therefore this heat was won at ease by Field; second, Gavitt; third, Woodside. Time, 4.16 1-4. However, Woodside claimed a foul from Gavitt, and consequently took second medal, Field taking the first.

This race was enjoyed the most of all the events by the spectators. A pity it was not on a good track, for some of our best amateurs were among the starters, and good time would have been made. The following are the names of the starters: J. N. Stearns, W. M. Woodside, W. P. Field, A. C. Bedell, W. R. Pittman, G. H. Taylor, F. H. Douglas, F. A. Walker, J. W. Gavitt. All who were distanced by 50 yards were not allowed in the second heat. When a number of entries are made, why not divide them into heats, — the 1st and 2d in each respective heat, to run in the final, same as they do at Wolverhampton, Lillie Bridge, and all other places in England? — any number of entries exceeding ten ought to be run in this way. Best two in three makes it too horsey; hope hereafter we shall hear of this most proper way being arranged at all other athletic sports and races.

ESSEX RAMBLES. IV.

IT had long been the desire of several members of the Essex Bi. Club to make the trip to Little Falls from Orange, but until a certain sunny day in May they had never attempted it, partly because visions of murderous roads arose before them, but principally (for the Essex Bi. Club is not, as "Chicago" Rollins once charged, spoiled by fine macadam) because they had not before found such a golden opportunity.

About eleven o'clock the trio, having wisely lounged around until the sun had got the best of the pleasant morning coolness, and was ready to pull their noses, leisurely mounted their "H. F. H.'s" and "Duplex Excelsior," and rolled off toward the Orange Mountain, northwest; arrived at its foot after ten minutes' riding, over a perfect road. Here a dismount was called, and the valley road was taken to Montclair. Our three 'cyclers found it cooler walking the first mile of this road than mounting and dismounting every few yards, besides incurring the risk of a header. However, the surface soon improved, and the saddle was again taken.

Little Falls, so named from a cascade formed by the descent of the Passaic River through a rocky flume, lies within three miles of Paterson, the city of silk and locomotives.

To reach it, the riders were compelled to cross the Orange ridge and descend into the valley of the Passaic on the north side. Our three club-mates — Brown, Jones and Robin — no, Smith — walked the long Montclair hill, newly laid in flints, mounted at the top, and, turning off the pavement, plodded along past farmhouses and barn-yards, bumping over ruts, bowlders, lumps of turf; now riding on the path, then in the moss-grown ditch. Jones, whose blazing locks seem to add to the intensity of the noonday sun, turns to look at Brown, shoving along in the rear. His 56-inch instantly settles in a rut that is like a crack through to China; Jones calmly lifts it out by a sort of bootstrap elevating process, and gives up his inspection. Smith, upright, calmly pedalling a wheel that glitters like a chaos of mirrors in the sun's rays, is cool and comfortable, apparently; but his nose is rapidly assuming a cardinal hue. As usual, he strikes admiration into the hearts of all beholders. Two guileless rustic maidens are overheard, in a naïve dialogue, something like this: "Oh, ain't they [Smith and his H. F. H.] splendid?" "Oh, yes, not too splendid, but just spl— " Smith went into the gutter and got off absent-mindedly. Brown was speedily browning under the noonday glare, but was otherwise intact. Riding down a long hill into the little village of Cedar Grove (there was n't a tree within a mile of the place), our 'cyclers rode along a brook, over a better surface, and reached the Morris canal. They found it twisting and winding above the surface of the meadow like a huge double dyke, which resulted in rather startling grades where the roads crossed; for the tow-path was many feet above the level of the surrounding country, and the bridges were correspondingly higher. To lessen expense, probably, the banking up to the bridge was made as short as possible, and the road ran up like the side of a roof. Jones flew at this small mountain and went over it with a rush, while his companions more wisely footed it. But he had his reward in being the first to roll into the little town of the Falls, which speedily turned out its entire population to witness Jones's exploits upon his big wheel. Then followed a series of circus tricks scandalizing to the dignity of the Essex Bi. Club. Jones deserved a header, but he did n't get it.

Upon the arrival of Brown and Smith, the party rode over to see the falls. The river was unusually full, and the volume of water crashing over the rocks with a deafening roar was very imposing.

After imbibing an innocent mixture of lemons, sugar, etc., etc., our trio started on the return trip. A native suggested that they take the Notch road, it being shorter. In answer to a question from Jones as to whether he had been over it, Smith said, "Notch yet." The departure was made in tearful silence. After a tremendous climb over the mountain, in which very little riding was indulged in, a good path was found. About two miles out of Montclair the party stopped at a farm-house, allured by a juicy-looking old pump. As they were drinking, two young fellows sauntered out of the house, and began an inspection of their steeds. One of them, a "fresh" looking youth, lost no time in informing our party that he had been a member of the Montclair Bi. Club (now defunct and merging into the Essex), and that he had sold his wheel, a 50-incher. Turning to Jones he asked what size wheel he rode. "Fifty-six," replied Jones, indicating his machine by a wave of his hand. The retired bicycler walked over to it, tried to touch the handle with his head, endeavored vainly to see the top of the saddle, and then said, decidedly, "I shall get a 56-inch for my new machine this summer." "Yes," answered Jones, thoughtfully, "but had n't you better make it sixty?" By this time the smiles were so broad that a hurried departure was effected.

The rest of the journey homeward was made without incident, except that Jones had an interview with a young stallion, who expressed his admiration for Jones's machine by standing on one ear while he balanced the buggy on the end of his tail. Brown started a "shriek" in his back wheel that sounded like high noon in a factory town, and revealed the fact

that three old wheelmen had started off on a twenty-five-mile trip without a single oil can between them.

Smith is cultivating a new crop of epidermis upon his nose, Brown is doctoring the blisters upon his palms, and Jones, by a liberal application of ice and towels, is reducing the temperature of his fiery head. IXION.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Diltwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending* 10c. *to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

SPECIAL NOTICE.

THE GRAND PARADE of the League starts from Trinity square, Monday, 30 May, at 10 A. M.

ALL wheelmen are cordially invited to join in it, and will be given positions.

THE ANNUAL MEETING of the League will be held at Bumstead Hall (under Music Hall), at 2.30 P. M., 30 May. Only members will be admitted to the floor of the hall.

BADGES may be ordered (to be delivered at officers' headquarters, 28, 29, or 30 May) of the undersigned. Orders must contain $2.00 for silver, or $1.00 for plated badges; and *the League number must be given, or* the date of publication of name in the WORLD.

PARTIES WHOSE NAMES were published in WORLD of 13 May, or who have not obtained certificates of membership, may call for certificates at officers' headquarters, Brunswick Hotel, 28, 29, or 30 May.

APPLICANTS FOR MEMBERSHIP whose names were published too late for admission to the League before 30th, will be favored in Meet and Meeting.

MEMBERS REMITTING MEMBERSHIP FEES for 1881 and 1882, will please retain old certificate, as the new one will be issued by the new officers and cannot be sent out at once.

Let every member make every effort to be present, and to bring as many wheelmen as po sible with him.

ALBERT S. PARSONS,
Cor. Sec'y L. A. W.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

ROCKINGHAM BI. CLUB, PORTSMOUTH, N. H. — Additional: Frank J. Philbrick, 36 Market street; George M. Ayres, Post-office; William C. Denny, Portsmouth Plains, — all of Portsmouth, N. H. These names should have appeared 13 May, but were mislaid.

ÆOLUS BI. CLUB, WORCESTER, MASS. — Edward F. Bisco, 448 Main street; Geo. A. Smith, 425 Main street; Chas. H. Banister, 389 Main street; Frank E. Higgins, 284 Main street; Fred. E. Pollard, 421 Main street; Harry S. Myrick, 6 Foster street; Frank H. Goddard, 4 Portland street; Geo. W. Brooks. 20 Crown street; Louis A. Tarlton, 619 Main street; Burton H. Wright, 240 Main street; Chas. A. Gate, Millbury, Mass.; Henry P. Murray, 241 Main street, — all of Worcester, Mass., except as noted.

BUFFALO BI. CLUB. — Additional: C. S. Dakin, 126 Cottage street, Buffalo, N. Y.

CORRECTION — F. J. Nichols, of Poughkeepsie Bi. Clnb, is a resident of Rochester, N. Y.

CONSULS APPOINTED. — Samuel Ames, Oil Exchange, Titusville; Geo. H. Morehead, Bissell avenue, Oil City; H. R. Barnhurst, residence West 6th street, business Starns's Manufacturing Company, Erie, — all of Pennsylvania.

Geo. E. Dorr, banker, Greenwich; E. K. Austin, 55 Putnam avenue, Brooklyn (for Kings County Wheel Club); Dr. A. G. Coleman, Canandaigua; Dr. F. L. R. Chapin, Glen's Falls, — all of New York.

Karl F. Miller, Massillon; M. F. Richards, residence 50 Madison street, business 218 Summit street, Toledo; C. J. Pratt, Painesville, — all of Ohio.

Arthur W. Childs, at post-office, Brattleboro, Vermont.

UNATTACHED, — C. T. Aldrich, Ashland, Mass.: Frank Watson, Canandaigua, N. Y.; Chas. S. Clifford, Dever, N. H.; Leon J. Denton, Tecumseh, Mich.; John S. Webber, Jr., Gloucester, Mass.; Joel A. Jos in, Newburg, N. Y.; Thomas Haviland, Newburg, N. Y.; Gustaf Rytzell, Derby House, Boston, Mass.

BICYCLE TOURING CLUB

THE BICYCLE TOURING CLUB, as the International organization of wheelmen amateurs, occupies a similar position in relation to kindred athletics that Freemasonry does to other kindred societies. Wherever the wheel rolls the "B. T. C." is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world, where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over four thousand names which are already to be found on its roll of membership.

The annual fee is two shillings and sixpence (about 62½ cts.), and there is no initiation fee except the cost of the club badge in silver, which is six shillings and sixpence (say $1.62½).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the chief consul direct, who will forward same to the executive in England.

Application for membership should be accompanied by a P. O. O. for $2.50, which will cover the cost of International P. O. O, of silver badge, and of membership ticket.

To avoid difficulties as to amateurship, all applications from unattached wheelmen must be countersigned by a member of the B. T. C.

During the L. A. W. Meet of 1881, B. T. C. headquarters will be temporarily established at the

ST. BOTOLPH,

TREMONT, COR. OF DOVER ST., BOSTON,

which will be open to members and their friends only, on the 28th, 29th, 30th and 31st insts.

ON THE 29th INST., AT 10.30 A. M.,

B. T. C. members are invited to join the chief consul at headquarters, for a run into the country and return.

ON THE 31ST INST., AT 8 P. M.,

it is intended to hold an ENGLISH SMOKING CONCERT at headquarters, to which B. T. C. members can obtain a limited number of tickets for their friends, by applying to FRANK W. WESTON,
Chief Consul U. S. A.

SAVIN HILL, DORCHESTER.

LADD *v.* ALLEN ET AL.

THIS was an action on the case, to recover damages for a fractured wrist and other injuries occasioned by being thrown from a carriage, in consequence of a horse being frightened by bicycles on which defendants were riding along a public highway. The action was begun in the fall of 1880, and brought to trial at Exeter, N. H., in the Supreme Court, sitting for Rockingham County at the April Term, 1881, before Mr. Justice Lucius W. Clarke, and a jury. Messrs. Lane & Copeland were counsel for the plaintiff; Marston & Eastman for the defendants. The plea was general issue. Damages were claimed in $3,000.

It appeared in evidence that the defendants, Ethan Allen and two other students of Phillips Academy, were riding in a street of Exeter in November last. At that time the plaintiff, Miss Jennie Ladd, was in a buggy to which a horse was attached, standing in the same street near a horse, and was talking with a lady friend in the doorway. The defendants were riding bicycles in line, one after the other, at a speed or four or five miles an hour, and when the forward man arrived within about seventy-five feet of the team, the horse became frightened and the defendants immediately stopped and dismounted; but the horse turned about, and threw the plaintiff out. As soon as the horse became frightened, the plaintiff lost her presence of mind, dropped the reins, and stood up in the carriage. Counsel for plaintiff maintained that riding bicycles was an improper use of the public highways; that the injury to the plaintiff was caused by their presence thereon; and that they were liable for damages for any injuries caused by them while riding in the highway. Counsel for the defendants contended that the defendants had the same right to use bicycles on the highways as they had to use other carriages, and that the only questions were, whether they were or not in the exercise of ordinary care in their use, and whether the plaintiff was in the exercise of ordinary care and prudence in the management of her horse.

The Court charged the jury that the defendants had the right to a reasonable use of the public highway with any sort of a carriage; that it was a question of fact for the jury to find whether the riding of bicycles on that particular street, at that time, and considering all the circumstances, was such a reasonable use of the highways; and submitted three questions of fact for the jury to find: *First*, whether the use of bicycles by the defendants at that time, and in that street, and considering all the circumstances, was a reasonable use of the public highway? *Second*, whether there was any want of due care on the part of defendants, which occasioned the accident? *Third*, whether there was any want of due care on the part of the plaintiff in the management of her horse, which occasioned or materially contributed to the injury?

The jury found for the defendants on these points, and rendered a verdict "not guilty"; and judgment was entered for the defendants accordingly.

[NOTE. The case of which the foregoing is a report excited great interest in New Hampshire and elsewhere, and the decision of it is one that may be referred to as a useful precedent; inasmuch as it was tried in a Supreme Court, before a distinguished judge holding one of the highest judicial positions in his State, and a disinterested jury drawn from a county in which bicycling has not yet become very general, and where none of the jury were wheelmen. Although the trial was at *nisi prius*, it is about as near "the decision of a Supreme Court" as we are likely to get in favor of the rights of wheelmen; since all the courts know and administer the law, and there can be no sufficient doubt of the law to carry the question of the rights of wheelmen to use the streets up to a full bench, purely as a question of law. I am indebted to Gen. Gilman Marston, defendants' counsel, for an account of the trial in detail, from which the foregoing report is prepared.] C. E. P.



A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.
A. J. PHILBRICK & CO.,
SALEM, MASS.

BICYCLE UNIFORMS.

All the requirements of the Bicycle League for Uniforms can be found at Oak Hall, Boston. We have just received a full line of Bicycle Stockings, in Navy Blue, Seal Brown, Bottle Green, Steel Gray, Light Gray, and Crimson — all sizes.

We have also manufactured and have in Stock, Canada Gray Homespun Blouses and Breeches.

Also, all Colors in Corduroy Bicycle Hats and Helmets, according to pattern adopted by the League in Blue, Brown, and Gray.

Send for Sample Card and Rule for Self Measurement.

G. W. SIMMONS & SON,
Oak Hall,
32 to 44 North Street.
BOSTON.

DIRECTORY
OF
BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, Etc.
ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY,
Union Hall,
135 Broad Street.

The Keel Schooner Yacht
"MIST"
(See BICYCLING WORLD, Vol. II page 7),
IS FOR SALE.

Four berths in cabin, two large double-bedded state-rooms amidships, six feet headroom in cabin, new sails, and the Yacht completely found, furnished and equipped, No handsomer, more comfortable or abler boat in these waters. Apply to

FRANK W. WESTON,
SAVIN HILL - - - - - BOSTON.

(Sole cause of selling, intend to do a bicycle tour in England every summer.)

FOR SALE!

A 56-inch Royal Challenge, all plated, except felloes, has not been ridden 50 miles; can be seen on the League Parade by applying to

F. B. CARPENTER.
Crescent Bi. Club,
OR
13 CENTRAL STREET, BOSTON.

THE SECOND ANNUAL
ENGLISH TOUR.
1881.

It is intended that the party for this tour shall leave about the 16th of July, and return about the 20th of September. The route will be slightly altered from that of last year. The cost, which includes first-class cabin passage each way, and hotel bills on the tour, will be

$265.00.

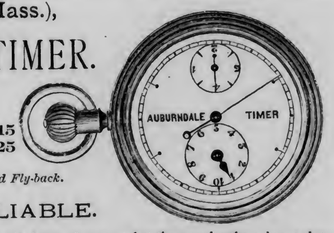
Circulars with full particulars will be ready on the 11th of June, and can be obtained on application, enclosing stamp for reply to

FRANK W. WESTON,
B. Bi. C., B. T. C., L. A. W. etc.
SAVIN HILL, Dorchester, Boston, Mass.

AUBURNDALE (Mass.),
CHRONOGRAPH TIMER.
In German Silver Case, Nickel Plated.

Price, plain $15
" split second..... 25

Three quarters size of watch, ½ or ⅕ second Fly-back.



ACCURATE AND RELIABLE.

Its size and form same as ordinary watch. It is the best and most perfect timer made; the only one that marks eighths of seconds. These timers add immensely to the interests of sports of all kinds, and are invaluable for scientific and mechanical purposes.

My split second is perfect in its accuracy; it enables the time to be taken of each one quarter of the mile as well as of the full mile or more. This repeated subdivision of time by the same instrument can only be accomplished by my Timer and by the highest priced of foreign Chronograph Watches.

ESPECIALLY ADAPTED TO THE USE OF BICYCLERS.

WILLIAM B. FOWLE, Boston, Mass., 4 Herald Bld'g, Maker.

My fine tenth of a second timer I make for delicate scientific purposes, to order only, of two sizes, — the one the size of the ordinary watch, the other the size of the marine chronometer.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

WM. M. WRIGHT
791 5th Avenue,
NEW YORK CITY.



BICYCLES
OF EVERY MAKE.
Bicyclers'
Sundries.
SECOND-HAND
BICYCLES
A SPECIALTY.

Send 1-cent Stamp for Circular.

THE BICYCLING WORLD.

A Weekly Newspaper

DEVOTED TO THE INTERESTS OF BICYCLING.

Edited by - - - LOUIS HARRISON.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water St., Boston, Mass.

Gentlemen:

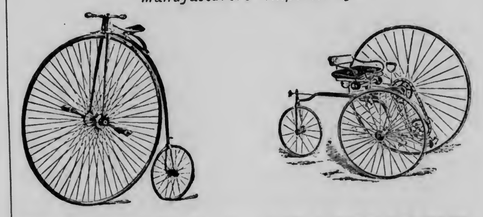
I herewith enclose Two Dollars, for which please send "The Bicycling World" for one year from.....188, to be mailed postpaid to the following address: —

Name,.....

Address,.....

BICYCLE EMPORIUM,
96 WORCESTER ST., BOSTON, MASS.

CHAS. R. PERCIVAL,
Manufacturers' Importer of



BICYCLES & TRICYCLES.

AGENTS FOR
AMERICAN ROADSTER TRICYCLE,
COVENTRY MACHINIST CO., of Coventry.

SPECIAL CLUB, CLUB AND GENTLEMEN'S,
HILLMAN, HERBERT & COOPER, of Coventry.

"SPECIAL PREMIER," and PREMIER,
JOHN HARRINGTON & CO., London, E. C.

"SPECIAL ARAB,"
"ARAB" and CRADLE SPRING.

ALSO AGENT FOR ALL MAKES OF

DEARLOVE'S LAMPS,
KING OF THE ROAD, COMPANION, COMET, ETC.

Lamphy & Brown's Suspension Saddles and Handy Tool Bags.

BICYCLES AND TRICYCLES
TO LET BY THE HOUR, DAY OR WEEK.

Open Evenings till 8 o'clock. Sunday till 7 o'clock.

SEND 3c. STAMP FOR CIRCULAR.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roaaster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

HICKLING & CO.

PATENTEES OF THE CELEBRATED

Rack-and-Pinion Brake, Undetachable Tires, Etc.

MANUFACTURERS OF THE

"London," "Timberlake" and "Berkshire" Bicycles,

TELESCOPIC TRICYCLE, ETC., ETC.

The "SPECIAL TIMBERLAKE"

Manufactured solely for Messrs. Cunningham & Co., Boston, Mass., will be found to be a thoroughly good and a very handsome machine; also one particularly suitable fo rough road riding. It has Double Ball Bearings, Hollow Forks, Detachable Cranks, Undetachable Tires, the Patent Rack-and-Pinion Brake, etc., and is mad e throughout o the best material that can be procured.

SPECIALTY FOR THE SEASON, 1881.

THE "PILOT" BICYCLE,

A high-class and highly finished machine, of a different pattern from the "London" and "Timberlake," and embodying all the most important of latest improvements, — Ball Bearings to both wheels, broad hollow front and back forks, dropped handles, *new spring with forward play and rubber bearing, etc., etc.* Descriptive Catalogue (containing Testimonials, etc.) free on application.

HICKLING & CO., MAIDENHEAD . . . ENGLAND.
{80 Queen Victoria Street, / 1 Moor Lane, Fore Street, / Sun Court, Milton Street,} . . . LONDON, E. C.

Agents, CUNNINGHAM & CO., 6 and 8 Berkeley Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

Louis Harrison, Editor. S. S. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 3 JUNE, 1881.

Volume III. Number 4.

[Vol. III. CONTENTS No 4]

Currente Calamo	37
The League Meet	39
The Parade	39
The Order of Parade	39
Business Meeting	41
President Pratt's Report	41
Report of Treasurer	42
Report of Commander	42
Election of Officers	43
The Dinner	43
Exhibition of Trick Riding and Club Drill	43
The Beacon Park Races	44
Western New York	44
Thrilling Experience with the Bicycle	45
The B. T. C. Explained	45

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

"BICYCLER'S RIDING SUSPENSORY."

Best thing ever offered to Wheelmen.

AFFORDS COMFORT! INSURES PROTECTION!

Simple in construction; and for quality of material, and superiority of finish, cannot be surpassed. Sent by mail on receipt of $1.00. We also make the "'CYCLIST'S RIDING BELT," of best Silk Elastic. Price $5.00. Send for Circular to ELASTIC HOSE CO., HIGHLANDVILLE, MASS.

CURRENTE CALAMO

WHEW!

IT is all over, thank G-oodness.

THE parade, an eminent success in every repect.

THE business meeting, a harmonious one; not too harmonious, but —

THE dinner, an enjoyable one, and a well-conducted feature of the great Meet.

THE evening exhibition of skill in riding and club drill, a pleasant and entirely successful entertainment.

NOW is the time for members of the entertainment committee, who have done the League work, their own work, and everybody's work, and received neither praise nor honor from those they so cordially received and so generously provided for, to congratulate each other.

NEARLY eight hundred men in line and no accidents.

THE Massachusetts Club turned out 38 men in complete uniform, thus taking the cake as to numbers.

WIRE-PULLING and punch were in order Sunday, 29 May, at the headquarters of various clubs. The Providence men had the best punch, the most punch, and the most hospitable manner of serving punch, but the wires did n't work.

TWO triocycles were in the parade and excited considerable attention. One was ridden by Mr. Burley, the inventor, and two companions, the other by three venerables, who carried no pennant, but a full-grown American flag.

MR. KINGMAN PUTNAM was, we understand, overcome by the heat during the day, but recovered towards evening.

THE League picture is "took." As many of the members as could be accommodated on the steps of the Natural History building were photographed by Mr. Notman, of this city, who secured so fine a picture of the L. A. W. at Newport last year. It was possible to keep the men in position, as they were packed in like so many sardines, but their musical proclivities could not be repressed. While waiting for the necessary preparation they sang, in good tune and bad time, everything from the National Anthem to "He's a jolly good fellow," the latter referring to President Pratt. Everybody who came within range of the instrument was peremptorily invited to "take a walk," and as they would step from the arena, the irrepressibles would give them a send-off in the shape of an accompaniment "left," "left," to the tune of their steps.

THE REPRESENTATIVES of the old Montreal Club were everywhere cordially greeted, and at the business meeting were enthusiastically applauded. They deserve all the praise they received, and much more beside.

WE MAKE

SPORTING GOODS

A SPECIALTY



And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices which we will send with rule for self, measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,

OAK HALL,

BOSTON - - - - MASS.

THE League provided for nothing, not even the arrangements for the parade or business meeting, — paid for nothing, from the squads of police who cleared the line of parade to the hall in which the dinner was held, or even the dinner of their invited guests, — hence everything was left to the Entertainment Committee. The thousand details to be attended to called out the executive ability of the men who possessed it, and brought to the front those men who could not only work but lead and direct the work. Prominent among these was Mr. Wm. B. Everett, of the Boston Club, who, after accepting the chair of the Reception Committee, relieved the Entertainment Committee of a vast amount of work. At the League dinner the effects of his efforts became apparent, and he was obliged to retire, overcome with fatigue. Messrs. Hodges and Shillaber, who had had charge of much that was done, also looked, and no doubt felt, weary and exhausted on the evening of 30 May.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, $2.50, $2.00, $1.00. Address

E. C. HODGES & CO., 40 Water St., Boston.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

FOR SALE LOW.

A 58 Royal Challenge, in good order, half nickelled. Price, $100.

CHAS. F. HANDY,
236 Westminster Street - Providence, R. I.

HENRY W. WILLIAMS,

Solicitor of American and European

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

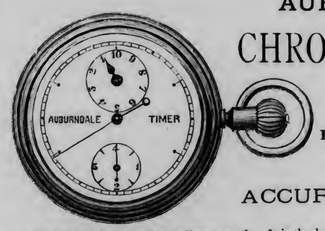
SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

AUBURNDALE (Mass.),



CHRONOGRAPH TIMER.

In German Silver Case, Nickel Plated.

Price, plain $15
" split second..... 25

ACCURATE AND RELIABLE.

Its size and form same as ordinary watch. It is the best and most perfect timer made; the only one that marks eighths of seconds. These timers add immensely to the interests of sports of all kinds, and are invaluable for scientific and mechanical purposes.

My split second is perfect in its accuracy; it enables the time to be taken of each one quarter of the mile as well as of the full mile or more. This repeated subdivision of time by the same instrument can only be accomplished by my Timer and by the highest priced of foreign Chronograph Watches.

ESPECIALLY ADAPTED TO THE USE OF BICYCLERS.

WILLIAM B. FOWLE, Boston, Mass., 4 Herald Bld'g, Maker.

My fine tenth of a second timer I make for delicate scientific purposes, to order only, of two sizes, — the one the size of the ordinary watch, the other the size of the marine chronometer.



RUBBER BICYCLE HANDLES.

RELIEVE ALL JAR.

Do not wear the hands. Send size of thread with order.

Wholesale and Retail prices sent.

ELASTIC TIP COMPANY,

157 Washington St., cor. Cornhill, Boston, Mass.

NOW READY!

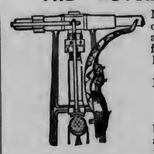
THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The 'Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harwards (Grip lever brake). No. 3. Harwards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 3 JUNE, 1881.

THE LEAGUE MEET

THE PARADE.

THE morning of 30 May opened bright with promise. The air was cool, with a slight breeze prevailing; the sky was cloudless, and the bicyclers — they were omnipresent. On Commonwealth avenue, near Hotel Vendome, a vast crowd of spectators gathered at an early hour, and as the time approached for the bicyclers to assemble, the throng became so dense that the police experienced the greatest difficulty in keeping space enough for the admission of the various clubs. At this time the buglets sounded merrily, and one after another long line of handsomely dressed wheelmen came up in good form, dismounted, and took the places assigned them. A few unattached men straggled around here and there in a vain attempt to find their division, the marshals flew back and forth, the mounted police dashed along the wavering line of spectators, the sun rose, also the dust, and soon nearly a thousand wheelmen were in a quiet state of bake.

The divisions, standing by their machines in the order of the parade, were at 10.45 A. M. reviewed by the Commander of the League, the commanders of divisions, and the marshals. Immediately upon their return, shortly after 11 o'clock, the bugle sounded the mount for the entire League, and in the best of order the clubs slowly wheeled into line, and by twos departed from the scene of the first review.

The pace, set by two inexperienced men chosen for the most unreasonable reasons, was of course too slow. Nothing but the delay in mounting protected the men in the rear from crowding upon the front of the line, and causing great confusion. Notwithstanding the slow and irregular pace set, the leading clubs passed through every difficult and crowded place with commendable skill, steadiness, and composure. The ruts and hollows of Chester Park passed in safety, Columbus avenue, with its perfect track but overcrowded, dangerous condition, next presented itself.

At Chandler street, the president, commander, and staff dismounted, and allowed the wheelmen to pass by in review.

From the station whence the review on wheels was had, the spectacle was a beautiful and impressive one. As far as the eye could reach in either direction, the streets were thronged with people, with carriages, and the houses gay with bunting and flags. At the head of the line came the Bostons, the oldest club in the country, and the first to join the League of American Wheelmen. They were lead by Captain Hodges.

In its ranks were the president of the League, the chief consul of the Bicycle Touring Club of England, the editor of the WORLD, and probably the most venerable bicycler in the country. Their handsome dark-green uniforms, set off by a silver star and white whistle cord, were among the most attractive in the line.

Following next, in the finest form, came the New York Club men, whose Captain Munroe stood reviewing the League members as their commander.

The Massachusetts men, in their attractive dark-blue costumes, turned out a large number of men, and by their good discipline and fine conduct won general respect. The New Havens came next, and after them the famous Essex Club, with their well-known champion riding in the front. Among the clubs following were the Manhattan, of New York, from whose membership came the League recording secretary and some of the fastest racing men in the country, the ever-hospitable and popular Providence Club, both of the Hartford clubs in excellent form, and the large bodies of men in the Chelseas and Walthams.

Pennant after pennant in every color, from rich crimson to white silk, passed on, and soon the irregular movements of some of the undisciplined announced that the great unattached had arrived.

The route was a well-selected one, but the crowds could not be restrained along the line, and in many cases nothing but the skill of the riders prevented accident. At the corner of Dartmouth street and Commonwealth avenue, and at the corner of Chester Park and Columbus avenue, the space for turning was always narrow, and very frequently, after the departure of one club and just before the arrival of another, it would be filled with people. The parade was managed creditably, in view of the inexperience of the leaders in handling so large a number of wheelmen, and passed off without serious accident of any kind.

THE ORDER OF PARADE.

UNIFORMS DESCRIBED.

Commander — C. K. Munroe, of the New York Club (blue badge, with silver C in wreath).

MARSHALS.

(WHITE BADGE, GOLD LETTER M.)

Colonel Albert A. Pope, of the Boston Club.

Captain William M. Wright, of the Mercury Club, New York.

Captain A. B. Turner, of the Crescent Club, Boston.

Philip Timpson, of the Manhattan Club, New York.

A. Ely, Jr., of the Cleveland (Ohio) Club.

W. A. Tufts, of the Westbourne Club, London, England.

J. S. Webber, of the Gloucester (Mass.) Club.

E. J. Warring, of the Keystone (Pittsburg, Pa.) Club.

Bugler, J. Frank Burrill, of Manhattan Club.

FIRST DIVISION.

Division commander, E. C. Hodges (crimson badge, with gold letter D).

Boston Bicycle Club, 26 men. Captain, E. C. Hodges; first lieutenant, N. T. Kidder; second lieutenant, A. L. Woodman; color-bearer, G. Q. Woodward; bugler, H. S. Kempton. Uniform, dark-green suit throughout, jacket, pants and stockings; New York Club cap; "B. I. C." embroidered on collar; badge, silver star; white whistle-cord. Colors, red, white, and blue.

New York Bicycle Club, 14 men. Captain C. K. Munroe, commander of the League; first lieutenant, R. R. Haydock, acting captain; second lieutenant, C. B. Vaux; surgeon, J. Mears. Uniform, cadet gray, trimmed with black and red; emblem in cap, a winged wheel. Colors, black and red.

Massachusetts Bicycle Club, 38 men. Captain, E. W. Pope; first lieutenant, C. P. Shillaber; second lieutenant, W. S. Slocum; bugler, J. T. Dyer; standard-bearer, H. M. Pope. Uniform, dark-blue throughout, consisting of patrol jacket, knee-breeches, stockings, and dark-blue helmet. Colors, crimson.

New Haven Bicycle Club, 13 men in line, 24 in town. Captain, S. A. Marsden; first lieutenant, F. C. Tuttle; second lieutenant, F. W. Hinman; bugler, J. H. Parish; surgeon, Dr. Rust. Uniform, blue short coat with braid trimmings, white opera flannel shorts breeches, blue stockings, blue polo cap with club monogram on front. Colors, red and blue, with name and date of organizations; machines mostly Harvard Roadsters, all nickel, and three American Roadster tricycles.

Essex Club, of Newark, N. J., 11 men.

Captain, L. H. Johnson; senior sub-captain, R. C. Bedell. Uniform, light-brown suit throughout, English cut, with dark seal-brown stockings, and polo cap with monogram. Colors, light blue and maroon.

Philadelphia (Pa.) Bicycle Club, 3 men. Captain, H. R. Lewis. Uniform, gray shirt and knee-breeches, with dark-gray helmet. Colors, red and blue.

Crescent Bicycle Club, Boston, Mass., 24 men. Captain A. B. Turner, acting marshal; first lieutenant F. B. Carpenter, acting captain; second lieutenant, W. D. Mandell; bugler, H. W. Keyes. Uniform, polo cap with monogram in front, white flannel shirt, dark corded blue stockings, white belt, badge, crescent and monogram. Colors, navy blue, silver, and gold.

Saratoga Bicycle Club, Saratoga Springs, N. Y., 2 men. Acting Captain A. R. McNair, secretary. Uniform, dark blue throughout, consisting of shirt, knee-breeches and stockings, blue cap and low shoes. Colors, dark blue.

Chelsea Bicycle Club, 33 men. Captain, Charles E. Walker; sub-captain, Charles H. Fowler, Jr.; first lieutenant, J. F. J. McBrown; second lieutenant, J. H. Eustis. Uniform, seal-brown corduroy breeches, white flannel shirts, seal-brown polo caps, with monogram, seal-brown stockings. Colors, cardinal and brown.

Germantown Bicycle Club, Philadelphia, Pa.; 9 men. Captain, J. Pennell. Uniform, blue polo cap, gray shirt, dark-gray breeches and blue stockings, monogram on cap. Colors, black and yellow.

Worcester Bicycle Club, 17 men. Captain, Fred. S. Pratt; sub-captain, Walter V. Barnes; bugler, E. K. Hill. Uniform, green blouse, light-green Yale shirt, green knee-breeches, dark-gray stockings. Stanley helmet, same color as coat and pants. Color, cardinal.

Yonkers, N. Y., Bicycle Club, 7 men. Captain, S. B. Hawley; first lieutenant, H. O. Tallmadge; bugler, John Upham. Uniform, blue shirt and stockings, mottled brown corduroy coat and knee-breeches, with club letters on polo cap. Colors, crimson and gold.

Wilkesbarre (Pa.) Bicycle Club, 7 men.

Marlboro Bicycle Club, 7 men. Captain, L. T. Frye; sub-captain, George Whittaker. Uniform, blue caps, gray shirt and knee-breeches, blue stockings. Color, blue.

Louisville (Ky.) Bicycle Club, 4 men. Acting captain, H. Beddo. Uniform, blue knickerbockers, shirt, stockings and helmets. Colors, red and white.

Buffalo (N. Y.) Bicycle Club, 9 men.

Detroit Bicycle Club, 1 representative, and that one a good one.

Capital Club of Washington, D. C., 3 men. Uniform, dark-blue throughout. Colors, dark blue.

Hartford (Conn.) Wheel Club, 11 men. Captain, Clark Lawrence. Uniform, gray shirt, braided with blue, seal-brown corduroy pants and cap, gray stockings, monogram on cap. Color, blue.

Brattleboro (Vt.) Bicycle Club, 3 men. Acting captain, A. W. Childs. Uniform, white flannel shirt, dark knickerbocker pants, blue stockings, white flannel hat.

Brooklyn (N. Y.) Bicycle Club, 8 men. Captain, W. F. Gullen; first lieutenant, W. T. Wintringham. Uniform, blue throughout, trimmed with braid, polo cap with silver monogram. Colors, cherry and black.

Keystone Bicycle Club, Pittsburg, Pa., 1 man.

Montreal, Canada, Bicycle Club, 5 men. Captain, C. J. Sidney. Uniform, dark-blue throughout, helmet with emblem consisting of a beaver and monogram. Colors, blue and white.

Rockingham Bicycle Club, Portsmouth, N. H., 14 men. Captain, C. A. Hazlett; first lieutenant, C. A. Davis; second lieutenant, George M. Ayers. Uniform, blue coat, pants, and stockings, white cap. Colors, scarlet and white.

Portland Bicycle Club, 5 men. Captain, Henry R. Stickney; first lieutenant, Frank Larrabee; second lieutenant, F. N. Weeks. Uniform, blue flannel coat, shirt, knickerbockers and stockings. Colors, red and blue.

Hartford Bicycle Club, 11 men. Captain, R. C. Wander; senior sub-captain, F. C. Billings; junior sub-captain, H. S. Redfield. Uniform, gray shirt and breeches, blue stockings, blue cap with silver monogram. Color, blue.

Tricycle, owned by Col. Pope of the Pope Manufacturing Company, ridden by 3 men, carrying United States flag.

SECOND DIVISION.

Division commander, Kingman N. Putnam of New York. (Crimson badge, with gold letter D.)

Aids — D. G. Rogers, H. C. Reed, of Milwaukee.

Bugler — Neilson Howard (white badge).

Providence Bicycle Club, 20 men. Captain, W. H. Richmond; first lieutenant, J. A. Corse; bugler, Charles Howard. Uniform, drab corduroy knickerbockers, white shirt, black polo cap, with letter P embroidered in gold, and blue stockings.

Menotomy Bicycle Club of Arlington, Mass., 7 men. Captain, Parmenter. Uniform, dark blue.

Framingham Bicycle Club, 6 men. Captain, George L. Hatch. Uniform, dark-blue knickerbocker pants and stockings, and gray shirt and hat.

Manhattan Bicycle Club, of New York, 18 men. Captain, P. F. Bruner; first lieutenant, R. Underhill; second lieutenant, R. Hurry. Uniform, seal-brown jacket and stockings, gray corduroy pants and cap, monogram in wheel on front of cap.

Hermes Bicycle Club, Providence, R. I., 18 men. Captain, W. T. Nicholson, Jr.; first lieutenant, Frank Mauran, Jr. Uniform, gray knickerbockers, blue stockings, white hammock hat, letter H in silver.

Chicago (Ill.) Bicycle Club, 3 men. Acting captain, George H. Craig. Uniform, gray knee-breeches and stockings, white shirt, and helmet hat.

Waltham Bicycle Club, 25 men. Captain, C. W. Sewall; first lieutenant, L. G. Staples. Uniform, gray knickerbocker suit, New York Club cap, with silver shield marked Waltham.

Two tricycles were ridden by members of the Waltham Club.

Haverhill Bicycle Club, 8 men. Captain, C. H. Goodwin; first lieutenant, Tenny White. Uniform, gray shirt and pants, blue stockings, and blue hammock hats.

Brockton Bicycle Club, 18 men. Captain, F. H. Johnson; first lieutenant, W. B. Swett. Uniform, navy blue throughout; cap, with Maltese cross in silver, bearing monogram "B. B. C."

Albany (N. Y.) Bicycle Club, 8 men. Captain, —— Scattergood.

Baltimore (Md.) Bicycle Club, 2 men. Captain, —— ——.

Milwaukee (Wis.) Bicycle Club, 2 men. Captains, Rogers and Reed.

New Britain (Conn.) Wheel Club, 5 men. Captain, W. A. Dwight; first lieutenant, George W. Corbin. Uniform, dark-green stockings and pants and gray shirt and cap.

Roxbury Bicycle Club, 11 men. Captain, John R. Heard; first lieutenant, C. E. Lord. Uniform, gray shirt and pants, blue stockings and cap, with winged wheel in silver, letters "R. Bi. C."

Lennox Bicycle Club, New York, 4 men. No officers. Uniform, blue coat, stockings, and cap, and gray pants.

Mercury Bicycle Club, New York, — variously given from 2 to 8 men. — Lieutenant T. E. Brown, Jr., acting captain. Uniform, gray corduroy pants, blue stockings, shirt, and skull-cap, with wings worked in gold on either side of cap.

Columbia Bicycle Club, North Attleboro, 12 men. Captain, Thomas Bell. Uniform, light-brown stockings and dark-brown coat, pants, and cap.

Star Bicycle Club, Lynn, 15 men. Captain, A. W. Fuller; first lieutenant, Frank Winship. Uniform, gray pants, white shirt, blue stockings, and gray hat, with star in blue.

Pequonock Wheel Club of West Bridgeport, Conn., 4 men. E. J. Morgan, acting captain. Uniform, blue corduroy coat, pants, and hat, red stockings, silver monogram "P. W. C." on cap.

Hawthorne Bicycle Club, of Salem, 12 men. Captain, L. C. Packard. Uniform, white shirt, blue knickerbockers, stockings, and helmet.

Stoneham Bicycle Club, 10 men. Captain, H. F. Sheldon; first lieutenant, Homer Hay. Uniform, blue pants, and caps with gold band, and gray shirts and stockings.

Middlesex Bicycle Club, of Malden, 10 men. Captain, C. R. Winslow. Uniform, drab pants, white shirt, light-blue stockings, tennis shoes, and drab cap with monogram "M. X." on front.

Kings County Wheel Club, Brooklyn, 2 men. President, George F. Brown; captain, John Clark. Uniform, seal-brown stockings, corduroy pants, polo cap, and gray shirt.

Massachusetts Agricultural College, Amherst, Mass., 4 men. Captain, A. Whittaker. Uniform, brown shirt, cap, and pants, and cardinal stockings and belt.

Lawrence Bicycle Club, 10 men. Captain, R. F. Manders; acting first lieutenant, E. E. Branch. Uniform, blue pants, cap, and stockings, white shirt; "L. Bi. C." in gold letters on cap.

Waterbury (Conn.) Bicycle Club, 4 men. Captain, —— Hamilton.

Pequot Bicyle Club, New Haven, Conn., 4 men. Captain, F. S. Newcomb. Uniform, gray coat and pants, brown ribbed stockings, and white cap.

Amherst Bicycle Club, Amherst College, 5 men. Captain, B. Blatchford. Mixed uniform.

Susquehanna Bicycle Club, Susquehanna, Pa., 2 men. Captain T. A. Hayward; president, F. A. Miller. Uniform, brown stockings, tennis shoes, gray pants and coat, and light-brown helmet hats.

Æolius Wheel Club, 11 men. Captain, Theodore P. Brown. Uniform, blue knee-breeches, stockings, and hat, and white shirt.

Syracuse Bicycle Club, Syracuse, N. Y., 2 men. Captain, W. H. Olmsted. Uniform, seal-brown corduroy knickerbocker pants and hat, dark-brown stockings, and gray shirt.

Canandaigua Bicycle Club, Canandaigua, N. Y., 2 men. Captain, A. G. Coleman. Uniform, dark-gray corduroy pants, light gray shirt, brown stockings, and gray hammock hats.

THIRD DIVISION.

Division commander, S T. Clark, of Baltimore. (Crimson badge, with gold letter D.)

Aids — Edmund Putnam, of Beverly; J. L. Ayer, of Boston; R. A. Fairfield, of Saco, Me.; and N. Tyler Morse, of Beverly, Mass.

The third division was composed of unattached bicyclers to the number of 137. In this division, besides many bicyclers representing clubs in Beverly, Andover, Buffalo, Lima, O., Tremont, O., Waterbury, Conn., Smithville, N. J., Worcester, Gloucester, Milford, Dedham, Salem, and Somerville, Mass., were the following organizations: —

Thorndike Bicycle Club, of Beverly, Mass., 12 men. No officers. Uniform, gray suit throughout, helmet hat.

Harvard Bicycle Club, Cambridge, 12 men. Captain, J. H. Taylor; acting first lieutenant, R. B. Moffat. Uniform, dark-blue trousers, white shirt, gray cap, silver letters "H. B. C." on front.

Phillips Bicycle Club, Phillips Academy, Andover, Mass., 12 men. Captain, J. W. Atwood; first lieutenant, E. J. Phelps. Uniform, dark-blue pants and stockings, white shirt, blue cap with silver trimmings and monogram "P. B. C."

Hub Bicycle Club, of Boston, 12 men. Captain, W. S. Tufts; first lieutenant, C. B. Mudge. Uniform, gray flannel suit, red stockings, gray flannel cap with red band, red belt.

Massachusetts Institute of Technology, 6 men. Captain, A. S. Pratt; first lieutenant, S. N. Munn. Uniform, gray pants, stockings, and cap, and white shirt.

BUSINESS MEETING.

THE president called the business meeting to order at shortly after 2.30 P. M. H. S. Kempton, of the Boston Club, was chosen recording secretary, *pro tempore*, in the absence of Mr. Burrill.

On motion of President Bates, of Detroit, the chairman selected the following gentlemen as a Committee on Credentials: Bates, of Detroit; Fairfield, of Chicago; Williams, of Boston; Green, of Providence; and White, of Hartford.

On motion of F. W. Weston, a committee of five on nomination of officers was chosen by the chairman, as follows: Weston, of Boston; Hazlett, of Portsmouth; Moran, of Ky.; and Capt. McNare, of Saratoga.

On motion of Cor. Sec. Parsons, spectators, not members of the League, were admitted to the meeting.

During the retirement of the committees, Wm. B. Everett, of Boston, addressed the meeting as follows: —

"We all sincerely regret that the president will not serve again; and as Mr. Pratt has, I understand, positively refused to accept the nomination for the presidency for the coming year, I have, gentlemen, a name I wish to put before the nominating committee, which I think all will agree upon: a gentleman thoroughly known, and always found a cordial, genial friend, and all that a gentleman can be, and a practical business man. I take pleasure in announcing the name of A. G. Carpenter." [*Prolonged applause.*]

"In regard to the vice-president, it is well known that the present vice-president has been ill for a year and will not accept renomination. We desire very much that the officers of the League shall be distributed as much as possible through the different States. I will name a gentleman who I think is fully competent to take the place of president should occasion require. I have the honor to present the name of J. M. Fairfield, of Chicago." [*Loud applause.*]

"For commander, I would present a gentleman who has done all in his power to make this Meet a success, a gentleman with whom you are all familiar, — Mr. E. C. Hodges." [*Loud and continued applause and cries for "Speech."*]

Mr. Hodges, in answer to the call, made a few remarks, thanking the gentlemen for their warm reception.

Mr. Everett continued with a few complimentary remarks, and offered the name of Kingman Putnam for the position of corresponding secretary.

S. T. Clarke, of Baltimore, was suggested for the position of recording secretary, and W. F. Gullen, of Brooklyn, N. Y., for treasurer.

Mr. Hurry, of New York, also offered a list of names for officers, as follows: President, C. K. Munroe, of New York; E. C. Hodges, Boston, commander; Mr. D. Wistar, treasurer; Mr. Marsden, corresponding secretary; and Mr. Burrill, recording secretary.

Mr. Parsons hoped that Mr. Pratt would consent to a renomination Mr. Bourn, of the Manhattan Club, hoped the whole ticket of last year would be re-elected.

PRESIDENT PRATT'S REPORT.

Gentlemen of the League: It is made by the rules of this association my duty, in returning into your hands the charge of filling the office of president, to make a report at this annual meeting. I regret that an illness during the past week has prevented my carrying out some good resolutions, among them that of preparing a written report for this meeting. I am therefore obliged to give you an extemporaneous one, which I will try to make as brief as possible.

The League of American Wheelmen is now substantially organized. A year ago we effected a partial organization at Newport, under what circumstances most of you are aware. It was not, however, until the September meeting of the board of officers that the organization was in any sense completed. It was not until then that we had a code of rules for the government of the business of the League; it was not until then that any provision was made for the appointment of consuls; it was not until then that any of those distinguishing marks of the League were adopted, with which all have become so familiar: and hence it is true that the League has not been organized yet for a year, and yet I am happy to report, as one of the items (if I am not correct, I hope the corresponding secretary will correct me), that notwithstanding the fact that we have not been organized for a year, we are able to meet to-day in a parade of the dimensions you have observed, with a membership of about 1,700. [*Loud applause.*]

The treasury of the League is not very plethoric: it was not to be expected that it would be in the first year, since we had not much money to invest in United States bonds, and all members of clubs, who joined in a body, were allowed a discount. Your treasurer will report that there are about $300 in the treasury. You will see that we have not been able to strike out and do a great many brilliant things, which the officers would have been glad to have done if the necessary funds were in the treasury. It is necessary in the first place to become organized; in the second place, to have funds of our own; and by and by, when we have become prepared on such points as these, we expect that the real work of the League will be something of which the present shows only a small beginning.

I may say that for this year the work of the board of officers and the work of the League has been substantially one. We have been endeavoring to perfect the machinery of the League. It is an organization which requires considerable wisdom in its management. To make this organization of clubs and unattached, scattered over such wide districts from Maine to California, and from Montreal to Tallahassee, is a matter that requires the best wisdom of any board of officers which you may select. [*Applause.*]

As I have said, we have so far been at work, mostly upon the organization we have obtained for the League — I was about to say a habitation; we have obtained for it a name and if it have no other habitation, it has one in the hearts of every wheelman on the American continent. [*Loud applause.*]

It was the intention of those who made and founded it a year ago, and it is shadowed forth distinctly in the constitution, that the promotion of wheeling in general was one of its objects. The promotion of wheeling that the League of American Wheelmen has been able to accomplish so far has led only in the direction of its annual parades, and in such other ways, less conspicuous, as the officers and members could promote it; but the officers have found in these quiet ways a great many opportunities for furnishing information, advice, and encouragement of the wheel, and in various other ways for promoting the cause of wheelmen. Up to this time the League has been unable to hold races under its auspices, because it could find no time and track that favored League races; it is to be hoped that the coming September will see a development in the League in that direction.

Another of the chief objects of the League was the protection of the rights of wheelmen. It has been difficult for the League to do all that it would like to do. It has been acting in the interim through the board of officers. That board has found itself with a small treasury and unable to incur wide expenses. The real opportunities for any aids, either in defence or aggression, have been very few during the year, when so wide an extent of country and varieties of communities are considered. The large number of wheels, already numbering 8,000 wheelmen riding in the United States and Canadas, make it a matter of congratulation, and it is a matter in which we as American citizens may well take pride that so few — not that none, but so few instances have required the backing of an organization to secure the rights or protect the rights of wheelmen. The first thing that the League was called upon to do was the securing of the rights from the Haddonfield Turnpike Co.

I may say also that in regard to securing some sort of recognition of the rights of wheelmen in Central Park, the League has taken some action already. It was suggested very strongly that the present Meet and parade should be held in New York City. At the time this was agitated in New York, it was impossible to secure any large concessions from the Park Commissioners. At that time and subsequently, as well as fruitlessly heretofore, attempts were made to secure recognition from the Park Commissioners, for a drive in Central Park. The local clubs prepared a petition, asking — oh, so small a piece! — just for ten feet wide on the east side, I believe, of the Park. [*Laughter.*]

The League came to their aid. The officers of the League prepared a petition with considerable care, and attached to it *verbatim* reports relative to the good character of bicyclers and reputableness of the sport itself that had been sent in by various city officers.

The expense of obtaining, printing, and presenting the opinions to the Park Commissioners of New York was borne by Col. Albert A. Pope. [*Applause and cries of "Speech."*]

Mr. Pope thanked the gentlemen present with a few appropriate remarks.

Mr. Pratt then continued, expressing a hope that the results of the petition would be favorable and be known quite soon. Referring pleasantly to the matters of uniform, badges, and so forth, he passed on to the matter of careful choice of the officers of the coming year, advising careful and considerate action in selecting them, and in conclusion said: —

"I wish to thank you, gentlemen, most cordially and heartily for the support you have given me as your president, and for the honors you have conferred upon me, for the tender private expressions I have received in many ways." [*Loud applause and three cheers.*]

REPORT OF DILLWYN WISTAR, TREASURER *pro tem.*, TO THE LEAGUE OF AMERICAN WHEELMEN. PRESENTED AT FIRST ANNUAL MEETING — BOSTON, MAY 30, 1881.

Dr.

1881.		
April 8.	To cash received from Ex-Treasurer Willoughby, on retiring..	$45 26
May 13.	To cash fee from applicant for admission (F. LeChapin)	1 00
" "	To cash received from Corresponding Secretary Parsons, as per his account of May 10, 1881, rendered	93 50
" 17.	To cash fee received direct from Wilkesbarre Bi. Club, for admission of 4 members to the L. A. W.....	2 00
" 23.	To cash fee received direct from Germantown Bi. Club, for admission of 16 names to the L. A. W.....	8 00
" "	To cash received to date inclusive, from 5 members, in payment of their 1881 dues	5 00
May 26.	To cash received from Corresponding Secretary Parrons, as per his account of May 24, 1881, rendered	$29 50
" "	To cash received to date inclusive, deposits for 53 silver badges, at $2	106 00
" "	To cash received to date inclusive, deposit for 46 nickel badges, at $1	46 00
" "	To cash received to date inclusive, deposits for 4 directors' badges at $2	8 00
Total		$344 26

Dr.

1881.		
May 26.	To balance, as per account stated	$218 56
Badges on hand, silver		27
" " nickel		8
" " directors'		35

Cr.

1881.		
May 18.	By cash paid to date inclusive, for treasurer's account books	$3 96
" "	By cash paid Richards & Co., of Boston, for 40 silver and 20 nickel badges	100 00
" "	By cash paid expressage on package of badges.	50
" 26.	By cash paid to date, inclusive, for printing, notices, etc	3 75
" "	By cash paid to date, inclusive, for postage..	3 19
" "	By cash paid to date, inclusive, for clerk hire,	4 00
" "	By cash paid to date, inclusive for engraving numbers on 103 badges issued, at 10 cts.....	10 30
Total		$125 70
By cash balance		218 56
		$344 26

E. & O. E.
DILLWYN WISTAR,
Treasurer pro tem.

Mr. Bates reported, for Committee on Credentials, list of delegates and names of unattached for use of the secretary.

Commander Munroe reported, extemporaneously, that races were not thus far successful, but promise to be in the near future. Several handsome badges in preparation. He thanked the captains of clubs and their commands for what they had contributed to the success of the parade, 30 May, 1881. He then proceeded to criticise very ably the methods of club drill and the lack of interest among members *in* club drill. He accredited the applause and attention received by some of the clubs in line to their discipline in club runs, and after describing the effectiveness of some very simple evolutions in club drill, recommended to those who desired to be more elaborate Upton's Cavalry Tactics. He concluded by gracefully thanking the League members for their support throughout the year.

Corresponding Secretary A. S. Parsons came forward, and after asking the indulgence of the League members until he could make a written report, deferred the latter until a future time. (It will be published probably in our next issue.) He made a few corrections of the figures representing the League membership, explaining that the first hundred of the numbers given out had been reserved for officers, and were but partially taken. He expressed a desire to have it understood that pressure of other business would oblige him to give up any idea of serving another year; and in his concluding remarks, wherein he explained the little delays in regulating the membership, he was generously applauded.

Mr. Everett came forward and said that he understood now that Mr. Pratt would consent to serve, in which case he would withdraw the name of Mr. Carpenter.

Mr. Hurry also withdrew the name of Mr. Munroe in favor of Mr. Pratt, remarking that he too had understood that Mr. Pratt would not serve another year.

Mr. Bourn then came forward and stated that his proposition to re-elect the present officers was based upon a belief that they and they alone could be beneficial to the interests of the New York wheelmen by obtaining the rights of the Park. The New York wheelmen wanted those rights, and to get them they needed the same representation in the League they had hitherto had.

Mr. Frank W. Weston, of the Nominating Committee, presented with great applause the following list of names for the officers of the League for the ensuing year: —

President, — Chas. E. Pratt, of Boston.

Vice-President, — J. M. Fairfield, of Ohio.

Commander, — E. C. Hodges, of Boston.

Corresponding Secretary. — Kingman Putnam, of New York, with a salary.

Recording Secretary, — S. T. Clarke, of Baltimore.

Treasurer, — S. H. Marsden, of North Haven.

It was then moved that the ticket be elected by acclamation, but the president ruled that it was contrary to the rules of the League, and a ballot for the office of president was taken, with the following result: Charles E. Pratt, 548; scattering, 16; total, 564.

On motion of Mr. Everett, the election of Mr. Pratt was made unanimous.

Before the result was announced, the nominating committee submitted a list of names for directors.

The following directors were then chosen by States: —

California — George H. Strong, San Francisco; G. Loring Cunningham, San Francisco.

Ontario — H. S. Blackburn, Ontario; S. W McMichael, Brantford.

Connecticut — S. A. Marsden, New Haven; T. B. Beach, Hartford.

District of Columbia — P. T. Dodge, Washington; Max Hausmann, Washington.

Illinois — A. W. McClure, Chicago; H. G. Rouse, Peoria.

Indiana — Harry Bates, Indianapolis; John O. Perrin, Lafayette.

Kentucky — O. W. Thomas, Jr., Louisville; C. W. Macklin, Frankfort.

Maine — C. H. Lamson, Portland; R. A. Fairchild, Biddeford.

Maryland — J. L. Tomlinson, Baltimore; Clymer White, Baltimore.

Massachusetts — Fred. S. Pratt, Worcester; E. C. Hodges, Boston.

Michigan — G. R. Osman, Detroit; A. J. Eiddy, Flint.

Missouri — F. M. Gifford, Edina.

New Hampshire — C. A. Hazlett, Portsmouth; Ernest F. Peavey, Farmington.

New Jersey — L. H. Johnson, Orange; George F. Smilee, Plainfield.

New York — W. F. Gullen, Brooklyn; J. O. Monroe, Buffalo.

Ohio — A. Ely, Jr., Cleveland; G. G. Kitchell, Cincinnati.

Pennsylvania — E. J. Waring, Pittsburg; J. Ferguson, Philadelphia.

Rhode Island — W. H. Richmond, Providence; A. G. Carpenter, Providence.

Vermont — W. S. Underwood, Brattleboro'; George E. Stevens, Burlington.

Wisconsin — Angus S. Hibbard, Milwaukee; F. G. Stark, Milwaukee.

Nova Scotia, New Brunswick, and Prince Edward Island. One director to be chosen.

Quebec — H. S. Tibbs, and one other to be chosen.

Manitoba — One director to be chosen.

The last-named are mentioned because they were newly added to the list at yesterday's meeting.

The secretary was instructed to cast the vote of the convention for J. M. Fairfield, of Chicago, for vice-president.

It was voted that the BICYCLING WORLD be the official organ of the League for the ensuing year.

After votes of thanks to the retiring officers, to the president, and to the city of Boston, for courtesies extended, the meeting adjourned until 7 o'clock.

Upon reassembling after dinner the convention proceeded to ballot for commander, the vote being declared as follows: Whole number of ballots, 421; necessary for a choice, 211; C. K. Munroe, 224; E. C. Hodges, 196; scattering, 1; and Mr. Munroe was declared elected.

The vote for corresponding secretary was: Whole number of votes, 381; necessary for a choice, 191; Kingman Putnam, 337; A. S. Parsons, 44. Mr. Putnam was declared elected, and the vote was made unanimous.

Vote for recording secretary: Whole number of votes, 311; necessary to a choice, 151; S. T. Clark, 191; J. Frank Burrill, 120: and Mr. Clark was declared elected, and the vote was made unanimous.

The Secretary was instructed to cast the ballot of the convention for Dillwyn Wintar, of Philadelphia, for treasurer.

After passing several votes of thanks the meeting adjourned, and the League members went in a body to Music Hall to see the exhibition of trick riding.

THE DINNER.

As the Boston bicyclers and their guests entered Music Hall, the grand organ pealed forth a stirring march. The men seated themselves *ad libitum*, or at the direction of members of the Entertainment Committee, and began without ceremony the table festivities. The contrast of the place, the surroundings, and the event itself were very striking. The afternoon sunlight came slanting through the upper windows, throwing into bold relief the figures representing those arts which have found in Boston a high development, and in the old hall some of their best expression. The mellow sunlight at one end, and at the other the dark rich colors of the great organ, were harmonious; but on the floor beneath, the variegated colors of the uniforms and the gay table decorations were too much of the earth, earthy, to seem in place. The music pealed forth gladly, or wandered through quiet little vales of harmony, at all times delightful in effect, but comparing curiously with sounds of rattling plate and glass, and the busy hum of male voices. The Boston Club men toasted the commander, their captain, and the Massachusetts men. The latter compliment was returned, and then the interchange of cordiality became general.

When the gray twilight stole into the great hall the noise diminished and quiet prevailed, when Capt. Hodges gracefully called the League president to the chair, and the president in his happiest manner called the distinguished guests and accomplished wheelmen to the floor.

The after-dinner speeches were of great interest, but cannot be reported in this issue. In our following number we hope to give them in full, together with other details not yet obtainable.

THE EXHIBITION OF CLUB DRILL AND TRICK RIDING.

THIS had been announced several weeks previous, but until the evening appointed nothing had been done to perfect arrangements. At the last moment, Mr. Chas. P. Shillaber, treasurer of the Entertainment Committee, and Louis Harrison, secretary of the same, went to work and made up a programme of volunteers. This was rendered imperative, as many seats had been sold to outsiders for the exhibition. The following account in the Boston *Post*, 31 May, is interesting, as it is given from a spectator's standpoint: —

"At Music Hall, in the evening, there was a very interesting exhibition of fancy

and trick riding. a good audience being in attendance. The first exhibition was fancy and trick riding by M. Chandler, of the Providence Club, Providence, R I. Some of his exploits were riding his machine side saddle; working the treadle with either foot; hanging entirely clear off his machine on one side and propelling it with one foot; standing jump on to the axle of the small wheel, and from there into the seat, and after a sharp run, bringing his machine to a full stop, with his feet supported in the spokes.

The second feature was a club drill by the Hermes Club, of Providence, R. I. They formed in first single file and then into twos, fours, back into single file, right fours into line, and executed numerous other movements, finally dismounting by throwing their feet over the handles and tipping up the rear wheel, alighting upon their feet. G. E. Allen, of the Hermes Club, Providence, R. I., next gave an exhibition of fancy riding. Throwing his leg over the handle and propelling his machine with the other foot; vaulting into the seat from a standstill; mounting and dismounting on one side while in motion, were some of his feats. He also accomplished one of the prettiest feats of the evening, which was picking up a handkerchief from the floor riding toward it at good speed, dismounting, letting his machine run alone, picking up the handkerchief and remounting before his machine stopped. This effort was loudly applauded. The Crescent Club, of Boston, gave a club drill. Prof. Rollinson, of Philadelphia, next came into the hall clad in a white linen duster and white stove-pipe hat, and showed the haps and mishaps which befall a young man when first learning to ride. In response to a recall he reappeared mounted upon an elegant nickel-plated machine, and rode a mile in 3 min. 31½ sec. Mr. Pressey, son of the inventor of the American Star Bicycle, a machine with the small wheel in front, next gave an exhibition of the peculiar qualities of the machine. He executed the various feats of balancing, etc., with perfect ease. The last riding of the evening was given by R. M. Smith, of the Capital Club, of Washington, D. C. Some of his exploits were jumping from a standstill into the seat with one leg thrown over the handle, and while riding at good speed balancing himself in a perfectly horizontal position on the tip of his machine. He closed his exhibition by riding standing in his seat in various ways. Mr. Louis Harrison, editor of the BICYCLING WORLD, was master of ceremonies, and everything went off smoothly."

THE BEACON PARK RACES.

As an entertaining preliminary to the League Meet, the Beacon Park Athletic and Driving Association offered gold and silver medals, first and second prizes, for dashes of quarter-mile, half-mile, one mile, and two miles, to be given at Beacon Park, Saturday, 28 May, at 2.30 P.M. The judges appointed were Chas. E. Pratt, E. W. Pope, and E. C. Hodges; clerk of the course, C. P. Shillaber; and timers, J. S. Dean, E. C. Churchill.

Promptly at the time appointed the contestants for the quarter-mile came upon the track, and took their places for a standing start; Lewis T. Frye, of the Marlboro' Club, at the pole. From the start, Frye, of Marlboro', Sewall, of Waltham, and Ashley, of Chelsea, led and came in preserving that order with the following time: First, 47½ seconds; second, 48¼; and third, 49 seconds.

In the half-mile dash, Chas. W. Sewall, of Waltham, drew the first place, D. Nash Mitchell the second, Walter O. Faulkner, of the Star Club, the third, and Lewis T. Frye the fourth. D. Nash Mitchell, who was riding with a cradle spring, was thrown at the first turn, but sustained no injury whatever. The race was taken by Frye in 1.42, Faulkner pushing him very closely on the home stretch, and coming in about one foot behind. Sewall, third, in 1.43.

Out of twelve entries for the one-mile dash, including L. H. Johnson and other well-known amateurs, only four appeared on the stretch: Wm. M. Woodside, Manhattan; C. S. Nauss, Waltham; Jos. Lafon, Manhattan; and Lewis Frye, in the order given, Woodside having the inside place. Woodside took the lead from the start and soon drew away from his competitors, until the race was his to a certainty on the second quarter. Messrs. Lafon and Nauss collided, and both fell, and Frye, who was leading them, fell also. Frye and Nauss remounted and finished the race, Frye taken the second place, Nauss riding with a broken pedal. Woodside made the mile in 3.36 3-4, and Frye in 4.13.

The two-mile race was an interesting one throughout. Faulkner, Frye, Woodside, and Sewall entered in the order given. The start was a standing one. Faulkner took the lead on the first lap, Frye following closely, with Sewall in the rear. On the second quarter, Faulkner still led, Frye dropping a little, and Woodside making an effort to pass him. On the third Sewall began to close the gap between him and third place, and when Woodside passed Frye, Sewall made a spurt and took third place.

In the fifth quarter Woodside began to push Faulkner, who still held the lead, and the three leaders bunched together closely. At the beginning of the sixth lap the three were side by side, and the struggle became exciting. Faulkner could not keep up the pace, and allowed Woodside and Sewall to go to the front. On the last quarter Sewall made another spurt, but Woodside pulled away easily and came in first, winning in 6.52 1-2; Sewall, second, in 6.54 1-2; and Faulkner, third, in 6.55 1-2.

The day was cloudy, but the air was temperate, and a gentle breeze prevailed. The track was in good order, but as the weather has been inclement for some time, was not in as good condition as it may be in the future. After the regular races Professor Rollinson made an attempt to beat 3.25 for one-mile dash, but made the mile in 3 37 1-2. The Manhattan, Providence, Waltham, Marlboro', Chelsea, New York, and other clubs were well represented among the spectators.

WESTERN NEW YORK.

CANANDAIGUA, the court-house town of Ontario County, boasts of numerous smooth roads, some of them macadamized, and several miles of well-laid flagstone sidewalks. The main street crosses the tracks at right angles, a few rods west of the railroad station, and followed a mile due south to the lake side, or a mile due north to the liberty pole. Turning westward from this point, on the afternoon of Saturday, 11 September, I rode two miles, and then another two miles, and then two miles and a half, ending at the railroad station in East Bloomfield, about the streets and sidewalks of which pleasant village I circled another mile before stabling my wheel for the night. A friend accompanied me in a carriage, or rather followed behind me on the road, except when a halt was made for the sake of consuming in common his supply of Delaware grapes; and we both returned home in the carriage a few hours later. On Tuesday forenoon following, having taken train to East Bloomfield, I rode in an hour from the station there to the brewery at the railroad crossing, say a quarter-mile west of the flag-pole in Canandaigua. The wind favored me, and though I made three brief dismounts, none were really needed in the six miles named. The course is nearly all up or down grade, however, and though some parts were very smooth, other parts were of that sort of red clay which hard rains render temporarily unridable. I was told in East Bloomfield that Rochester wheelmen had frequently ridden thither and reported comfortable roads. In the afternoon I found an excellent course for a mile beyond the steamboat landing at the foot of Main street, and I also went twice around the half-mile track at the trotting park, in 4m. 35 sec. This was the first occasion on which I ever tried to ride at speed for a given distance, and have the "time" accurately taken. I judge from the result, that on a smooth course I might perhaps make a mile inside of four minutes.

The next afternoon, at Niagara, I rode across the Suspension Bridge, nearest the Falls, and thence on the wooden sidewalks for three quarters of a mile to the Horseshoe Fall itself. Returning the latter part of my course, I kept along the west bank, over a road generally unridable because of stones and ruts, and after a mile and a quarter of this sort of travel, reached the old suspension bridge, which had just been newly floored. The planks having been laid crosswise and evenly fitted, offered a most tempting chance for indulging in brief bursts of speed. The other bridge is narrower, and its planks are laid lengthwise, and it is much more frequented by carriages and pedestrians; but the railroad bridge, at the time of my visit, seemed almost deserted, except by the occasional trains that rumbled above. I therefore flew swiftly across it a good many times, gazing up and down the river at the scenery, and enjoying to the utmost the novel sensation of "riding through the air," until the approaching darkness forced me to reluctantly enter the United States once more, and plod along the imperfect board sidewalk and rutty highways until I reached my hotel. The cyclometer's record for the afternoon was eight miles. The ruts worn in the macadam of many of the Niagara roads by the constant carriage traffic were a truly terrible phenomenon. In some places, if my memory serves, nearly a dozen of them stretched out for discouragingly long distances in regular parallels about a foot apart. The fun on the bridge, however, seems well worth the overcoming of such obstacles as stand in the way of it. It would be a truly enchanting place for a friendly trial of speed between two or three riders; say in a dash of two hundred and twenty yards, duly chalked off on the planks. The regular toll for a foot passenger at either of the bridges is twenty-five cents, and no extra charge is made when a bicycle goes with him.

Leaving the International Hotel in Niagara on the morning of 16 November, at about 9.30 o'clock, a ride of three quarters of a mile carried me beyond the canal bridge in the outskirts of the village. Thence I went southward without stop for sixteen and one half miles, in two and one half hours, having the wind against me all the way, and being slightly sprinkled with rain during the third half-hour. Most of the road is of very hard clay, which was rather rough; and beyond Tonawanda (where the bridge almost caused a dismount) there is a long, but not very steep hill, which is the only grade of importance between Niagara and Buffalo. I met at Black Rock with rather rough stone pavements, turned an angle to the right and then to the left, crossed the canal bridge with difficulty, and was then tempted to try the sidewalk, whose curb soon caused a dismount. I might have gone without stop to the city hall in Buffalo, three and one half miles farther on, and twenty miles from Niagara, had I, after crossing the canal bridge, stuck to the highway for a few rods, until I reached Forest street, the first on the left, then gone down this three fourths of a mile, over a tolerably smooth pavement, to the Lincoln parkway; up this to the right, and then on right branch to Bidwell parkway; then left at quite an angle down the avenue to the circle; thence at right angles on Porter avenue to Niagara street (thus far on perfect macadam); and down this on the flags of the left sidewalk to the city hall. Such is the route which I really did take after receiving instructions at Black Rock. Proceeding down Main street on the sidewalks, I reached the Mansion House four hours from the start, distance twenty-two and one quarter miles. After a stop until nearly four o'clock, I began a two-mile progress which carried me beyond the city limits to the shore of Lake Erie and the sand slough into which its overflowing waters have transformed the highway. For almost two miles little riding could be done, and the walking was often difficult. Just a little before reaching the Half Way House, I mounted again and went four miles, by excellent road, to Bay View House. After eight miles more of good riding, darkness overtook me; also an honest farmer, who said I might stay overnight at his stone house, a mile beyond. Thence, therefore, I walked, arriving at 7.30 o'clock, thirty-eight miles from the start at Niagara.

KOL KRON.

WASHINGTON SQUARE, N. Y., 25 April, 1881.

THRILLING EXPERIENCES WITH THE BICYCLE.

ONE afternoon last June, a young Kinderhook bicyclist, riding without help for the first time, was working his way down Albany avenue, when, much to his dismay, he perceived a lady friend (perhaps a particular one) walking up the street towards him.

Now this young tyro had his full share of human nature, and although fully conscious that he could manage his steed none too well, he was seized with a sudden desire to show his skill in the presence of this fair spectator. Recalling the advice of his instructor, who had told him "he could do anything on the bicycle if he would only believe he could," he prepared himself to ride boldly by her, and at the proper moment, with all the grace he could command, tip his nice little polo cap to her.

But his heart began to beat loud and quick, and in spite of his bold resolve, as the distance between them decreased the excitement of the young gallant increased.

Soon he began to waver. His eyes grew dim. What if, on removing his hand from the tiller, he should lose control of the machine, take a "header" and make a more extensive salute to his friend than he had intended? Would it not be safer to let the salutation pass — pretend he did not see her, or something of that sort — than run the risk of suffering an embarrassing and perhaps otherwise disastrous fall?

Such thoughts chased each other rapidly through his brain, but finally his pride conquered his reason, and his resolve above mentioned rendered him deaf to the dictates of prudence and caution.

The critical moment arrived. Our hero assumed — or thought he did — a look of perfect indifference, then, glancing aside at the admiring female, smiled, touched his cap, removed it, bowed very prettily, and endeavored to restore his head-gear to its proper place.

So far he had succeeded well. But unfortunately his polo was crumpled in his hand and resisted every effort to be replaced. He dared not remove his other hand, and his increasing excitement and haste only added difficulty to the undertaking.

The situation grew alarming. He lost his hold, and, still worse, his confidence in the management of the machine. His brain reeled. The bicycle sheered away to the side of the road, towards the fair person who unwittingly caused the whole trouble, struck a post, hurled its daring rider from his saddle and landed him at his lady's feet, clutching as with a death-grip his obstinate hat, and gazing wildly about him, — no doubt in an astronomical survey.

But to offset this mortifying experience, let us relate another feat which the same young man performed.

Several months after the scene we have just portrayed, one evening about dusk, our hero was riding with folded arms (for his confidence was now backed with skill), when, on entering Silvester lane, he saw ahead of him our heroine, for such we can call her now, proceeding this time in the same direction as himself.

The little episode on Albany avenue flashed across his mind, and he determined then and there to retrieve himself. He came up slowly and quietly from behind, and before our lady could offer either resistance or assistance, he leaned over for a moment and — kissed her, smack upon the lips. Then, instantly throwing his body back to a perpendicular position he rode away in triumph without in the least having lost his balance, — that is, his *physical* balance. — *Diamond.*

THE B. T. C. EXPLAINED.

IN the 26th number of the WORLD "Sugna" asks for information in regard to the qualifications necessary to become a member of the Bicycle Touring Club, and of the advantages to be obtained by an American in so doing. As a member of the B. T. C., I take the privilege of answering his queries. Any gentleman holding office in or being a member of a recognized amateur bicycle club, is eligible for membership. Unattached gentlemen may become members, (1) on the joint recommendation of any two members of the touring club, (2) on the joint recommendation of two officers of any amateur bicycle or other athletic club. The names of all candidates for membership are required to be published in the monthly circular. After thirty days, if no protest has been made by any member of the B. T. C., the candidate will rank as full member. To an American visiting England, it is desirable for him to join the B. T. C., as he is enabled to avail himself of the advantages offered by the club in the way of a reduction in hotel rates, and his ticket of membership will give him an introduction to the very gentlemanly consuls who are to be found in nearly every city and town in the country. The hand-book which is furnished to members contains a list of B. T. C. houses, names and residences of consuls, and a list of places where bicy-

cles can be repaired. To an American in the United States, with no immediate intention of visiting England, a membership to the B. T. C. offers few if any advantages, — no more than the L. A. W. can offer to an Englishman in his own country. In fact, the only reason an American could have in joining the B. T. C. is to express his good-will and fraternal feeling towards our English brethren, and for the purpose of knitting together more closely the two great organizations of the bicycling world, viz., the B. T. C. and L. A. W. For these purposes, and to return the compliment which some of the best known riders in England have paid us by joining the League, your money would be well spent; but as to any personal or pecuniary advantages, there are none which will not be afforded by the L. A. W. long before there will be enough members of the B. T. C. in this country to have any effective organization. I still keep and shall continue to keep my membership in the touring club, not because I can help them, or because they help me, but simply to show my appreciation of the kind manner in which the "fortunate five" were entertained on their tour last summer, by English riders generally, and B. T. C. men in particular.

LONDON W.

JUST ISSUED!

"INDISPENSABLE."

TRICYLISTS' HAND-BOOK,

Orders taken at this Office.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER, 628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.

NEW HAVEN.
AMERICAN BICYCLE CO. 98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD, Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO. 6 and 8 Berkeley Street.
C. R. PERCIVAL, 96 Worcester Street.
THE POPE M'F'G. CO. 597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT, 160 Fulton Street.
SCHUYLER & DUANE, 189 Broadway.

OHIO.

LIMA
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART, 813 Arch Street.

PITTSBURG.
COLUMBIA BICYCLE AGENCY, Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY, 236 Westminster Street.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprising an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

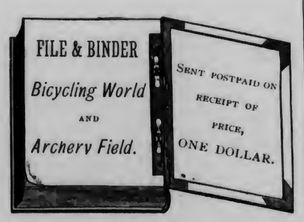
Grand National Association Meetings.

BY

MAURICE THOMPSON. WILL H. THOMPSON.

PRICE - - - - 50 CENTS.

Can be obtained at this Office.



STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

WM. M. WRIGHT

791 5th Avenue,

NEW YORK CITY.



BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.

Send 1-cent Stamp for Circular.

THE BICYCLING WORLD.

A Weekly Newspaper

DEVOTED TO THE INTERESTS OF BICYCLING.

Edited by - - - LOUIS HARRISON.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water St., Boston, Mass.

Gentlemen:

I herewith enclose Two Dollars, for which please send "The Bicycling World" for one year from ..... 188 , to be mailed postpaid to the following address: —

Name, ...

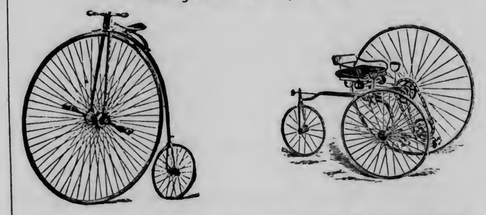
Address, ...

BICYCLE EMPORIUM,

96 WORCESTER ST., BOSTON, MASS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of



BICYCLES & TRICYCLES.

AGENTS FOR

AMERICAN ROADSTER TRICYCLE,
COVENTRY MACHINIST CO., of Coventry.

SPECIAL CLUB, CLUB AND GENTLEMEN'S,
HILLMAN, HERBERT & COOPER, of Coventry.

"SPECIAL PREMIER," and PREMIER,
JOHN HARRINGTON & CO., London, E. C.

"SPECIAL ARAB,"

"ARAB" and CRADLE SPRING.

ALSO AGENT FOR ALL MAKES OF

DEARLOVE'S LAMPS,

KING OF THE ROAD, COMPANION, COMET, ETC.

Lamphy & Brown's Suspension Saddles and Handy Tool Bags.

BICYCLES AND TRICYCLES

TO LET BY THE HOUR, DAY OR WEEK.

Open Evenings till 8 o'clock. Sunday till 7 o'clock.

SEND 3c. STAMP FOR CIRCULAR.

COLUMBIA BICYCLE.

The Special Columbia is a light roadster, of close build, fine finish, and fitted with the most approved anti-friction Ball-bearings, adjustable for wear. Having made several improvements in this machine since we first offered it to the public, we feel fully justified in pronouncing it the best and handsomest bicycle in the market.

We make the Special Columbia from 46 to 60 inches; price, for 46 in., $105.00, to $122.50 for 60 in., half bright. All bright, $10.00 extra; full nickel, $15.00 additional.

The Standard Columbia is a strong, durable roadster, built with a view to withstand the rough usage incidental to touring over ordinary American roads, and for hard work has no equal. It is of graceful model, built of the best materials and carefully finished in every particular. The thousands in daily use fully attest the merits of this favorite machine.

The price of the Standard Columbia, half bright, is, for a 42 in., $80.00, up to $100.00 for 58 in. Full nickel, $22.50 extra.

We will furnish the Standard with our most approved ball bearings for $10.00 extra.

Both of the above are confidently guaranteed as the best value for the money attained in a bicycle.

The Mustang is a cheaper Bicycle, all painted, for those who cannot afford to buy a better one. We make them in smaller sizes, from 36 to 46 in.; price, for 36 in., $50.00, to $65.00 for 46 in.

Send 3c. stamp for 24-page catalogue with price lists and full information.

THE POPE M'F'G. CO.

597 Washington Street, BOSTON, MASS.

HICKLING & CO.

PATENTEES OF THE CELEBRATED

Rack-and-Pinion Brake, Undetachable Tires, Etc.

MANUFACTURERS OF THE

"London," "Timberlake" and "Berkshire" Bicycles,

TELESCOPIC TRICYCLE, ETC., ETC.

The "SPECIAL TIMBERLAKE"

Manufactured solely for Messrs. Cunningham & Co., Boston, Mass., will be found to be a thoroughly good and a very handsome machine; also one particularly suitable fo rough road riding. It has Double Ball Bearings, Hollow Forks, Detachable Cranks, Undetachable Tires, the Patent Rack-and-Pinion Brake, etc., and is made throughout o the best material that can be procured.

SPECIALTY FOR THE SEASON, 1881.

THE "PILOT" BICYCLE,

A high-class and highly finished machine, of a different pattern from the "London" and "Timberlake," and embodying all the most important of latest improvements, — Ball Bearings to both wheels, broad hollow front and back forks, dropped handles, *new spring with forward play and rubber bearing, etc., etc.* Descriptive Catalogue (containing Testimonials, etc.) free on application.

HICKLING & CO., MAIDENHEAD . . . ENGLAND.
(30 Queen Victoria Street, 1 Moor Lane, Fore Street, Sun Court, Milton Street,) . . . LONDON, E. C.

Agents, CUNNINGHAM & CO., 6 and 8 Berkeley Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

Louis Harrison, Editor. S. S. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 10 JUNE, 1881.

Volume III. Number 5.

[Vol. III. CONTENTS No 5]

Currente Calamo	49
Editorial	51
Touring on the Wheel	51
The League Meet	51
After-Dinner Speeches	51
Hampton Court Meet	53
Wheel Club Doings: Rockingham, City, Aerial, Crescent, Massachusetts	54
The Consul's Run	55
Races	55
Brockton	55
Harvard	55
Beware of the Dog	55
Three Days along Lake Erie	56
Lazy Run of Two Rusty Wheelmen	57

Entered at the Post Office as second-class mail matter

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

"BICYCLER'S RIDING SUSPENSORY."

Best thing ever offered to Wheelmen.

AFFORDS COMFORT! INSURES PROTECTION!

Simple in construction; and for quality of material, and superiority of finish, cannot be surpassed. Sent by mail on receipt of $1.00. We also make the "'CYCLIST'S RIDING BELT," of best Silk Elastic. Price $5 00. Send for Circular to ELASTIC HOSE CO., HIGHLANDVILLE, MASS.

CURRENTE CALAMO

THE Brockton Club intend to give some fine races in the fall.

WAS IT BILLY BERNHARDT? — The following is from a paper in his "deestrict," and we know of no other rider there who could plead guilty of the speed here spoken of: —

"BICYCLE *versus* HORSE. — On the morning of Decoration Day, a horse attached to a grocer's wagon, on which the name of 'Eagle Market' was painted, while standing in K street, became frightened at a bicycle ridden by a young man, and came tearing up the street at as high rate of speed as he was capable. The rider of the 'silent steed,' taking in the situation at a glance, put after him. For a few moments bicycle and equine showed good speed, but the former, putting on an 'extra spurt,' as the latter turned into Fifth street, collared him, and finally brought him to a standstill. All who saw the race speak in high terms of the pluck and coolness of the bicycle rider. We regret being unable to give his name, but thinking it 'no great thing to do,' as he expressed it, he mounted his tireless steed and rode away, no one knew whither."

"TELZAH" says a kind word for those who managed the entertainment of League guests. Thanks. He says that we were thanked. Perhaps we were. Perhaps the secretary was deaf, or dr——iving his quill in an anteroom. We sincerely hope that "Telzah" tells a true story.

WE have been notified by several gentlemen that the guides were not to blame for the low pace set in the League parade. Some one *is* to blame, and the editor naturally inferred that the men who were appointed to regulate the speed of the wheelmen did so without interference. We shall be happy to exonerate them, if some one will authoritatively say *who did* set the tardy pace.

COL. POPE made a very handsome and efficient marshal. His activity on the

WE MAKE

SPORTING GOODS A SPECIALTY



And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

NIGHT RIDING.

THE PATENT INDISPENSABLE

LANTERN HOLDER FOR BICYCLES.

Among the advantages secured to the rider by this invention, may be mentioned that heretofore unobtainable one, of a clear, STEADY light, just where it is most needed.

PRICE, NICKEL PLATED, $1.50.

FOR SALE BY BICYCLE AGENTS.

Sent postpaid on receipt of the price.

When ordering, be particular to mention the kind of machine for which it is wanted; also whether right or left hand. Right hand is preferable.

Illustrated Circular on application.

JACKSON & FRISBIE,
New Haven, Conn.

Box 429.

wheel was a matter of surprise to those who imagined bicycling out of the question for a gentleman of his weight. The papers — not excluding our own — put him down as a Boston Club man, whereas the Massachusetts Club has the honor instead.

THE ladies have made many flattering remarks upon the appearance of the wheelmen in the League parade. It is becoming "the thing" in Boston to be a member of a prominent bicycle club, especially for society men.

FOR SALE!

A 56-inch Royal Challenge, all plated, except felloes, has not been ridden 50 miles.

F. B. C.,
Box 5100. BOSTON.



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

Positively the most comfortable Saddle made. Is adjustable; can be tightened when it becomes stack. Fits any machine. *Send for Circular.*

PRICE - - $3.50.

Send money order or registered letter.

D. W. HYDE,
Box 1133. Brighton, Mass.

THE SECOND ANNUAL

ENGLISH TOUR.

1881.

It is intended that the party for this tour shall leave about the 16th of July, and return about the 20th of September. The route will be slightly altered from that of last year. The cost, which includes first-class cabin passage each way, and hotel bills on the tour, will be

$265.00.

Circulars with full particulars will be ready on the 11th of June, and can be obtained on application, enclosing stamp for reply to

FRANK W. WESTON,
B. Bi. C., B. T. C., L. A. W. etc.
SAVIN HILL, Dorchester, Boston, Mass.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

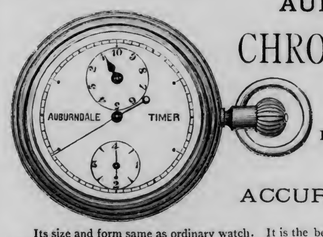
SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

AUBURNDALE (Mass.),



CHRONOGRAPH TIMER.

In German Silver Case, Nickel Plated.

Price, plain $15
" split second 25

ACCURATE AND RELIABLE.

Its size and form same as ordinary watch. It is the best and most perfect timer made; the only one that marks eighths of seconds. These timers add immensely to the interests of sports of all kinds, and are invaluable for scientific and mechanical purposes.

My split second is perfect in its accuracy; it enables the time to be taken of each one quarter of the mile as well as of the full mile or more. This repeated subdivision of time by the same instrument can only be accomplished by my Timer and by the highest priced of foreign Chronograph Watches.

ESPECIALLY ADAPTED TO THE USE OF BICYCLERS.

WILLIAM B. FOWLE, Boston, Mass., 4 Herald Bld'g, Maker.

My fine tenth of a second timer I make for delicate scientific purposes, to order only, of two sizes, — the one the size of the ordinary watch, the other the size of the marine chronometer.



RUBBER BICYCLE HANDLES.

RELIEVE ALL JAR.

Do not wear the hands. Send size of thread with order.

Wholesale and Retail prices sent.

ELASTIC TIP COMPANY,
157 Washington St., cor. Cornhill, Boston, Mass.

HENRY W. WILLIAMS,

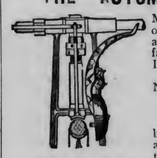
Solicitor of American and European

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,
TALBOT WORKS . . . WOLVERHAMPTON, ENG.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 10 JUNE, 1881.

TOURING ON THE WHEEL. — A large part of the contributions sent to this paper are devoted to an account of some bicycle tour; and although the subject itself is one of never-ending fascination, it has to be treated with greater care than a topic of more direct literary interest. Out of the host of communications of this character submitted to the editors' attention, very few rise above a mere dry narrative, interesting to no one but the writer. It is marvellous that men who succeed in other literary efforts fail in any attempt to reproduce on paper the charm of some delightful tour they have taken. Sometimes language seems inadequate to paint the delicate colors which tint this picture in his memory, and sometimes a writer's own impressions are so vivid that he deems a mere suggestion of them sufficient to bring them up in the minds of his readers. There are, however, men who have so clearly presented the succession of pictures in a bicycle tour, that the reader can wander through the description with an approach to the genuine pleasure of the tour itself. First among these is Mr. Alfred D. Chandler, who has just published in book form "A Bicycle Tour in England and Wales." It is not our purpose to review his book at present, as the bulk of its matter is perhaps familiar to the readers of this paper; but as an illustration of how charming a touring account can be made with a little care in observing and storing in the memory, and a little delicate art in writing, we will outline what he has done.

In the first place, the writer carefully refrains from making his own personality obtrusive, and from the start disarms the reader of any suspicion that the book has the character of a printed diary. He must appear in almost every incident of the journey, but care is used in describing these to subordinate his own individuality to that of the event itself. Wherever he throws out practical suggestions to those who may make a tour in England, — and the book is full of them, — he gives them directly, plainly, and briefly. Wherever he dwells upon some bright bit of scenery, or some ancient ruin crumbling beneath its weight of legendary associations, it is with originality, and entire freedom from the flavor of gush so apt to sicken a faithful student of guide-books. The chief interest of the whole account lies in the writer's sharp observation of the peculiarities of English life, and his thoroughly American freedom in criticising them. Every incident by the way he makes point to some trait peculiar to the people, leaving the reader to make his own comparisons.

So far, the work is a model one of its kind; its gravest fault is its brevity, as the writer has evidently not drawn heavily either on his own resources nor on the wealth of resource in the trip itself.

We cannot conclude without remarking the superb illustrations which crowd the book. In this country the art of engraving has risen to an exalted place, but in its finest form it could not present the exquisite beauties of English scenery as do the photographs in this work. Aside from their accuracy, the pictures are valuable, from an artistic standpoint, as they are selected with rare good taste, and are wonderfully well done. They contribute a great deal to the value and interest of the work, and place it in the front rank of all books of foreign travel.

Thus one bicycler has led the way. It is a charming path, this sort of literature, and should be followed by all who care not only to have mere sensory impressions at the time, but to reproduce them for all time to come, and for the enjoyment of those who must perforce stay at home.

THE LEAGUE MEET

AFTER-DINNER SPEECHES.

MR. E. C. HODGES, in behalf of the entertainment committee, in a brief introductory presented MR. CHARLES E. PRATT, as chairman. Mr. Pratt then arose and observed that the first official to whom the bicyclers owed thanks was Attorney-General Devens, now Justice Devens of the Massachusetts Supreme Court, who could not be present with us to-day on account of his connection with the Grand Army of the Republic, but it was upon the machine of a gentleman from Boston that he made the decision which has been respected in every custom-house in this land. This gentleman was present and with great pleasure he introduced

A. D. CHANDLER, OF BROOKLINE,

who responded as follows: —

Mr. President and Fellow Wheelmen: I am at a loss to know why one who has never held either a political or judicial office should be called up in connection with an ex-attorney-general and a judge; unless it be because I am a member of the bar, and because I happened to hold a judicial position for an hour or two this morning at the Hotel Vendome. But whether as a member of the bar, or as a citizen of Massachusetts, or as one who has derived both pleasure and health from the use of the bicycle, I cordially indorse what has been said in welcoming to Boston these wheelmen who have come from near and from far. But, Mr. President, I do not join you in this merely because they are wheelmen, but because I have found them so manly, so intelligent, so social, and yet so mindful of the proprieties, that not even yesterday [Sunday], when I took the third glass at the Brunswick from Brother Churchill [Providence Club], did I feel that Providence was tempting me, or that I was tempting Providence.

From one who is so very old-fashioned as to still dismount by the step instead of by the pedal, you must not expect an enlivening speech or one up with the times. Catching the cue from your presiding officer, let me say that four years ago yesterday, the 29th of May, 1877, I took my first bicycle from the custom-house, and undertook to conquer it. But I had at the same time to conquer the United States; I mean that the federal authorities did not then know what a bicycle was, and when I insisted that a bicycle was a carriage, and as such subject only to the duties on carriages, the custom-house officials ridiculed the idea, and assessed it a duty of forty-five per cent, because it was made of steel, articles of steel being liable to that duty. This I paid under protest, and appealed the case to the Hon. John Sherman, then Secretary of the Treasury at Washington, sending him two elaborate briefs to convince him that a bicycle is a carriage. The secretary decided that a bicycle is a carriage, and that as a carriage it should be assessed a duty of only thirty-five per cent,

and the difference was accordingly refunded to me. This decision has since established the duties on bicycles in every port of entry in the United States.

But there was another legal point we had then to contend with. In and around Boston there is a vast deal of pleasure driving. Whoever interferes with that does a bold thing. We spend here enormous sums of money on roads for horses, and those who drive horses are a powerful and influential class. The pioneers in bicycle riding had to conquer that class; and delicate as the task was, they accomplished it, till now, from the highest civic authority to the least influential citizen, the rights of bicycle riders are fully respected here; and it is to be hoped that throughout the country, whatever prejudice may exist against the bicycle will be as effectually overcome as it has been here.

Mr. President, I am sometimes told by my business acquaintances that they "have no time" to ride a bicycle; that they "have no time" to take out-of-door exercise. That apology is as common as it is weak; it is akin to that hackneyed excuse that "life is not long enough" to do this or that. Now, life *is* long enough to do whatever is worth doing; and if busy men will not take time for out-of-door exercise, they will not only suffer in health, but in their business. It is cheaper to take needed exercise; and in the long run, you can make more money by taking proper exercise, and can enjoy your money longer and better when you have health. Depend upon it that in the majority of cases where business men plead a want of time for not taking exercise, that in truth it is not so much a want of time as it is an incapacity to make a *proper disposition* of time. In this we have still to learn from older nations. In England, the men who shape its policy, who control its money centres, who stand pre-eminent, are men who, for the most part, pay most scrupulous attention to their physical condition. In England it would be thought strange if such men did not take much out-of-door exercise. In America it is too apt to be the reverse of this. The Englishman, however, is right. The nervous, consumptive, hurried American is wrong. But here in America there is happily a marked change for the better going on; and one of the most powerful agents in effecting that change is the bicycle.

In conclusion, let me again say that Boston welcomes these wheelmen and appreciates the good their presence here effects. It is a matter of regret that they cannot stay longer so as to get the benefit of the fine runs in our beautiful suburbs, and to enable us to enjoy their presence and their society.

Mr. Pratt next introduced Col. Henry Walker, Chairman of the Police Commissioners of this city, who spoke as follows: —

Mr. Chairman and Gentlemen: — I thank you for your cordial greeting, and I thank you the more because I believe it signifies that the police arrangements of the city of Boston for your Meet have been successful. [*Applause.*]

I am very much like some ministers who preach and do not practise; but I believe in bicycling as I believe in all athletic exercises; I believe, as the gentleman on my right has just said, "You cannot have a thoroughly sound mind without having a sound body." You may have as much intellectuality as you please, but if you have n't got the blood and muscle it is comparatively worthless. The history of the world shows this. It was English pluck, they say, that won Waterloo; it was English pluck backed by muscle which led them to victory. You may have a clergyman, but if he has not a sound backbone he is not worth *that;* he is very apt to think because he is dyspeptic that he is pious. (*Laughter.*)

I will say in behalf of the city of Boston (and I regret very much that his Honor the Mayor is not here, a gentleman who could do so well what I am called upon to do),—I will say that Boston welcomes you to-day to her streets, and everything that is good within the city which she thinks so much of, and all she asks of you in return is that when you go home you will kindly bear her welcome with you.

The chairman next called upon, to answer for the clergy,

REV. F. B. WESTON.

Mr. Chairman and Gentlemen: — I was quite unprepared when I received a gentlemanly note from your secretary to be present to this dinner. I only prepared for the dinner. (*Laughter.*) I made no preparation for this speech, and yet I suppose it is in order, especially for men of my class, to be ready to give "experience," and my experience with the wheel dates back early. I am on my third year, and I think I have the honor to be one of the first, and I rejoice in that honor. I struggled through the first year, and one of my rules was, when I took a "header," to get up before looking around. (*Laughter.*)

I am proud of my physical strength that God has given me, and I feel responsible to Him to keep it by proper food, air, and exercise. Now, I submit to the gentlemen present, whether the bicycle does n't give you air and exercise, and you will agree with me that the exercise prepares us for food.

Mr. Weston concluded his remarks, thanking the gentlemen who had been so courteous.

In the absence of Gov. John D. Long, whom the chairman pleasantly referred to, Col. Jordan, of the governor's staff, was introduced and spoke as follows: —

Mr. Chairman and Gentlemen: — I had in my mind a most beautiful speech, in which I was to welcome the gentlemen from the sister States, but the graceful remarks of Col. Walker would make anything I should say superfluous; but, gentlemen, Massachusetts welcomes the wheelmen from the sister States and Dominion of Canada. We are glad that you came to visit this, the capital of our State. We are glad that you like our institutions and our associations, and are only sorry that you cannot tarry with us longer.

After dwelling upon the benefits derived from athletic exercise, the colonel, in conclusion, begged to drink a toast to the memory of the fallen soldiers, which was done.

COL. ALBERT A. POPE

was next called upon by the chairman, and was warmly received. At the conclusion of the applause, he said: —

I thank you, gentlemen, for your hearty reception, and congratulate you upon the parade, which will not soon be forgotten. I have been asked to speak of the manufacture of bicycles. It is not without a feeling of diffidence that I speak on that subject, because my remarks must be more or less of a personal nature; still I will say that it was in the summer of 1877 that an English gentleman, who was a guest at my house, spoke of the bicycle, and as he drove with me, he longed for his wheel, which he had left in England because he had been told that the roads in America were not fit even for carriages. (*Laughter.*) His opinion of our roads, after I had shown him over about two hundred miles, was that our roads were equal to any that he had ridden in the old country. (*Applause.*) In order to show me what a bicycle was, it was determined that he should make one, and after weeks — perhaps months — he produced a bicycle, principally of wood — the front and rear wheels were of wood, with rubber tires; the handle was only eighteen inches long instead of twenty-eight. If that machine was placed beside the bicycle of to-day, it would bear about as much resemblance to it as George Washington's carriage would to a "Brewster."

Having made the machine, it became the duty of my guest to instruct me; and as I weighed something like two hundred pounds and he about one hundred pounds, you can well imagine the difficulty awaiting him. After the bruised shins, headers, and falls, that you have all been through with, he succeeded in teaching me how to ride. Then I determined to go into the manufacture of bicycles, to see if the American public would take them. My friend, Mr. Weston, had already conceived the idea of importing bicycles, perhaps in the November before. Between Messrs. Cunningham & Co. and ourselves we succeeded in placing upon the market some 300 machines. The next year the people began to appreciate what the bicycle was, and I interested the Weed Sewing Machine Company; and, I think the next year, some 1,700 bicycles were introduced, and last year some 3,300, and this year there have already been sold something like 2,000 machines, and to-day there are about 8,000 bicycles in the United States in use.

Mr. Pope explained in detail the many difficulties that had to be overcome in the way of manufacturing in the United States, and said in conclusion: The bicycle is growing steadily in public favor; it has been slow but sure. In England it is fourteen years since the bicycle came into existence, and every year has turned out more than the preceding, yet until now there are 200,000 bicycles in England. This country is much larger than England; we extend 3,000 miles north and south, and I do not see why we shall not in the future not only catch up to but exceed the number now in use in the old country. (*Loud applause.*)

President Bates, of the Detroit Club, was next introduced by the chairman in a humorous way, and received a generous welcome.

PRESIDENT BATES'S REMARKS.

Mr. President, and Gentlemen of the L. A. W.: — I am somewhat embarrassed in rising to address revolutionary families; perhaps I should have addressed you as fellow revolutionists. (*Laughter.*) I say "revolutionists," because we travel by revolving, and we intend also to revolutionize the art of locomotion. (*Laughter and applause.*) I have always admired the revolutionary fathers, and have longed to be one of them. I have always liked George Washington, — if he was here with us now, I have no doubt he would be riding about a 62-inch machine. (*Laughter.*) There was one one thing, however, about that revolutionary father concerning which I have very strong doubts; that is, how a man of his general ability did not have the ability (as it was said) to tell a lie: but since coming here, and hearing the bicycling stories that I have heard from members of the League, I am satisfied that that story about George is probably true. (*Laughter.*) There seems to be, Mr. President, in the character of a genuine revolutionist, something which makes it impossible to tell a lie. "Revolutionist," however, is an old word, and has an old meaning; perhaps some would prefer to have some modern address, — we might say, fellow revolvers. (*Laughter.*) That is a sufficiently modern term. Although we are revolvers in one sense, I hope there are no "small bores" here.

The State in which I live, I think, is preferable in some particulars to this; for instance, I hear some talk about your Eastern policeman. Now we have no such trouble in Detroit. There any man has the right to drive any kind of a vehicle, and common-law is common-sense. If a horse runs away, the man who owns the horse is liable to be arrested and compelled to pay any damage. I never have seen in the whole course of my riding an accident of any account, perhaps with one exception, — a gentleman by the name of Smith, reputed to be quite wealthy, but who drove a horse worth about $25; we told him once that the next time we caught his horse out we would make his horse climb a tree. His horse did run away later and caused some damage, for which, I believe, he was obliged to pay. That is the kind of public feeling we have out there.

The officers of the League now have in their possession a letter from Mayor Thompson, saying that in his opinion the bicycle should be encouraged. We are certainly warmly welcomed everywhere we go.

We have some good roads, but the bicycle is one of the great benefits conferred upon this country in that it educates young men to know the difference between a good road and a bad one. (*Laughter.*) The average man does not know what a good road is, but when a man buys a bicycle and begins to ride he begins to get interested in roads. I have seen a bicycler stand on his head to see what the matter was with the road. (*Loud laughter.*) I, myself, have been so much interested in the way roads were constructed that I have got down and tasted of the — (*Continued laughter.*) Now, gentlemen, when we have educated all the young men to take such an interest in good roads, good roads will be forthcoming.

The club of which I have the honor to be president is composed of business men, having influence in the community.

Mr. President, I thank you and the League for having listened to me so patiently, and for giving me an opportunity to see so many good faces.

Further remarks were made by Frank W. Weston, Esq., and others, but the incessant rattle and confusion incident to preparing Music Hall for the evening drill and exhibition rendered speaking unpleasant and hearing impossible.

Letters of regret were read from his Excellency Hon. John D. Long, Judge Devens, and others.

HAMPTON COURT BICYCLE MEET.

ONE of the grandest and most interesting sights ever seen was that of Saturday last, at Hampton Court. The weather was charming, and there being but the very slightest of breezes, everything conducive to a successful Meet was in our favor. At about four o'clock Hampton was filling with bicyclists, and from this hour until ten o'clock, the merry jingle of bells was continued without cessation. The route of the procession was as follows: Starting from Hampton Green through the village to New Hampton, turn to the right to the Clarence at Teddington, and from thence through Bushy Park gates, and down the avenue to Diana fountain, leaving the park by the entrance opposite the King's Arms, and dismiss at Hampton Green, about four miles in all. At 5.30 the procession, headed by Beningfield, captain of the "Pickwicks," was started, and it will perhaps astonish American 'cyclists, when they know that the "Meet" was so great that it was 6.35 before the last man was mounted. Bushey Park, which, with its long avenue of chestnut-trees, was in full bloom, presented a beautiful sight. The following are the clubs that were represented, with the numbers of members of each club that were present, figured against, the total number of riders, club men, and unattached, being — in round numbers — 2,300. This meeting was first promoted in 1874, and the order of running is arranged according to seniority of establishment of club; and it is noteworthy that finest of weather has always favored our young athletes.

Name.	*Number Counted.*	*Parade State.*	*Number Expected.*
Pickwick	33	38	40
Invicta	6	6	10
St. George's	15	19	20
S. London Harriers	7	8	12
Temple	43	48	40
Kent	17	18	30
Stanley	28	33	50
Swifts	8	8	12
Rovers	16	18	18
Kingston	8	14	20
Ealing	11	13	13
Clapham	11	10	16
Tower Hamlets	9	12	14
Beckenham	9	10	12
Tally Ho!	2	—	0
Trafalgar	14	17	0
Atalanta	9	9	12
Hornsey	6	12	15
Canonbury	17	17	15
Belgrave	12	13	0
North London	13	15	15
Lombard	17	5	25
Druids	12	11	20
Clarence	14	17	24
Athenæum	12	12	12
United	6	6	12
Chiswick	15	15	0
Twickenham	8	16	15
Arion	26	26	24
Brixton	15	16	20
I Zingari	6	6	12
Widmore	8	8	10
Star	7	7	0
Lewisham	23	23	30
St. James's	11	15	15
Kildare	15	18	20
Tufnell	12	12	16
Crichton	18	19	30
Raleigh	7	4	10
Granville	0	6	10
Zephyr	15	15	18
Saturn	6	6	13
Highgate	10	10	15
Camberwell	13	16	18
Tredegar	12	17	15
Forest Hill	15	16	22
Bolingbroke	6	8	10
Centaur	13	13	13
Criterion	7	7	14
Metropolitan	18	18	—
West London	17	20	16
Spring Grove	7	6	12
Alert	11	14	20
Surrey United	5	6	13
Mansfield	11	12	12
Kingston Institute,	13	15	12
City of London	32	35	50
Lee	12	17	25
Chelsea	18	16	15
Guildhall	9	30	15
Clevedon	13	15	15

Name.	*Number Counted.*	*Parade State.*	*Number Expected.*
Concord	4	4	5
Albion	14	13	18
Langham	6	7	12
Rye	17	17	20
Norbiton	16	11	15
Regent	10	10	11
Sutton	17	18	20
Beumond	11	11	10
Highbury	11	12	25
South Hornsey	20	20	35
Rangers	10	16	15
Alwyne	11	10	12
Comet	15	19	20
Hammersmith	15	16	21
Kestrel	10	10	12
London Scottish	16	16	22
Falcon	15	—	—
Golden Eagle	0	10	18
Richmond	9	—	11
White Plume	5	10	12
Brixton Ramblers	35	34	30
Tottenham	2	2	4
Gipsy	5	9	6
Archery	5	6	7
St. Geo.'s Hospital	4	3	6
Kent Arabs	5	2	8
Clarendon	4	2	12
Apollo	7	10	—
West Dulwich	6	8	20
Mildmay	7	7	9
Argyle	14	14	15
Waverley	7	7	10
Arab	7	7	—
Ferntower	13	13	14
Westminster	11	10	—
Ixion	11	11	15
Lupus	10	10	12
Minerva	4	4	8
Crouch Hill	6	6	8
Wimbledon	8	8	8
Silver Cross	9	9	8
Crown	10	10	12
Premier	3	4	10
Beaufort	9	10	—
Thistle	2	2	—
Kilburn	13	13	15
Spread Eagle	6	6	14
Victorian	15	17	15
Southwark Amateur	8	8	9
Mayfield	11	5	7
City Rovers	11	10	14
Clapham Park	12	12	14
Sun	18	18	18
St. John's	11	10	10
Ariel	—	9	—
Harringay	9	9	12
Electric	9	9	10
Balham	7	6	9
Glendower	6	7	7
Leytonstone	7	7	8
Norwood	4	—	7

Name.	*Number Counted.*	*Parade State.*
Brighton	21	20
Portsmouth	32	30
Maldon	7	8
Bury St. Edmund's	2	5
Northamptonshire	3	10
Clifton	3	6
North Kent	2	4
West Essex	3	10
Chichester	8	10
Dewsbury	1	—
Bristol	12	15
Brighton Rovers	9	10
Bishops Stortford	5	10
Uxbridge	8	—
Farnham	8	—
West Surrey	8	12
Brighton Excelsior	22	20
Petersfield	5	6
Herne Bay	6	—
Redhill	8	11
Holmsdale Wanderers	5	—
South Essex	3	10
Port of Portsmouth	12	14
Brighton Wanderers	8	—
Sleaford	7	—
Guildford Castle	1	8
Reading Abbey	5	7
Dorking	4	5
Northampton Victoria	2	3
Brighton Star	9	7
Reading	10	12
Falcon	4	—
Alliance (Fareham)	5	6
Bicycle Touring	—	—

CHAS. LOCKYER,

LONDON, 23 May, 1881.

WHEEL CLUB DOINGS

THE ROCKINGHAM BI. CLUB. — All of the members of this club that were in the procession in Boston on Monday bicycled to their homes in Portsmouth, N. H, a distance of sixty-five miles, on the following day. Three of the number, who are this spring's chickens, are strutting around and cackling about the feat, which they plume themselves upon as a good one, inasmuch as their longest previous run was a trip of eighteen miles, to Rye Beach, which was the only riding they have had outside of the limits of the city. The little eighteen-year-old bugler, who can just run a 46-inch, led the veterans of 1878 and 1880 a twelve-mile-an-hour pace on the last of the trip. A report that one of the youngsters was used up was effectually stopped when he called upon the club members the next day, on horseback. The captain having made his five-thousandth mile during this run, he has invited the club and others interested in bicycling to a club supper, to celebrate the successful completion of the double events.

The success of the Boston Meet has greatly strengthened the cause of bicycling throughout the country. The gentlemanly appearance and behavior of the riders, their healthy looks, mature age, and the prominent private and public positions which conversation revealed they held in the workshops, the banks, the pulpit, and on the press, and in the various professions, convinced the public, and also many of the riders themselves, that bicycling is not boys' play or of mushroom growth, and that its success in this country will soon surpass that which it is now enjoying in England. And for much of this, wheelmen will be indebted to the various committees and officers having charge of the Boston Meet, who, the WORLD to the contrary, were thanked and congratulated, and their praises sung by more than one club. Not many who were present doubted the wisdom of the directors in choosing Boston for the place of the first Meet. Now it can travel westward with the good-will and experience gained here; and may the League be received as cordially and all the details be as carefully looked after as they were at its first Meet, must be the aim and wish of every true wheelman.

TELZAH.

THE CITY BICYCLE CLUB met last Thursday, and elected the following officers: president, Wm. Briggs; captain, G. H. Johnson; secretary and treasurer, F. M. Bixby. The club numbers ten members, consisting of the younger portion of the bicyclists, and is in a fair way to exceed that number by ten more. It was voted that the club suit should consist of blue pants, brown stockings, helmet hat, and a badge. Yours,

F. M. BIXBY, *Sec'y.*

BROCKTON, MASS., 28 May.

CRESCENT CLUB. — Mr. Turner has resigned his position as captain, and Mr. F. B. Carpenter, 10 Union Park, was unanimously elected to fill the vacancy. Mr. H. P. Torrey was elected first lieutenant in place of Mr. Carpenter, resigned.

H. H. DUKER, *Sec'y.*

THE ARIEL BICYCLE CLUB, of Chicago, bids fair to outrival its older contemporary, the Chicago Bicycle Club, the coming season, and although not so large, is developing some first-class riders. The first regular run of the season will be made in conjunction with the Milwaukees, 28, 29 and 30 May, when a full attendance of the club will probably be held. The new uniforms have just been completed by Mackey, of this city, and consist of a corduroy coat, cut short, and knee-breeches to match, blue stockings and belt; black and red striped Jerseys are worn instead of shirts, and polo cap of same color. The last meeting of the club was held in the gentlemen's parlor of the Grand Pacific Hotel, 14 May, when the following officers were elected: Alfred Cowles, Jr., president; J. B. Lyon, Jr., captain; L. J. C. Spruance, secretary; F. C. Aldrich, treasurer; George Keen, lieutenant. The machines in use range from fifty to sixty inches, eight of which are D. H. F. Premiers. Mr. Cowles has ordered a 60-inch Premier, which he will receive in the course of a few weeks. Runs are held weekly, which afford all members excellent practice.

We hope to be represented by one or more delegates at the League Meet, and would like to see Chicago chosen as the place for the next meeting of the same.

BOB STAY.

MASSACHUSETTS. — Twenty members of the Massachusetts Bicycle Club met at Waltham, on the morning of 24 May, for their annual breakfast. The start was made from Trinity Square, at 5.30 A. M.

The route led by way of Harvard square and Arlington, a distance of sixteen miles. The return was *via* West Newton and Brighton, a distance of twelve miles, reaching Boston by ten o'clock. It was in every respect a perfect success, and enjoyed by all.

THE CONSULS' RUN.

AT the suggestion of Mr. Dean, consul for Boston, a run of the League consuls called for Sunday, 29 May, at 11.30 A. M. At the hour appointed the weather looked so threatening that the run was given up; but a little later the clouds broke and the sun shone brightly, and it was decided to make the run. All the consuls who could be found were called together. About thirty-five consuls, together with the delegation from Montreal and several others who were invited to attend, assembled in Dartmouth street until there were about fifty men in line. Mr. Dyer, of Boston, acted as bugler, and Mr. Stall as guide. The run to Waltham, twelve miles, was enjoyed by all. After lunch at the Prospect House, an informal business meeting was held; Mr. Dean was elected chairman, and Mr. Shillaber secretary.

Mr Dean proceeded to state the object of the meeting: he said there was need of the consuls conferring together in order that some plans for working might be arranged. He stated that in England the work of the consuls was to gather information concerning routes, to place signs of warning at the tops of dangerous hills and to arrange special rates at hotels; all this he recognized as the work of consuls in this country, but thought the matter of hotel rates of first importance. In England a universal rate of charges has been arranged for the whole country, so that a traveller may calculate the exact cost of his trip, almost to a shilling, before setting out; he thought a similar system should be adopted in the United States, but suggested that two rates be made, one for first-class hotels and one for second-class hotels. Mr. Dean then called for opinions from those present upon the matter.

Mr. Stall reported that he had already made special rates at some hotels in his district, and that he had no difficulty in getting the proprietors to consent to reductions for wheelmen.

Mr. Fred. Jenkins, editor of the *Wheel*, thought a good plan would be to arrange with the hotels to allow a discount of say twenty per cent to members of the League.

Dr. Coleman, captain of the Canandaigua Bi. Club, and consul for that place, said he thought this a better plan, because the hotel charges in different parts of the country varied so much. In the vicinity of his home the charges at excellent hotels are $2.50, and commercial travellers get reductions from those charges.

Mr. H. B. Colby, of Waltham, suggested that the officers of the League be asked to order all consuls to make arrangements with hotels in their vicinity to accommodate members of the L. A. W. at a discount of at least twenty per cent from their regular rates; and that certificates of appointment, signed by the president and secretary of the League, and the resident consul or consuls, be posted in these hotels; also, that such hotels be required to post a notice or sign in some conspicuous place, in order that wheelmen may readily recognize such hotels as League hotels.

Mr. Osborn believed that each consul should be permitted to do his best in making reductions, and thought some might get as much as thirty-three per cent discount, but did not advise making any hotel a League hotel unless a discount of fully twenty per cent be allowed.

After some discussion as to how the doings of the consuls should be published, the chair ruled that as the consuls had been appointed by the directors, with instructions to report to them from time to time, the proper channel was through them; but that any consul could publish in either paper anything which the papers would receive and which would be of interest to wheelmen generally.

Mr. Gale Sherman, consul for Xenia, Ohio, said that in his long journey some hotels had charged him very moderate prices; and some, good hotels too, had charged nothing at all. He believed it impossible to make one rate that would be satisfactory everywhere. For instance, the Vendome, where he was stopping in Boston, could hardly afford to reduce their rates from $4.50 a day to $1.25; but the proprietors of many excellent hotels in Ohio and New York would be glad to reduce from $2.00 per day, their usual charge, to $1.25.

Upon motion of Mr. Willis Farrington, of Lowell, the Chair was appointed delegate, to confer with the board of League directors, and in behalf of the consuls ask for more specific directions as to the duties of consuls.

Dr. Coleman made some remarks upon the advisability of establishing some grip or sign, by means of which League members would know each. He thought it would be conducive to good feeling and friendliness.

At 4 P. M., the meeting adjourned. The Waltham Club escorted the party as far as Chestnut Hill Reservoir, where the party disbanded. The run was a successful one, and it is hoped some good may come from the conference.

RACES

AMONG the fine races in prospect are those of the Brockton Bicycle Club, to be given Wednesday, 5 October, 1881. We give below the list of prizes offered, aggregating $300 in value: —

TWO-MILE RACE.

First prize, gold medal, valued at $60; second prize, gold medal, valued at $45; third prize, silver medal, valued at $20.

ONE-MILE RACE.

First prize, gold medal, valued at $50; second prize, gold medal, valued at $30; third prize, silver medal, valued at $15.

HALF-MILE RACE.

First prize, gold medal, valued at $40; second prize, gold medal, valued at $25; third prize, silver medal, valued at $15.

Above races best two in three, open to all amateurs.

HARVARD BI. CLUB.

RACES ON JARVIS FIELD,

WEDNESDAY, 25 MAY, 1881, AT 4 P. M.

ENTRIES:

ONE MILE (MAIDEN). — R. B. Moffatt, '83; R. G. Butler, '83; C. B. Perkins, '83; R. L. Ferris, '83. Winner, 1st, Moffatt, time 3.46 1-8; 2d, Ferris, time 3.55 6-8.

ONE MILE (OPEN TO ALL AMATEURS). — J. Wyman, '83; winner, Codman, time 3.45 5-8.

Mr. Dukes was unable to ride, — ridden one heat.

ONE HUNDRED YARDS (SLOW). — A. J. Abbe, '81; J. A. C. Wright, '81; S. Williston, '82; G. R. Agassiz, '84. Winner, 1st, Abbe; 2d, Agassiz. Time, ——.

QUARTER-MILE DASH, TRIAL HEATS. *First heat.* — R. B. Moffatt, '83; J. A. C. Wright, '81. Winner, Moffatt. Time, 49.

Second heat. — C. B. Perkins, '83; L. R. Ferris, '83. Winner, Ferris. Time, 51 5-8.

QUARTER-MILE DASH. *Third heat.* — S. Williston, '82; G. R. Agassiz, '84. Winner, Williston. Time, 47 3-8.

TWO MILES (HANDICAP). — J. A. C. Wright, '81; S. Williston, '82. Winner, Wright. Time, 7.37.

QUARTER-MILE DASH. *Final heat.* — Winner, Moffatt. Time, 47 5-8.

REFEREE — Dr. Sargent.

JUDGES — Mr. A. Matthews, '82; Mr. J. H. Storer, '82.

STARTER — Mr. E. J. Wendell, '82.

TIME KEEPER — Mr. A. Thorndike, '81.

BEWARE OF THE DOG!

IN England the Bicycle Union places danger boards at the top of break-neck hills, warning bicyclers of the peril they must encounter in descending: but in this country the first duty of the L. A. W. should be to attach a danger board to the tail of every villanous, quarrelsome, unprincipled cur in the land.

I am, very unfortunately, the possessor of a pair of plump and seductive legs, but I do not expect to have them long. I am the object of critical attention from every hungry hound along the road, and many a well-fed terrier or bull pup from behind the restraint of a front fence observes me closely and seems to make a mental note of my attractive calves to use for future reference.

To a nervous man, this calm and insolent way of selecting their piece of steak is, to say the least, irritating. The country dogs do not only watch me with calm and evil-minded satisfaction, but ex-

pect me to contribute to their daily repast, and never hesitate to try and "help themselves" to a slice of calf. It seems to me that they have an especially ardent appetite for League members.

Now, if we of the L. A. W. could only see on every sanguinary dog's tail a conspicuous notice in black and white to the effect that we had better "beware," we could retire before we compromise either our dignity or our legs.

I have tried various expedients to obviate the evil.

Boots I will not wear, because I might be mistaken for "Juvenis."

Leggings are not tooth-proof, and a section of water pipe, although it is graceful and becoming, is liable to fade.

Torpedoes I have tried to my entire dissatisfaction. Early in the spring I filled both hip-pockets with explosives of the largest kind before starting out upon an afternoon run. Thirteen miles out of the city, while going at a high rate of speed, I struck a street crossing rather violently, came down with a bump on the saddle, and immediately soared heavenward accompanied by the sharp crackle of twenty-two full-grown torpedoes. I tried to hide my grief and my disreputable appearance by mounting the machine again as soon as possible, but I not only found the saddle very cold, but came to the stern realization that my clothes were not fit for public inspection. I retired to a friendly meadow, where I rested face down until nightfall and returned to the city after dark and by unfrequented streets.

I next filled my coat pocket with red pepper and snuff, intending to give some other brute a dose; but I got the first instalment myself through carelessly putting my handkerchief in the wrong pocket.

I then carried a revolver for two weeks, but failed to hit anything but a retired oyster can, which had, I afterwards learned, done good duty on the tail of an ill-tempered cur.

Finally I discovered the key to success, and now the dogs along the routes I frequent go and hide whenever they see me coming.

I secreted in each side pocket a rubber bag, filled with indelible aniline, and attached a small nozzle, through which the stain could be projected in any direction with considerable force. On my trial trip I encountered a silent but maliciously inclined white pointer. He was a beautiful animal, sleek, well kept, and without a spot on him; but he laid for me in a way which made my flesh creep. As soon as I saw him making up his mouth for my veal, I let fly at the perfidious expression I saw in his left eye. I hit him on the stump of the tail, but the stain spattered all over him, making him look as though he had been living on buckwheat cakes for six months. He glanced back at my work of ruin, gave one mournful howl, slunk away, and has never been seen since. I heard afterwards that he had tried to pass himself off for a coach dog, but only met with the ridicule of all respectable canines, and retired at last to a convent.

In three weeks I ruined three beautiful pink terriers, four fleecy Spitz dogs, an ill-tempered pug, two bull pups, — one of them lost his eyesight through weeping, — and a playful greyhound. I put a pair of purple socks on a mongrel pup, made the teeth of a Newfoundland look as if he had been chewing tobacco all his life, and so completely drenched the head of a snappish poodle that it looked like a Russian bomb or an enlarged strawberry. The best complexion restorer will have no effect on the aniline, as it has been tried by several of my victims without success. I will retire with this bit of doggerel:—

> We must teach these brutes to feel
> That men who ride the wheel
> Will give them the bounce
> To settle accounts,
> Unless they give up their taste for veal.

LAUNCELOT.

THREE DAYS ALONG LAKE ERIE.

On Friday, 17 September, between 7 A. M. and 11.45 P. M., I rode along Lake Erie a distance which the cyclometer registered at a trifle less than 73 miles. I started at the private abode of a farmer, some 17 miles below Buffalo, and finished at the Reed House in Erie, whither I had despatched my baggage the previous morning, when I left Niagara for a 38-mile ride to the farm-house aforesaid. In the report of my Thursday's ride, previously written, I have mentioned that the last 13 miles of it was made on the so-called Ridge road, which begins to be ridable four miles from Buffalo, and which continued along the lake side for something more than 100 miles. In a few cases the road approaches close to the water, but its general course is a mile or two removed from the same. Sometimes the intervening land is even wider, though the rider cannot go many miles without finding the lake on his horizon at the north or west, and certain of the water views are extremely attractive. Fine sand, whose particles have the quality of packing tightly together, is the material of which the road is formed, and some parts of it are equal to the best macadam. I have not yet heard of any other American road, even approximately at long, whose average smoothness is equal to this one.

My first dismount of Friday was caused by a log in the roadway, just 11 miles from the start; time, one hour and 20 minutes, during which I had climbed several stiff hills, and generally faced a brisk breeze. I was almost an hour in getting over the next four miles to Silver Creek, where I stopped an hour for breakfast, and at whose hotel I should have spent the previous night, had it not been for the delay caused in getting clear of Buffalo. Many dismounts were needed in that four miles, as at Cattaraugus creek, and Irving post-office, and the big elm-trees by the brook at the foot of a long hill, up which I walked. Leaving Silver Creek at 10.15 A. M., I arrived at the hotel in Fredonia two hours later, and rested there for a somewhat longer period. The distance was a dozen miles over an excellent track, though I made several dismounts for the sake of visiting apple orchards, cider mills, and the like. Westfield, not quite 15 miles on, was reached at 4.30 P. M., in a little less than two hours, and here I loafed a half-hour on the green, amid a congenial rabble of small boys. Not long afterwards I crossed into the State of Pennsylvania, and at ten minutes past seven reached the Haynes hotel in North East, 15 miles on and 57½ miles from the start, — 12 hours before. This was 7 miles more than my "best previous day's record," and I should not have attempted to better it, now that darkness had rushed on, were it not that the vision of the dry clothes awaiting me in Erie, some 15 miles beyond, irresistibly beckoned me thither where I could wash and be cleaned. The adverse wind of the day had meanwhile died out; the road was reported to me to be smooth and level, and the moon gave promise of lighting the way. Starting at 8.15, riding slowly, when the moon favored, and walking when the clouds obscured its face, I reached the brick sidewalks of Erie, just 14 miles, in exactly three hours. Rather more than a mile and a half beyond was the hotel, inside of which I found my valise, inside of which valise I found my night-shirt, inside of which night-shirt sleep soon found *me*, enjoying the repose I had fairly earned.

I did not enjoy it more than four hours, however, for the rattling of breakfast dishes aroused me early, and at half-past nine I mounted my wheel again for an excursion to Ashtabula. At 10 o'clock, when the cyclometer registered the completion of the 1,000th mile of my riding of 1880, I made my second mount and went six miles, or until a horse persuaded me to stop. The green in Girard, 16½ miles from Erie, was reached at 12.30 P. M., five miles beyond; 40 minutes of riding time. I found the hotel in East Springfield, where, for its dear name's sake, I stopped an hour and a half for dinner. The best thing I could do to "celebrate" West Springfield, which is four miles farther on, and which occupies the extreme northwest corner of Pennsylvania, was to take a drink at the public pump in front of the post-office. I entered Ohio at 4.40 P. M. in front of the State Line House, so called because standing in two States, — the distance being 28 miles from Erie; thence to the hotel in Ashtabula, which I reached at 8.10 P. M. (16 miles); the roads were generally sandy, and in many cases quite unridable, and about all the good wheeling I found was on the sidewalks. Darkness forced me to walk for nearly all of the last seven miles, though the moonlight would once in a while be bright enough to encourage a mount. A midnight ride to the railroad station brought up my day's record to 45 miles, and so

made the length of my three days' tour 156 miles.

Sunday I observed properly as a day of rest, though it was 3 A. M. when I got to bed again at the Reed House, in Erie. On this second occasion, I secured a better room, where the rattle of the breakfast dishes troubled me not. The weather, in contrast to that of the previous days, was oppressively sultry, so that the reading of the Vicar of Wakefield's travels was as vigorous athletic exercise as I cared to take; but Monday's air was cooler, and I started off from the railroad station soon after ten o'clock, in the face of a threatened "equinoctial storm." A few slight sprinkles of rain, during the second hour, formed the sole fulfilment of this threat, and the afternoon was clear and bright, as was also the rest of the week. From Erie to Fredonia my course retraced that of Friday, but the wind was at my back instead of in my face, and this "third day's ride along Lake Erie" supplied the swiftest and pleasantest day's wheeling that I have ever anywhere enjoyed. In two hours and seven minutes from the start, I reached the Haynes Hotel, in North East, 13½ miles, — the last three miles having been made at a very rapid pace. I stopped only a half-hour for dinner, and soon afterwards, at 1.25 P. M., mounted at the top of the hill beyond the creek, stopping exactly an hour later near the top of the hill by the Green at Westfield, 11⅛ miles. This was by far the fastest hour's ride I ever made, and I covered 6 miles in the last half-hour, for I made one brief stop to avoid the chance of frightening a lady's horse.

My intention had been to go from Westfield to Mayville, and there take a Chautauqua Lake steamer to Jamestown, going thence by train to Salamanca to meet the baggage I had despatched thither. But I was told that the road to Mayville was "all up-hill," and that I should be too late to catch the afternoon steamer. So, after twenty minutes' stop, I continued on the old road, and soon got the first and only tumble of my 500-mile vacation tour. The cause of this was that in turning from the roadway to the sidewalk, I neglected to allow for the velocity with which the wind was helping me along. At four o'clock I stopped twenty minutes to inspect a steam apple-drying establishment at Portland, and in the next forty minutes rode 5⅛ miles to the hotel at Fredonia. Turning off there from my Friday's route, I reached the railroad station in Dunkirk at 5.50 P. M., having made nearly 47 miles in six hours' actual riding time, though I was about an hour and three quarters longer on the road. I took train for Salamanca at six.

The ride alleged to have been made in July last, on a 54-inch wheel, by H. B. Thompson, of Erie, from that city to Buffalo, in eight hours (a distance of 90 miles by my cyclometer), was the inspiring cause of my own ride on the same track; and I hope this present detailed report of my experiences there will tempt many other riders to make trial of it. By starting at Girard, they will find good roads for a hundred miles straightaway, before reaching the sand slough on the outskirts of Buffalo. If a longer ride is desired, the start may be made at West Springfield, but I cannot recommend any one to go beyond that point, on general principles; indeed, West Springfield is my *ne plus ultra*. My belief is that the grades are rather better, and that the winds are more apt to be favorable in riding towards Buffalo than in riding from it, on the road I have described. If a better course for long-distance racing exists in this country, I trust that some one who knows about it may write a description thereof for the public prints.

KOL KRON.

WASHINGTON SQUARE, N. Y., 26 April, 1881.

A LAZY RUN OF TWO RUSTY WHEELMEN.

Sunday, 8 May, was as fine a day as a wheelman could ask for. It was bright, it was cool (in the morning), and a gentle breeze was blowing, just enough to promise ample supplies of oxygen or ozyne, or whatever it is that is so inspiring to the riders of the silent steed. The writer and the L. A. W. consul for these parts had arranged for a short Sabbath-day's journey and an early start, but the consul aforesaid was behind time, and we did not get off until after 9 A. M. In strict confidence I may mention that the consul aforesaid is a very good-looking young man, and a great favorite with the ladies, and therefore rather a hard subject to keep up to promptness in any appointment in the way of pleasure in which the ladies are not specially concerned. The writer is older, not so good-looking, and not so much of a favorite with the ladies, and is as prompt on time as a $400 watch.

This by way of explanation of our late start. Finally we did start, leaving Dunkirk *via* Central avenue, which was in prime order, smooth and hard. We rolled easily along on a gradual up grade, with a little hill or two, to the pretty little village of Fredonia, celebrated as being one of the first, if not the first place lighted with natural gas, which issues from one or two gas springs beside the Canadawah Creek.

The three-mile run was soon completed, in spite of the fact that about three fourths of a mile of the avenue has been ruined for riding by the local path-masters undertaking to macadamize it with bowlders about the size of half-bricks.

Reaching Fredonia, we turn to the left, passing the Normal School and the old academy building, and turn to the right into Main street. This is the local name for a portion of the old main road, — a ridge road which was the great highway for traffic in this region in the era of stage coaches. It is the finest road I know of hereabouts, and seems made for bicycling. It is a combination of dirt and gravel (the natural soil), and is fit for riding earlier in the spring and later in the fall than any other road in this immediate neighborhood. We turn to the right as we strike this road, and ride down through the middle of the village across a bridge, over the Canadawah, Creek, with a pretty waterfall (over a mill-dam) on our left and an old mill on our right, and a glimpse each way of a crooked stream overhung with willows just faintly tinged with coming green. Here the West Hill looms up before us in ominous proportions and empties our saddles. We walk to the top and remount for a glorious ride. To the left the Arkwright hills stand sharp and clear against the cloudless sky, their sides decorated with meadow and wood, and here and there a patch of winter's snow lingering in some shaded hollow. On the right the land slopes away to the shores of old Lake Erie, where great floes of ice give an Arctic aspect to the scene, in strange contrast, with the dusty road, green fields and limp collars in our more immediate neighborhood. A run of a couple of miles brings us to the entrance to a pretty country residence, known for years as a headquarters for good times. It is not quite what it once was, as the family no longer reside there; but our good friend Richard is in charge and gives us a hearty welcome and some fresh milk. The refreshment is welcome, for the coolness of the early morning has vanished, and old Sol has come out in great force, and our warm clothing has become burdensome. We stack our wheels, light our cigars, and stroll off to look at Richard's Alderneys.

Other visitors drop in, among them a couple of "the boys," who are contemplating the purchase of "wheels," but who for the present are fain to content themselves with the more prosaic horse and buggy. Then a nice young man with a team of "flyers," but he don't look enviously at our wheels, as the "boys" did. I don't believe he envies us a bit, for he is accompanied by a well-known belle, who looks as sweet and pretty as the bunch of early spring flowers she carries in her hand and generously distributes among the gentlemen present. This couple don't stay long, and after they leave, the place seems somehow to have lost its attractiveness; and we mount again and continue our journey to Brocton, about five miles farther on. The sun by this time is intensely hot, and we are glad to reach the Brocton House, an unpretentious and not specially attractive-looking hostelry externally, but where we find an excellent dinner, well served, and a glass of good native wine from the wine cellars near by.

Brocton was once quite celebrated as the home of the Harris Community, of which Laurence Oliphant, an ex-member of the British Parliament was a member. The community was a singular gathering of apparently heterogenous elements, — men of letters, of science, and of affairs, some Japanese philosophers and what

not, living quietly together, after the manner of the famous Brook Farm experiment. They were industrious, quiet people, mainly engaged in farming, grape culture, and wine making; good citizens and good neighbors, but singularly reticent in regard to their religious views, and by no means inclined to proselytism. They have now (most if not all) gone to California, in obedience, it is said, to a special revelation to their leader, Mr. Harris.

We laze away the afternoon smoking, chatting, and explaining the peculiarities of our "Harvard" or "Special Columbia" steeds to interested natives; and when the shadows begin to lengthen out toward the east, and cool of evening comes, we mount and speed noiselessly and eventlessly home, well pleased with a day off and run of twenty miles, remarkable for nothing but its complete success as a lazy man's trip, its thorough enjoyableness, and the relief it has afforded two hard-worked brains from all thoughts of pills and powders, drugs and balance sheets.

If any rider from afar should come this way, we will be glad to see him, and he can generally find good roads and lovely scenery, — from this till the end of September, at least. CYCLOS.

DUNKIRK, N. Y.

JUST ISSUED!

"INDISPENSABLE."

TRICYLISTS' HAND-BOOK,

Orders taken at this Office.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER, 628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.

NEW HAVEN.
AMERICAN BICYCLE CO. 98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD, Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO. 6 and 8 Berkeley Street.
C. R. PERCIVAL, 96 Worcester Street.
THE POPE M'F'G. CO. 597 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT, 160 Fulton Street.
SCHUYLER & DUANE, 189 Broadway.

OHIO.

LIMA
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART, 813 Arch Street.

PITTSBURG.
COLUMBIA BICYCLE AGENCY, Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY, 236 Westminster Street.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprising an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY MAURICE THOMPSON. AND WILL H. THOMPSON

PRICE - - - - 50 CENTS.

Can be obtained at this Office.



STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

WM. M. WRIGHT

791 5th Avenue,

NEW YORK CITY.



BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.

Send 1-cent Stamp for Circular.

THE BICYCLING WORLD.

A Weekly Newspaper

DEVOTED TO THE INTERESTS OF BICYCLING.

Edited by - - - LOUIS HARRISON.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water St., Boston, Mass.

Gentlemen:

I herewith enclose Two Dollars, for which please send "The Bicycling World" for one year from ..... 188 , to be mailed postpaid to the following address:—

Name, ...

Address, ...

BICYCLE EMPORIUM,

96 WORCESTER ST., BOSTON, MASS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of



BICYCLES & TRICYCLES.

AGENTS FOR

AMERICAN ROADSTER TRICYCLE,
COVENTRY MACHINIST CO., of Coventry.

SPECIAL CLUB, CLUB AND GENTLEMEN'S,
HILLMAN, HERBERT & COOPER, of Coventry.

"SPECIAL PREMIER," and PREMIER,
JOHN HARRINGTON & CO., London, E. C.

"SPECIAL ARAB,"

"ARAB" and CRADLE SPRING.

ALSO AGENT FOR ALL MAKES OF

DEARLOVE'S LAMPS,

KING OF THE ROAD, COMPANION, COMET, ETC.

Lamphy & Brown's Suspension Saddles and Handy Tool Bags.

BICYCLES AND TRICYCLES

TO LET BY THE HOUR, DAY OR WEEK.

Open Evenings till 8 o'clock. Sunday till 7 o'clock.

SEND 3c. STAMP FOR CIRCULAR.

SUGGESTIONS TO BICYCLERS.

IT IS A MISTAKE *to consider all English bicycles as the best.*
IT IS A FACT *that a less percentage of Columbia Bicycles break or come to repairs than of any other make.*
IT IS A MISTAKE *to regard all the latest modifications of English bicycles as improvements.*
IT IS A FACT *that many of them are trade catches, and are abandoned before a season is over.*
IT IS A MISTAKE *to infer that the Columbia Bicycle is always the same style of machine.*
IT IS A FACT *that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.*
IT IS A MISTAKE *to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.*
IT IS A FACT *that the Columbias are the only bicycles that are warranted throughout by the manufacturers.*
IT IS ALSO *a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.*
IT IS A MISTAKE *to suppose that either the Special or Standard Columbia is the same now that it was six months ago.*
IT IS A FACT *that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.*
REMEMBER *that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.*
REMEMBER *that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.*
REMEMBER *that the Columbia nickel plating is the handsomest and most durable of any.*
OBSERVE *that the prices of Columbia Bicycles range from* $80 *up to* $147.50.
OBSERVE *that the Mustang is a cheaper grade for boys, in price from* $50 *to* $65.
REFLECT *that the Columbias offer choices of more value for less money than any other make of bicycles.*
REFLECT *that most of the older riders, and many whole clubs, are this season taking Columbias in preference to every other machine.*
EVERY *rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price lists.*
NOTICE *that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at* 597 *to* 601 *Washington Street, Boston, Mass.*

VOLUME ONE, 1879-1880,

BICYCLING WORLD AND ARCHERY FIELD,

NOW READY,

In Handsome, Black Binding.

IT CONTAINS:

History of the League, Organization and Rules L. A. W., Rules for Clubs, B. T. C. Rules and Organism, Complete Club Directory, 1880, *Brief History of Prominent Clubs, A full Account of the Amateur-Professional Difficulties, together with the decision defining an Amateur, Racing Records, Ladies' Bicycle Races, Descriptions of Bicycle Manufacture, Personal Interviews with Prominent Wheelmen, Instruction for Beginners, Articles on Wheeling on Ice, Effects of Bicycling on Health, The Visit of the English Professionals, and everything pertaining to Bicycling Literature of the Time.*

SENT, POSTPAID, UPON RECEIPT OF PRICE, $3.00.

E. C. HODGES & CO. - - 40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

Louis Harrison, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 17 JUNE, 1881.

Volume III. Number 6.

[VOL. III. CONTENTS No 6]

Currente Calamo 61
Editorial 63
A National Organization 63
Rights in Central Park 63
Coasting on the Jersey Hills 64
A Curious View of Bicycling 65
Wheel Club Doings: Brunswick, Erie, Ariel . 66
Milwaukee Bicycle Club 67
Races: The Capital Bi. Club, Dunkirk . . 68
L. A. W. 68
Report of Corresponding Secretary, L. A. W. . 69

Entered at the Post Office as second-class mail matter

ADVERTISEMENTS

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST
Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address
A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.

"BICYCLER'S RIDING SUSPENSORY."
Our sales of the above prove that it has been found to supply a want hitherto felt by wheelmen. It affords great comfort and insures absolute protection to those parts liable to injury while riding or making difficult mounts, the bandage is self-adjusting, and cannot possibly get out of position, it is simple in construction, and for quality and finish cannot be beat, while the low price ($1.00) places it within the reach of all. Sent by mail on receipt of price. Circulars free.
ELASTIC HOSE CO.

CURRENTE CALAMO

RENEW your League membership.

SEND applications and all communications for the L. A. W. to the new corresponding secretary, Kingman N. Putnam, No. 54 Wall street, New York.

ORDERS for badges and membership fees should be sent to Dillwyn Wistar, treasurer L. A. W., No. 223 N. 10th street, Philadelphia, Pa.

BURLEY'S skeleton saddles are attracting great attention among those who go in for solid comfort.

THE Montreal *Witness*, in concluding an article on "Great Bicyclist Meet," says: "Canadian bicyclists are to be congratulated on the energy and enthusiasm with which they have taken up the old country's lead, when we consider how heavily handicapped the sport is in this country. The long winters and the hot summers do not facilitate bicycling, while our roads will be long in attaining the condition to be found in the old country. However, our bicyclists may look forward to the time when a Canadian meet will be held, not unworthy to rank with the Hampton Court and Harrogate meets in England, or that of Boston over the line."

THE New York *Herald* thus puts the Central Park matter in a nutshell: "It seems to be absolutely necessary for our Park Commissioners to have something to quarrel about, but why should these four gentlemen descend to so small and harmless an object as the bicycle? They exclude this simple vehicle, the only one in use that gets its motive power from its rider, from all the parks in the city, ostensibly on the ground that it scares horses. In other cities there are no such restrictions on the bicycle. Boston, which makes life miserable for a man who throws a bit of garbage into the streets, allows bicyclists to ride wherever they please, and has never experienced any dangerous results. Any drunken man who can sit straight in a wagon may drive a pair of bad-tempered horses into

WE MAKE
SPORTING GOODS
A SPECIALTY



And give particular attention to Bicycle suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

NIGHT RIDING.
THE PATENT INDISPENSABLE
LANTERN HOLDER FOR BICYCLES.

Among the advantages secured to the rider by this invention, may be mentioned that heretofore unobtainable one, of a clear, STEADY light, just where it is most needed.

PRICE, NICKEL PLATED, $1.50.
FOR SALE BY BICYCLE AGENTS.
Sent postpaid on receipt of the price.
When ordering, be particular to mention the kind of machine for which it is wanted; also whether right or left hand. Right hand is preferable.
Illustrated Circular on application.
JACKSON & FRISBIE,
New Haven, Conn.
Box 429.

Central Park, and be unmolested; but the bicyclist, who can do n thing worse than upset, is promptly stopped at the gate. The restriction is utterly senseless, and should be removed. Our Park department can be trusted to make a laughing stock of itself without any assistance from the bicycle."

COMPLIMENTARY badges are being prepared by the entertainment committee for Messrs. Chandler and Allen, of Providence, and Mr. Rex Smith, of Washington, in recognition of their fine riding upon the evening of 30 May. Some souvenir of the occasion will also be presented to the Crescent Club, of Boston, and the Hermes, of Providence, for their excellent exhibition of club drill.

CAREFUL timing in races is a very important auxiliary, and one often overlooked. The remarkable accuracy of the Auburndale timers even in the split seconds, and the great convenience of timing the quarters as well as the whole distance raced, gives them a value which every wheelmen will appreciate. Every racing man should have one.

THE BICYCLING WORLD judges give the buglet to the Providence Club as "The best appearing club in line." The judges give favorable mention of the Boston, Manhattan, Massachusetts and New York clubs, crediting the first named with the neatest appearing uniform. The Providence men excelled in fine riding, as every one expected they would. It is wonderful what careful drilling and good punch will do!



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

Positively the most comfortable Saddle made. Is adjustable; can be tightened when it becomes slack. Fits any machine. *Send for Circular.*

PRICE - - $3.50.

Send money order or registered letter.

D. W. HYDE,

Box 1133. Brighton, Mass.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

BICYCLE SHOES

IN GREAT VARIETY,

— AT THE —

NEW FAMILY SHOE STORE,

THAYER, McNEIL & HODGKINS,

22 Temple Place,

BOSTON.



RUBBER BICYCLE HANDLES.

RELIEVE ALL JAR.

Do not wear the hands. Send size of thread with order.

Wholesale and Retail prices sent.

ELASTIC TIP COMPANY,

157 Washington St., cor. Cornhill, Boston, Mass.

HENRY W. WILLIAMS,

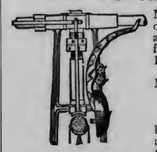
Solicitor of American and European

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 17 JUNE, 1881.

A NATIONAL ORGANIZATION.— When we learn from Chicago that there is some talk of organizing a Northwestern Association, such as Chicago has started in other athletic branches, and when we see other evidences of a tendency to branch off from the L. A. W. into sectional parties, we feel that it is time to lay the real purposes of the League before the bicyclers of this country and to maintain its unity.

Where the annual Meet shall be held, from Boston to San Francisco, from St. Paul to New Orleans, is a matter of small moment when compared with the importance of centralizing the strength of wheelmen into one body which shall bind them together everywhere by social ties, and unite them wherever an agressive or defensive stand is taken against public prejudice.

The vast extent of our country will ever interfere with the gathering together of wheelmen such as occurs at Hampton Court in England. In a country where half of the clubs can ride on their machines to the scene of action, and the other half be transported cheaply and in a few hours by rail, a place may be fixed for an annual Meet convenient to all. Nearly all the great Meets in England are therefore fixtures, both as to time and place.

It may be necessary to establish more than one great League Meet in a year, in order to distribute the honor among wheelmen East and West. Such a procedure may at first seem unwise, but the unity and strength of the L. A. W. may yet hang upon that issue.

There is no need of disunity or of separation. There is no need of else than harmony; for every individual interest cannot be catered to, and League members, realizing this, should feel more ready to subordinate their own to the general good. The L. A. W. is founded on good principles, is ably officered, and should bind together the interests of wheelmen all over the country, just as our national government unites the strength of its States.

The League race meeting in the fall might be held where Western wheelmen could attend, and the occasion be made one similar to the spring business meeting, so far as a parade and social dinner is concerned. The same people might not attend both Meets, but there might be quite as large a gathering in the fall as there was in Boston 30 May. The location of the fall races must, by the L. A. W. rules, be decided upon two months in advance; and as it bids fair to be settled by the directors within the next three weeks, it should come under public discussion immediately.

As far as we know, and we have had opportunity of knowing, there is no disposition on the part of Boston wheelmen to have the Meet in this city or near it for a great many years to come. They made a stirring endeavor to make the gathering a great one, and they succeeded, but in the future they prefer to enjoy the Meet without weeks of work in preparing for it.

But the complaint that it was not a national one, simply because it was held at a point so far East, is not reasonable in view of the large attendance, and in view of the fact that nearly every State in the Union where bicycling has any followers was represented. From Illinois and Kentucky to Maine, the wheelmen sent delegations.

We should like to have the matter as well talked of as was the location of the spring meeting, and as capably decided upon. We should like especially to hear from Western wheelmen.

RIGHTS IN CENTRAL PARK.

WE give below the text of the petition now in the hands of the Board of Park Commissioners in New York City, and the statement of Charles E. Pratt, president L. A. W., appended. Following this are the statements of various prominent gentlemen and city officials from Portland, Me., to Detroit, Mich., all supporting the use of bicycles upon public roads. These we purpose giving in the near future, together with some interesting statements never published.

PETITION.

To the Honorable Board of Commissioners of the Central Park of the City of New York:— Respectfully petition and represent the undersigned that they are officers of the League of American Wheelmen, a national organization of gentlemen using bicycles as carriages, having a large number of members, residing and carrying on business in New York City, some of whom are members of the local bicycle clubs, and some of whom are not; that they are aware of a petition addressed to your honorable Board, signed by the officers of the local clubs, and asking that the restrictions upon the use of the bicycle as a pleasure carriage in Central Park may be modified, and in part removed; that they wish to join in aid of that petition on behalf of the bicyclers whom they represent; and they therefore pray your honorable Board to take such action as in your judgment shall seem just and reasonable, to the end that, under suitable regulations, those riding the bicycle as a pleasure carriage may have such use of the Park as will allow them at least ingress and egress, and a passage through.

Your petitioners respectfully invite your consideration of the official and other statements annexed hereto.

CHARLES E. PRATT,
President L. A. W.
ALBERT S. PARSONS,
Cor. Sec'y L. A. W.
C. K. MUNROE,
Commander L. A. W.
W. F. GULLEN,
Director L. A. W.
L. H. JOHNSON,
Director L. A. W.

STATEMENTS.

[OF CHARLES E. PRATT, ESQ., *President L. A. W.*]

29 PEMBERTON SQUARE,
BOSTON, MASS., 29 April, 1881.

To the Honorable Commissioners of Central Park: Gentlemen,— Being hereto requested by the petitioners, and desirous of promoting the reasonable and beneficial use of the bicycle, and the privileges of those who ride it, I respectfully offer the following statement:—

Velocipedes, or manumotive and pedimotive carriages, have been in use on the highways for more than a century, the first full and authentic description of which I

am aware, dating from the year 1769. They have been the subject of United States patents since 26 June, 1819. The use by men of *two-wheeled* velocipedes on American highways to a considerable extent, as a vehicle, and an aid to locomotion, dates from about 1820. The specific form and structure of velocipede known as the "bicycle" dates, however, from about 1869, since which time it has been in constant and general use in Great Britain, France, and other countries. The number of bicycles actually in use at the present time in England, as nearly as I can ascertain, is about 20c,000; the number in use in London alone being about 50,000. The manufacture of it is one of the large industries of England, where there are several hundred factories employing thousands of workmen, and with an investment of millions of capital. The bicycle is there used not only by professional men and business men and clerks and messengers and the postmen, as a practical every-day vehicle, but it has been used and is used by thousands throughout all the countries of Europe for touring purposes. The introduction here, to any considerable extent, of the bicycle proper, dates from the fall of 1877; although prior to that time, and for several years, bicycles had been used in different places in the United States.

It has now become the subject of a large home industry, and of a large importing business; hundreds of thousands of dollars being invested by different firms and companies in different cities of the United States.

In all of the Northern States, and in several of the Southern States, the bicycle is in constant use, both as a practical vehicle and as a pleasure carriage. It has been used on tours and excursions in and through most of the cities, and many towns, in at least twenty of the States.

The bicycle clubs include in their membership, according to my best information and judgment, about one fifth of the number of actual owners of bicycles in this country; and there are about 130 clubs, with an aggregate membership of something more than 2,500. From my best information, derived from reliable sources, I estimate the number of owners of machines in the United States at something over 8,000; of these there are in and about the city of New York about 500: and as bicycles are kept for hire like other carriages, the number of those who use them is a great deal larger. I am informed and believe that the number of riders of the bicycle in New York City is about 2,000. In these estimates I refer only to the gentleman's bicycle, and take no account of boys and youth, who ride either two-wheeled or three-wheel vehicles of smaller size. In many of our cities the bicycle has been in frequent and constant use to the number of hundreds now for about three years, and in all such cities it has gained a recognition as a useful and practical vehicle, and the number of those who use it is constantly increasing. It was decided by the Department of Justice in Washington, upon a question of duties, to be a *carriage;* it has been held on appeal to the Court of Queen's Bench in England to be a carriage; it has been in the inferior courts of England, and in this country, in two or three cases in which that question has arisen, always held to be a carriage, and entitled to the privileges of carriages.

In Providence, Hartford, Brooklyn, and other places where restrictions upon its use in the streets were, in the first apprehensions arising from its introduction, imposed, the city authorites, upon consideration of the question and consultation with legal advisers, have removed such restrictions; and, practically, throughout the country, its use on the streets is subject to the same restrictions as apply to other carriages. In the larger public parks there have been more restrictions imposed, but these have been from time to time modified and reduced.

In my experience, of more than three years, riding at all times of day and evening, on business streets and pleasure drives and country roads in this and other cities, and in towns and villages, meeting and passing thousands of horses, I have never caused a fright or an accident, and have never seen, except in two instances, any running of horses at the sight of bicycles. My experience is, that although drivers are sometimes frightened, and until they become accustomed to meeting bicycles, naturally feel apprehensive, there is no difficulty with the horses; any horse that is not vicious and is well trained has but to see a bicycle once or twice to recognize it ever after as a harmless object on the streets; and any driver, with little pains, who is afraid of the effect of bicycling upon his horse, may accustom his horse to the sight of it under circumstances precluding accidents. Yet I am aware that accidents have been caused by fright at bicycles: the instances, however, are comparatively few; and it is to be remembered that accidents are caused by many other things, against which no objection is raised on that account, and they usually arise from carelessness and neglect, incident to the control of horses from time immemorial.

The effect of the use of bicycles upon the horse-driving communities in different places may be understood from statements of high city officials, which I have asked and received by correspondence, and submit appended hereto just as I have received them, and including all that I have received, together with a few brief statements from bicyclers of wide experience, and of such social and business standing in the communities where they live as to entitle their statements to great weight. In the city of Newport, R. I., there had been restrictions against bicycle riding on Bellevue avenue and a few of the principal streets; but the freedom of the whole city was granted for three days last year for an assembly of wheelmen, and there were 150 riders in the city, many of them riding in company on all the streets, and at all times of the day and evening, during those three days. One hundred and forty of them paraded through the principal streets together on one of those days, which, being Decoration day, was a public holiday, and the streets were full of pleasure carriages. Not an accident happened on account of the presence of bicycle riders, and I am informed that since that time the restrictions have not been enforced. The statement of Mr. Burdic, mayor of Newport at that time, is among those annexed. In the city of Worcester, Mass., on one of the days of a county fair last year, 130 riders paraded through the streets, and no accident occurred. The statements of the then officers of that city are also annexed.

The Boston Driving and Athletic Association is an organization of gentlemen owning and using fine stock in horses, and trotting grounds known as Beacon Park. Last year they opened these grounds to the almost daily use of wheelmen, constructed a cinder track for bicycling inside the trotting track, promoted bicycle races there, and the practising of trotters and with bicycles goes on there at the same times, with no accident and no inconvenience. The sentiment of the owners of the finest and fleetest horses about Boston was fairly expressed by one of the prominent officers of that association in the remark, "If any of my horses is afraid of a bicycle, I want to get rid of him. The bicycle is a good thing, and will continue with us. I would encourage its use as much as that of horses."

I think the admission of bicycles to the driveways of Central Park would not only be an act of justice and public benefaction, but would cause no danger or inconvenience to any other frequenters there, and would shortly be approved by those who are now most apprehensive.

Very respectfully,

CHARLES E. PRATT,

Pres. League of American Wheelmen.

COASTING ON THE JERSEY HILLS.

I SUPPOSE that title may be allowed to cover the last four days of my September tour, though only the last two days of it led through the State of New Jersey, and only the last day of it gave a chance for much coasting. On 24 September, at 4 P. M., I made a start on the rough wooden pavements of Binghamton, and two hours later, when darkness stopped my riding, I had progressed only eight miles towards Great Bend, my objective point. I reached the Godfrey House there, seven miles beyond, at 8.37 o'clock, having made one or two brief mounts when the moonlight allowed. I think the latter half of this road would have made fair wheeling by daylight, but much of the first half of it was unridable because of the deep dust and abundant stones.

Taking train at 4 o'clock next morning for a four-hours' ride to Port Jervis, I breakfasted there, assumed my last clean suit, and sent my valise home to New York. Then at 9.30 I began to propel my wheel southward, down the beautiful valley of the Delaware, over the well-known track made of powdered rock that has been sifted out from the overhanging cliffs. Six hours from the start, having made a few detours, and stopped for dinner at the Half-Way House, from 1 to 2 o'clock, I reached the bridge at Bushkill, 29½ miles. Four miles and three quarters beyond, at the cross roads by Jim Price's house, I turned to the left, having walked most of this distance save the last mile. Then the roads gradually improved, so that in my last hour of daylight I accomplished upwards of five miles. An hour later, at 7.30 P. M., I reached the Kitty-something or other Hotel, at the Delaware Water Gap, 41 miles from the start at Port Jarvis. This last 3½ miles, which I walked in the darkness, would probably have been good riding by daylight.

Starting at 8.45 o'clock next morning, I accomplished 30½ miles before 7 P. M., when I stopped at the hotel in Stanhope, N. J. This day's experience, like that of the second afternoon previous, bore a close resemblance to the Irishman's with the sedan chair whose bottom was gone,—"Except for the name of it, I 'd about as lief walk." I mention the route in order to warn all bicyclers against these particular "Jersey hills," where there is no "coasting" at all, and only precious little riding of any sort. I stopped an hour for dinner at Blairstown, and made another pause at Johnsonsbury, five miles on. The next five-mile stretch, to Alamoochy, supplied the best riding of the day. Then followed a three-mile walk up and down the mountain too Waterloo, then a two-mile ride, and finally a two-mile tramp on the canal tow-path to Stanhope.

I left Stanhope at 6.15 A. M., on the 24th, and went to Drakesville, whence I had a couple of miles of good sidewalk riding through McCainsville, till I turned off on the left at the post which said "4 m. to Dover." I reached the hotel there at 9 o'clock, ten miles and a half from the start, and stopped forty minutes for breakfast. Thence through Rockaway, Denville and Persippany, where I went astray from the main track, until at 1.10 P. M., 22 miles from the start, I reached the post which said "16 m. to Newark." After this the roads began to improve somewhat, allowing me to do more riding than walking, and in three quarters of an hour I reached Pine Brook post-office, which is the end of the stage route from Newark. Just beyond here was a tavern where I secured a comfortable lunch, and then, at 2.30 P. M., I began upon my first real riding of the day. So pleasant did it seem to be on a smooth track once more that I circled about for several miles at haphazard on the avenues of Orange before finally setting my face towards the big city, where I ended up the day with a spin around the fountain in Washington Square, at 7.30 P. M., 53 miles from the start. This made 187½ miles for the last five days (say an average of 37 miles), and 495 miles for the fifteen riding days of my tour, which began at Schenectady on the 6th of September.

Having finished the foregoing preface, and given warning against the many bad paths that are to be shunned, I will now really say something in justification of my title, and in praise of the good hills of Jersey, among which I have this day again enjoyed 50 miles of wheeling,—much of it with "legs over handles." All metropolitan wheelmen know in a general way that there are very good roads "out among the Oranges," but none of the resident Orangemen seem ever to have made public any minute reports concerning the special attractions of those roads. Let me therefore begin my description by saying that four main thoroughfares extend westward from the brow of the hill in Newark; namely, South Orange avenue, Central avenue, Park avenue, and Bloomfield avenue. Their general course is parallel, and they are connected, about four miles on, by the Valley road, running at the base of the so-called Orange Mountain. Park and Central avenues are perhaps the smoothest; and there are two other macadamized roads for some distance parallel to them: namely, Main street, through which run the horse-car tracks, and Sussex avenue. The four most important of the cross or connecting streets, in addition to the Valley road, are the following, named in the order in which one meets them in riding out Park avenue from Newark: First, Grove street, which extends south to Main; second, Arlington avenue, which extends to Central avenue; third, Park street, which goes to Main, whence, a few rods west, Harrison street is a continuation of it, across Central avenue to Central street, by which one may return to Central avenue, and then to Main street. Harrison street extends to South Orange avenue, and so does the street next east of Arlington avenue, but the last few rods of each extension are unpaved. The most easterly connection between Park and Central avenues is through Rose street, whose macadam is not specially good, and in some sections is entirely lacking.

All the avenues and most of the streets that have been named offer extraordinary facilities for coasting, in both directions. The same may be said of Prospect street, through which one rides northward to connect with Bloomfield avenue. The latter leads through Bloomfield, Montclair, Franklin, Verona, and Caldwell to Pine Brook, before described as situated about 14 miles from Newark. Nearly all the track is either up grade or else down, so that most of the distance may be coasted, either going or returning. I think all the hills can be ridden up. I myself, on Wednesday last, mounted the Montclair hill, which is the longest of any, though I have oftener walked up it. From its top, one may coast continuously, for two miles and more, down to Bloomfield, except that the pedals have to be worked for a few rods, in the case of two or three short ascents. Beyond Montclair there are facilities for up-hill racing such as I have never seen other roads afford. Several bicyclers could here compete abreast, if need be, on perfectly equal terms. On this westward route, also, there is one particularly smooth stretch, where a rider may coast for a mile down a grade so gentle that the return trip is hardly thought of as an ascent. If the excitement of a lightning-like flight through the air is desired, however, there are plenty of steep hills where it may be had, and had without danger of any obstacle's sudden appearance at a cross road. On these little Jersey "mountains," in other words, coasting congenial to all tastes is attainable. The perils of the pastime are reduced to the minimum, the pleasures thereof are increased to the maximum. All the New York wheelmen who enjoy the legs-over-handles business ought to take at least one day's "outing" each season among these self-same hills.

KOL KRON.

WASHINGTON SQUARE, N. Y., 30 April, 1881.

A CURIOUS VIEW OF BICYCLING.

BY TWO PEANUT PRINCES IN DISGUISE.

A free translation from an Italian letter.

MY most gracious Pierrot, I once again salute you. . . . Upon arriving in New York we immediately took the steamer for Boston, the capital of the United States. We landed on the outskirts, about sixty miles away, and proceeded by railway to the centre of the city. As we approached I saw from the car window the remarkable spectacle of men riding on the top of big wheels without support of any kind. I inquired of the conductor, "What is it?" but he seemed irritated, and went out, presumably to ascertain, but he has not been seen since. One of the passengers kindly directed us to the Brunswick Beanery, where we might have opportunity to meet the riders of these phantom wheels.

I found the gentlemen to be men deserving the name in every good sense; and for the first time since visiting America, I realized now how strongly our national religion has bound men together even in this far-off land. They were all deeply and profoundly religious, inasmuch as they were all deeply and profoundly devoted to the Pope.

Many of them had a curious way of prostrating themselves suddenly before the machines, but this we more readily understood when we found that the vehicles were engraved with the *name* of the Pope.

Some of the more devout sit up all night turning around a cylindrical box, which they call a cyclometer, which

seems to answer the same purpose as telling the beads in our country. They call it "getting up a record."

There has just been an annual meeting of these religious devotees in honor of the Pope, where they bound themselves hand and foot to his spiritual and temporal throne. It was beautiful to witness such meek and lowly submission to the behest of this one power. They all had implicit confidence in the *golden* promises of the Pope, especially those who were under his cardinal. His Reverence might have been put to great expense by this meeting in his honor; but I learned that so zealous are these men to fill his coffers that what little *waste* there was *they* paid for. How sweet and saintlike is this simple faith in him!

The gathering of the faithful was held in Bumstead chapel, which was filled for the occasion with the smoke of incense. The elected were there, and a few hundred of the unelected. After an eloquent sermon by the Grand Cardinal, which inspired every one with a realization of the goodness of the Pope, thanksgivings and praise were indulged in by the believing, and silent invocations by the unbelieving (the unbelieving had been invited in that they might be sanctified). The Grand Cardinal, with great humility, arose and murmured that the holy mantle should descend upon some one more deserving; that he should retire from office in favor of some one who was more of a commander, or in favor of some dispensation of Providence.

This action was received with great approbation; but when the Cardinal received a telegraphic wink from the Pope, all his diplomatic power was exerted to keep his office.

He kept it.

And he will keep it as long as the Pope winks.

Dear Pierrot, my taper burns low and I must bid you adieu. You may, however, feel assured that the men who ride the wheel in this country will always bow to the rule of the Pontiff.

BERNARD.

ROOM FOR IMPROVEMENT IN THE LEAGUE PARADE.

UNFORTUNATELY (for the ladies) I was unable to participate in the League parade, but I had the pleasure of seeing it all, and of admiring the business-like arrangements made by the different committees. Being an onlooker, free from the excitement of getting into line, and the anxiety lest my stockings should come down, I had ample time to calmly look about; and naturally, as a result of my observations, a few suggestions cropped up, which I make bold to place before your readers.

It seems to me an organization comprising 1,700 members should possess a banner to sail under; something to hang on the outer wall, as it were. Beyond a large gathering of gentlemen in small-clothes, the Brunswick displayed nothing to indicate it was the headquarters of the L. A. W. Now, if every member should contribute 50 cents, we could have a set of colors for the next Meet. If the suggestion finds favor with the League, I would further suggest that contributions be sent to Mr. E. C. Hodges; and if we have not already chosen colors, that the selection of the same be left to the officers. For my part, I favor a white silk field with our badge embroidered upon it in gold.

I do not wish to strike dismay into the hearts of the prettily uniformed clubs, nor to sadden the souls of the individuals who looked as though they thought the whole of Boston was gazing at them; but one fact was self-evident to my mind, — to one not personally interested in the show, the parade was about as monotonous as it could be. Understand me, *I* was interested and pleased, but there were those about me who openly declared the affair as "flat, stale, and unprofitable." This was due to various causes. First, the men rode too fast and slovenly. A body of cavalry rushing helter-skelter down the street does not impress one half so much as a company of foot soldiers marching in regular time and with perfect lines. Second, there was not enough variety in the uniforms. There was a good contrast between the Manhattan, Boston, and New York clubs, and the gentlemen in white, I think from Brockton; but the other clubs, as a rule, were very similar in appearance. This lack of variety will probably remedy itself before the next parade, as the clubs seem to be striving for originality in costumes. Third, there was no music. This should not be. If a band can play on horseback, surely it should be able to perform on triocycles, where the motion is much less, and where but one person would be required to guide the horses of every two musicians. Six triocycles would accommodate twelve musicians; twelve pieces of music at the head of each division would keep the riders in better form and be most pleasing to the sight-seers.

If the League numbers 4,000 members before the 30th of next May, as a gentleman at the business meeting thought it would, I believe the greater part of the additional membership will come from the West, and not the East. In order to obtain a good representation from cities at a great distance from the Meet, I would suggest that a system of mileage be established, and a portion of the expenses of one delegate from each club hailing from beyond a certain number of miles be paid out of the League funds. This would insure us a representative from San Francisco and other large far-away cities.

Two hundred and some odd dollars in the treasury, — does not this sound rather small? Let each member be assessed $1.00, and have the whole salted down as a sinking fund. This will give us more substance when we are obliged to give the condition of our finances to the press, and will make us appear a more important body in the eyes of the public.

I could write a wee bit on the absurdity of making members register before voting at the business meeting; but I am not a growler, — only one who feels interested in the L. A. W., and who offers his brilliant ideas hoping they they will at least be considered HALF BRIGHT.

NEW JERSEY, 9 June, 1881.

WHEEL CLUB DOINGS

BRUNSWICK. — On the 3d inst. we formed a bicycle club here, to be known as the "Brunswick Bicycle Club." We have seven charter members, and soon expect to swell our numbers. D. H. Merritt, president; P. Dumont, captain; Elliott Mason, secretary and treasurer. Uniform and colors not yet decided upon.

ELLIOTT MASON, *Sec'y*.

NEW BRUNSWICK, N. J., 4 June.

ERIE. — *O tempora! O Mores! O Moses!!* And now comes the never-to-be-suppressed Adam Forepaugh, with flaming posters depicting the arenic gyrations, among a lot of black wooden bottles, of Mlle. Birotate, in pink tights and scarlet trunks, mounted on a bicycle and balancing a saucer of scalding bean-soup, or sulphur, or something or other, on her nose! Thus rolls our pride and our heart's care down into the depths of forensic corruption, lemonade, monkey odor, and sawdust. To think the shrine at which we worship, the new creation we have wed, the sweet circle of our affection, should lower itself to the level of the lackey of the elephant, is just a little too much for quiet natures to stand. It disturbs our equanimity, and makes us tumultuous, — perhaps not too-multuous, but just multuous enough, and we herewith beg to call the attention of the L. A. W. to the matter, and request them to put a "header" on its continuance. Otherwise our local affairs are undisturbed, and our wheels roll on and on as silently and peacefully as the secretary's slumber. WHIP.

ERIE, PA., 3 June, 1881.

ARIEL BI. CLUB. — *Editor Bicycling World:* — Six members of the Ariel Bicycle Club were represented at the first season's run of the Milwaukee Bicycle Club. The start was from Prospect avenue, where a photograph was taken of the clubs, twenty-seven members being in line; then to Waukesha, a distance of eighteen miles; which was reached at 7.20, after a hot and dusty ride; thence the next morning to Oconomowoc, twenty-one miles, which was made in four hours, owning to the poor roads and frequent dismounts. The next morning the start from Oconomowoc was made at 8 o'clock, and Lakeside was reached at 10.30, twelve miles. At 3 o'clock the start was begun to Milwaukee, twenty-five miles, which was reached at 7.20, one mile being done in five minutes. To say that an elegant time was enjoyed is putting it mildly. We found the Milwaukee boys a splendid lot of fellows, and hope to see them all again on the 4th. Two of our number, Messrs. Walker and Fuller, leave us on the 8th for an extended tour in England and on the Continent.

We were disappointed in not being represented at the League Meet, but were gratified to hear that a Chicago man holds the vice-presidency of the same. We would like very much to see the next meeting of the League in Chicago. There are a great many new riders springing up in this part of the country every day, and by the time for the next meeting we hope to show as many riders in the Northwest, as there are in the New England States.

There has been some talk of organizing a Northwestern Bicycle Association, by the Milwaukee and other clubs, at their 4th of July "Meet," and if the League is held every year in the East, this will probably be done.

BOB STAY.

CHICHGO, 3 June.

MILWAUKEE BICYCLE CLUB, 1881.

The Second Annual Meet and Run of the Milwaukee Bicycle Club will be held 2, 3 and 4 July, 1881.

THE MEET.

The meet will be at Prospect Avenue Park, on Saturday, 2 July, at 1.30 P. M.

THE RUN.

The run will start immediately on formation of the line.

ROUTE.

Saturday, 2 July. — From Milwaukee, *via* Wauwatosa, Brookfield, and Pewaukee, to Lakeside, 24 miles.

Sunday, 3 July. — From Lakeside, *via* Nashotah, to Oconomowoc, 12 miles.

Monday, 4 July. — From Oconomowoc, *via* North Lake and the Mission, to Nagawicka, (lunch,) Nemahbin Lakes, and return to Oconomowoc, 28 miles.

SOCIAL.

On Saturday evening, a hop will be given for the bicycle party, at Lakeside, and the start from there will be on Sunday, at three o'clock P. M.

It is expected that all bicyclers will "hop" in knee-breeches.

On Monday evening, 4 July, a grand bicycle ball will be given at the Townsend House, Oconomowoc, at which time the run will disband.

TOURING PARTIES.

A number of touring parties will probably be formed, who will continue in runs around Oconomowoc.

THE RETURN.

The return to Milwaukee by the party will be by cars, Tuesday morning. Extra baggage cars will be secured for transportation of wheels.

ARRIVALS.

Parties from a distance will please notify the secretary of the probable date and time of their arrival in Milwaukee, that they may be properly met and cared for by the Reception Committee.

MILWAUKEE BICYCLE CLUB.

Organized April, 1880.

You are cordially invited to attend the Second Annual Meet of the Milwaukee Bicycle Club, July 2, 3, and 4, 1881.

ANGUS S. HIBBARD, Sec.

An answer is requested.

MILWAUKEE BICYCLE CLUB.

OFFICERS FOR 1881.

President . . . . LEM. ELLSWORTH. *Vice-President* . . A. A. HATHAWAY.
Secretary . . . . A. S. HIBBARD. *Treasurer* . . . . F. G. STARK.

DIRECTORS.

D. G. ROGERS. H. C. REED. A. J. BEAUMONT.

ROAD OFFICERS.

Captain . . . . . A. A. HATHAWAY. *Sub-Captain* . . . F. H. BROWNE.
First Lieut. . . . A. S. HIBBARD. *Third Lieut.* . . . E. A. CHAPMAN.
Second Lieut. . . . H. W. ROGERS. *Fourth Lieut.* . . . F. L. PIERCE.

BUGLERS.

F. G. STARK. C. H. MOSES. T. H. BIRKHAUSER.

RECEPTION COMMITTEE.

C. H. MOSES. H. C. HASKINS. BEN. K. MILLER, JR. H. C. REED.
A. J. BEAUMONT. D. G. ROGERS. F. G. STARK.



BAGGAGE.

It is requested that each rider will limit his baggage to one satchel, which will be carried on the run by baggage wagons. Baggage will be called for at depots, the club rooms, or at the Meet.

EXPENSES.

The total expenses for each rider on the run will be seven dollars, which amount will be collected by the secretary at the start. To riders not continuing on the entire run, the proper refund will be made.

ROAD RULES.

The regular bugle whistle and Hand Code of Signals of the Milwaukee Club will be used, as follows: —

Reveille, Stable Call, Assembly, Quick-step, Retreat, Mess, Attention, and Tattoo will be sounded by the bugle. All other orders given by whistle and hand signals.

BUGLE CALLS.

Reveille — To be sounded first thing in the morning.

Stable Call — To be sounded to oil machine, etc., for day's run.

Assembly — To be sounded to fall in.

Quickstep — To be sounded at captain's discretion. Conveys no order.

Retreat — To be sounded to announce completion of day's run.

Mess — To be sounded to summon to any meal.

Tattoo — To be sounded to retire for the night.

Attention — To be sounded before an order.

WHISTLE CODE.

One long whistle — Mount.
One short whistle — Single file.
Two short whistles — Double file.
Four short whistles — Four in file.
Three short whistles — Dismount and halt.
Two long whistles — Slacken speed.
Six short whistles — Increase speed.
One short and one long whistle repeated three times — Dismount and walk. (Repeat three times.)
One long, two short, and one long again, repeated three times — Ride at ease. (Repeat three times.)

HAND SIGNALS.

Right hand held out — For extended order.

Left hand held out — For closing up.
Left hand held up with handkerchief — Sudden halt. Danger.

Riders will please exercise great care in passing hilly or rough places, allowing a good safe distance between wheels.

A premium is offered for the first header.

PHOTOGRAPH.

Arrangements will be made to secure a good photograph of the meet at Milwaukee.

A. S. HIBBARD, *Sec'y.*
No. 50 CHAMBER OF COMMERCE, MILWAUKEE.

RACES

THE CAPITAL BI. CLUB is sending out invitations for its second annual races, which will take place at Iowa Circle, on Saturday, 18 June, at 5 o'clock.

The races will be as follows: Quarter-mile, one-mile, and five-mile, open to club members only; one-mile and three-mile, open to all; and one-mile for boys on wooden machines.

The prizes for of the "open to all" races will be a gold medal valued at $15. For these races an entrance fee of 50 cents will be required, and no entries will be received after 15 June.

The Iowa Circle track is one quarter mile in length, about thirty feet wide, perfectly level, and the surface is good concrete. Arrangements have been made for a sufficient police force to keep the track clear and preserve order.

On the following day (Sunday), there will be two "runs," one of which will include the celebrated Soldiers' Home Park. The famous concrete streets of Washington, of which there are more than forty lineal miles, and the beautiful surrounding country, offer unequalled attractions to the bicycler: and the easy means of access by cars or boat, together with the races, will fully repay visitors for the expense and loss of a little time from business incident to accepting this invitation.

The club-rooms of the Capital Club will always be open to visiting wheelmen, who will be afforded every convenience and all assistance within the power of the club. Good hotel accommodations can be had near the club-room at $2.50 per day.

All entries and correspondence should be addressed to the secretary, Edwin H. Fowler, 7 Grant place, Washington, D. C.

DUNKIRK. — *Editor Bicycling World:* —I am requested by the Agricultural Society of Northern Chautauqua to invite all members of the League of American Wheelmen to take part in their amateur bicycle races in Dunkirk, N. Y., 4 July, 1881.

The Society have a fine half-mile trotting course, and propose to roll a strip around it smooth and hard for the bicyclers.

They propose to have three races, half-mile, mile, and three-mile, open to League members only, and offer three gold medals, suitably engraved, — one for the winner in each race. Entrance, free; but all contestants will be required to exhibit to the committee evidence of membership in the League of American Wheelmen on the day of the races.

Gentlemen proposing to enter any of these races are requested to communicate that fact, with size and make of wheel, to the undersigned as a matter of convenience, though such notification will not be *required*. Yours truly,

GEO. E. BLACKHAM.
DUNKIRK, N. Y., 11 June, 1881.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

CRESCENT CLUB, of Boston. — Additional: Albert Stanwood, Jr., Gaston street.

BOSTON BI. CLUB. — Additional: J. W. Mackintosh, 42 Congress street; F. P. Vinton, 1 Mt. Vernon street; J. J. Bannigan, 69 Pearl street, all of Boston; C. L. Clark, Newton, Mass.

BROOKLYN BI. CLUB. — Additional: F. A. Nast, 70 Pineapple street, Brooklyn, N. Y.

ADVENTURE BI. CLUB. — Geo. M. Allen, 41 W. 56th street, New York City; Henry Burden, 28 2d street, Troy, N. Y.; T. B. Burnham, 128 5th avenue, New York City; E. V. Connett, Jr., South Orange, N. J.; E. R. Connett, South Orange, N. J.; W. H. Churchill, Sing Sing, N. Y.; G. G. Haven, Jr., 238 Madison avenue, New York City; James Humphrey, 35 W. 45th street, New York City; H. G. Martine, 28 W. 32d street, New York City; Alonzo McConilis, 4 Washington place, New York City; G. W. Ewing, 113 Main street, Fort Wayne, Ind.; Clarence M. Mitchell, 43 Wall street, New York City; Townsend Smith, 5 W. 32d street, New York City; H. P. Tailer, Newport, R. I.; J. M. Thomas, 294 5th avenue, New York City.

THE THORNDIKE BI. CLUB, BEVERLY, MASS. Formed April 19, 1881. — Captain, N. Tyler Morse; president, George H. Blake; vice-president, Henry F. Woodbury; secretary and treasurer, Frank W. Ober; Edmund Putnam, Louis L. Dodge, Alfred H. Larcom, Frank Woodbury, George Y. Allen, William A. Webber, Chas. J. Baker, Chas. I. Giddings, U. G. Haskel, Granger Whitney, Eugene W. Davis, Harry S. Williams.

NORWICH BI. CLUB. — Edward Howard, Norwich, Conn.; Winslow T. Williams, Yantic, Conn.; James F. Carew, Norwich, Conn.; Winthrop Turney, Norwich, Conn.; Charles R. Butts, Norwich, Conn.

SOUTHBRIDGE BI. CLUB. — We the undersigned wish to become members of the L. A. W.: George M. Lovell, Horace W. Bacon, Jr., Chauncy D. Rose, Charles D. Barker, Newton E. Putney, David A. Reeves, Jr., all of Southbridge.

UNATTACHED. — Leicester Sargent, care of Sargent & Co., New Haven, Conn.; Clarence M. Conklin, 123 Chapel street, New Haven, Conn.; Harry Dickerman, 36 West street, Boston: Abbott Lawrence, 64 Central street, Lynn, Mass.; George C. Sherman, with Watertown Steam Engine Company, Watertown, N. Y.; Albert B. Porter, 501 No. Tennessee street, Indianapolis, Ind.; Greenleaf W. Metcalf, No. 1 Allston court, Cambridgeport, Mass.; George S. Perry, 91 Chauncy street, Boston; Chas. F. Ayer, Lowell, Mass.; Harrison B. Young, 126 Berkeley street, Boston; T. M. Everett, 48 Congress street, Boston; Wm. F. Ellis, St. Thomas, Ont.; W. A. Whiting, 2103 Vine street, Philadelphia, Pa.

Attention is called to the following rule:

"MEMBERSHIP FEES. — Each member shall pay to the treasurer of the League, on or before the first day of June *in each year following his admission to the League*, the sum of $1.00, as a membership fee, and shall forward therewith his name, address, and membership number on his old ticket; and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of twenty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the Corresponding Secretary."

This rule applies to all persons whose names were published in the WORLD, on or before 13 May, and who consequently were members of the League, 30 May. The League year ends 31 May.

The treasurer's address is, Dillwyn Wistar, No. 233 North 10th street, Philadelphia, Pa.

REPORT OF THE CORRESPONDING SECRETARY, L. A. W.

To the Members of the League of American Wheelmen: Gentlemen, — Upon the completion of the year since the formation of the League, the corresponding secretary begs to congratulate you upon a membership of 1,571, and upon applications received to this date to the number of 1,654.

From the day of the organization of the League at Newport, Rhode Island, 31 May, 1880, these applications have been steadily pouring in, distributed through the months as follows: —

In June, 1880, 192; July, 173; August, 125; September, 145; October, 168; November, 80; December, 23; January, 1881, 46; February, 64; March, 191; April, 244; May, 203.

These applications include 82 clubs, with a total membership of 1,340, an average of 16 members to a club.

The largest club is the Boston,—the first club formed in America, and the first to join the League, with 54 members; next in size is the Milwaukee, with 52, and the Massachusetts with 51, followed by the Waltham with 46, and the Chelsea with 43. The smallest clubs are the Centaur (of Hartford), the Pittsfield (Massachusetts), and the East Boston (Massachusetts), with three members each. But these are none the less zealous on account of their small size, and from such small beginnings some of our largest clubs have grown. The "unattached" number 314, but many of these should hardly come under that head, as they are members of clubs whose entire active membership has not joined the League.

Many others are from places where there are no clubs, and it is a noticeable fact that as soon as any town gets three or four riders of the wheel a club is pretty sure to be formed, showing the social influences of the sport and the spirit of fellowship which is so universal among bicyclers.

The formation of clubs should, it seems to me, be encouraged by the League, both for its own benefit and as a stimulus to bicycling generally. The failure of the unattached to join the League more largely has been a disappointment, for it would seem that to them it was almost a necessity.

It was not until 9 July that the first application from an individual rider was received, when 272 members of clubs had joined, and less than 100 had applied up to this spring; but it is encouraging to see that during the last three months, applications from the unattached have increased very rapidly.

This distribution of the membership of the League is remarkable, and is one of the most gratifying incidents in our growth, making the League not only a national organization, but international as well.

The League has members in 204 cities and towns, widely scattered. The distribution by States is as follows: —

Members in Maine, 19; Vermont, 13; New Hampshire, 20; Massachusetts, 573; Rhode Island, 49; Connecticut, 88; New York, 335; New Jersey, 53; District of Columbia, 26; Pennsylvania, 161; Ohio, 24; Michigan, 36; Indiana, 20; Illinois, 36; Wisconsin, 55; Nebraska, 9; California, 19; Missouri, 2; Kentucky, 22; Virginia, 13; Maryland, 30; England, 12; Canada, 27; Scotland, Cuba, and Japan, 1 each.

In cities, Boston, the starting point of the bicycle in America, leads in numbers of League members with 212, or including the suburbs within 10 miles, 336.

New York follows with 193, or including Brooklyn, 238.

Philadelphia has 107, and Milwaukee, *the* bicycle city of the West, comes next with 52.

My correspondence indicates as much enthusiasm among wheelmen at a distance from the bicycling centres as among those nearer. From the lonely League director away out in Missouri, without a fellow-wheelman within 40 miles, to the active and united clubs of Milwaukee and San Francisco, Montreal, and Louisville, come words of cordial good-will for the League and its objects, and it will not be from these distant points that any disloyalty or indifference to the League will come.

Let us hope that from ocean to ocean and from Northern Canada to the Gulf, the riders of the wheel will band themselves together in ever-increasing numbers for the common good.

This first year has been one of organization and growth; the real work and purpose of the League is before it. It was not until September that there were any rules or plans or methods; but in spite of delays and disappointments (of the blame for which I wish to take my full share), the League members have been patient, remarkably so.

An impression has been formed that the corresponding secretary has received letters not always polite, and manifesting undue impatience. He complains of none. If there has been any complaint, it was because there was *cause* for complaint, and I fail to recall a letter containing any unreasonable criticism.

It was the League's misfortune to elect, against his protest, a corresponding secretary, the pressure of whose business duties have made it often impossible for him to attend to the League correspondence as promptly as he desired; and feeling the importance of prompt attention to the inquiries and demands of the League, I trust to see the office filled today by some one who will have ample leisure for the duties of the position; and in justice to my successor, permit me to say that the demands upon the time of the corresponding secretary will be so great that some provision for clerk hire should be made.

The income of the League being uncertain, and the work of the officers being proportioned to the membership, I would suggest that a percentage of the admission and membership fees be allowed the corresponding secretary and perhaps the treasurer, for clerk hire. This plan will be perfectly safe for the League, which perhaps a fixed sum might not be, and seems to me perfectly fair and just to the officers.

A word of explanation is due as to the delay in sending out certificates of membership. Applications are received by the corresponding secretary, who causes them to be published in the official organ of the League, and then forwards them to the committee on membership, who cannot, by the constitution, act upon them until two weeks *at least* from date of publication. They then report their action upon them to the recording secretary, who must record the names, make out the certificates, sign them, and forward them to the treasurer, who also records and signs them. They are then sent to the corresponding secretary for distribution to clubs through the secretaries, or by mail to the unattached.

It will readily be seen that there is great liability to delay, and it is not strange that a month or six weeks often elapses between the publication of the name and the receipt of the certificate; but some such formality seems necessary. Being in a position to know, I wish to say that the League has been most fortunate in its directors. With but *very few* exceptions, the directors chosen at Newport have proved to be most wisely selected, and they have spared neither time, expense, nor labor to make the League a success, and to forward the interests of its members.

Through them nearly 150 consuls have been appointed, well distributed through the States and Canadas, and this number bids fair to be doubled within a very short time.

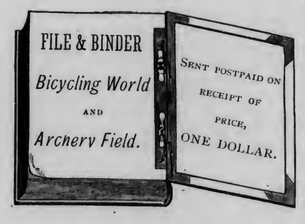
By a vote of the board of officers in March, I was empowered to obtain assistance at the expense of the League; a privilege which I should not have asked for, and which I hoped not to be obliged to avail myself of, but the flood of applications and inquiries has made it absolutely impossible for me to do the work without help for the last two months, and I have expended about $60 for clerical

assistance, for which I am very grateful to the League.

With pleasant memories of the many friendly letters received during the year, and with best wishes and high hopes for a brilliant future for the League, I gladly turn over the office with which you have honored me, to abler hands.

ALBERT S. PARSONS,
Cor. Sec'y L. A. W.

30 MAY, 1881.



NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

THE SECOND ANNUAL

ENGLISH TOUR.

1881.

It is intended that the party for this tour shall leave about the 16th of July, and return about the 20th of September. The route will be slightly altered from that of last year. The cost, which includes first-class cabin passage each way, and hotel bills on the tour, will be

$265.00.

Circulars with full particulars will be ready on the 11th of June, and can be obtained on application, enclosing stamp for reply to

FRANK W. WESTON,
B. Bi. C., B. T. C., L. A. W. etc.
SAVIN HILL, Dorchester, Boston, Mass.

FOR SALE.

A NEW 48 IN. ROVAL CHALLENGE, all plated except felloes.

Reason for selling, want a larger machine.

Particulars will be given by

F. B. C.,
Box 5190. BOSTON.

JUST ISSUED!

"INDISPENSABLE."

TRICYLISTS' HAND-BOOK,

Orders taken at this Office.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.
ELASTIC TIP CO.,
157 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY,
236 Westminster Street.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprising an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON. WILL H. THOMPSON

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

WM. M. WRIGHT

791 5th Avenue,

NEW YORK CITY.



BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.

Send 1-cent Stamp for Circular.

THE BICYCLING WORLD.

A Weekly Newspaper

DEVOTED TO THE INTERESTS OF BICYCLING.

Edited by - - - LOUIS HARRISON.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water St., Boston, Mass.

Gentlemen:

I herewith enclose Two Dollars, for which please send "The Bicycling World" for one year from.....188,

to be mailed postpaid to the following address:—

Name,.....

Address,.....

BICYCLE EMPORIUM,

96 WORCESTER ST., BOSTON, MASS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES AND TRICYCLES.

AGENT FOR

AMERICAN ROADSTER TRICYCLE,

SPECIAL CLUB, CLUB AND GENTLEMEN'S,

COVENTRY MACHINIST CO., of Coventry.

"SPECIAL PREMIER," and PREMIER,

HILLMAN, HERBERT & COOPER, of Coventry.

ALSO AGENT FOR ALL MAKES OF

DEARLOVE'S LAMPS,

KING OF THE ROAD, COMPANION, COMET, ETC.

Lamplugh & Brown's Suspension Saddles and Handy Tool Bags.

BICYCLES AND TRICYCLES

TO LET BY THE HOUR, DAY OR WEEK.

Open Evenings till 8 o'clock. **Sunday till 7 o'clock.**

SEND 3c. STAMP FOR CIRCULAR.

SUGGESTIONS TO BICYCLERS.

IT IS A MISTAKE *to consider all English bicycles as the best.*
IT IS A FACT *that a less percentage of Columbia Bicycles break or come to repairs than of any other make.*
IT IS A MISTAKE *to regard all the latest modifications of English bicycles as improvements.*
IT IS A FACT *that many of them are trade catches, and are abandoned before a season is over.*
IT IS A MISTAKE *to infer that the Columbia Bicycle is always the same style of machine.*
IT IS A FACT *that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.*
IT IS A MISTAKE *to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.*
IT IS A FACT *that the Columbias are the only bicycles that are warranted throughout by the manufacturers.*
IT IS ALSO *a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.*
IT IS A MISTAKE *to suppose that either the Special or Standard Columbia is the same now that it was six months ago.*
IT IS A FACT *that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.*
REMEMBER *that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.*
REMEMBER *that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.*
REMEMBER *that the Columbia nickel plating is the handsomest and most durable of any.*
OBSERVE *that the prices of Columbia Bicycles range from* $80 *up to* $147.50.
OBSERVE *that the Mustang is a cheaper grade for boys, in price from* $50 *to* $65.
REFLECT *that the Columbias offer choices of more value for less money than any other make of bicycles.*
REFLECT *that most of the older riders, and many whole clubs, are this season taking Columbias in preference to every other machine.*
EVERY *rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price lists.*
NOTICE *that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at* 597 *to* 601 *Washington Street, Boston, Mass.*

VOLUME ONE, 1879-1880,

BICYCLING WORLD AND ARCHERY FIELD,

NOW READY

In Handsome, Black Binding.

IT CONTAINS:

History of the League, Organization and Rules L. A. W., Rules for Clubs, B. T. C. Rules and Organism Complete Club Directory, 1880, *Brief History of Prominent Clubs, A full Account of the Amateur-Professional Difficulties, together with the decision defining an Amateur, Racing Records, Ladies' Bicycle Races, Descriptions of Bicycle Manufacture, Personal Interviews with Prominent Wheelmen, Instruction for Beginners, Articles on Wheeling on Ice, Effects of Bicycling on Health, The Visit of the English Professionals, and everything pertaining to Bicycling Literature of the Time.*

SENT, POSTPAID, UPON RECEIPT OF PRICE, $3.00.

E. C. HODGES & CO. - - 40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

Louis Harrison, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 24 JUNE, 1881.

Volume III. Number 7.

[VOL. III. CONTENTS No 7]

Currente Calamo	73
Editorial	75
The Secret of Muscular Force	75
Notes of a Countryman	75
President Bates's Adventures at the League Meet	76
Mountain Touring	78
Wheel Club Doings	79
Utica	79
Æolus	79
Waltham	79
Boston	79
L. A. W.	80
More from the Classic Gloom	80
Races	81
Philadelphia	81
Capital Club	81

Entered at the Post Office as second-class mail matter

ADVERTISEMENTS

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.

"BICYCLER'S RIDING SUSPENSORY."
Our sales of the above prove that it has been found to supply a want hitherto felt by wheelmen. It affords great comfort and insures absolute protection to those parts liable to injury while riding or making difficult mounts, the bandage is self-adjusting, and cannot possibly get out of position, it is simple in construction, and for quality and finish cannot be beat, while the low price ($1.00) places it within the reach of all. Sent by mail on receipt of price. Circulars free.
ELASTIC HOSE CO.
Highlandville, Mass.

CURRENTE CALAMO

FRESH. — A youth who rides a bicycle in order to inform a cold and unappreciative public that he exists. A bicycler who has a diseased idea that he must be nothing if not conspicuous. One of this genus may be readily identified by the way he rides, — generally very fast or with his hands behind his back. He scorns the simplicity of club uniform, as it obliterates his individuality, and wears a costume which would give him a front rank in a procession of Antiques and Horribles.

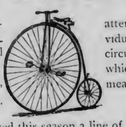
THE right meaning of the word "race" carries with it an idea of speed, but the word is fast degenerating into a term which may be used to describe a contest of endurance only. The swift and exciting motion of a race cannot be kept up by a bicycler for a distance of much more than five miles, and the contests of ten and twenty miles can only be compared to the exhibitions at Madison Garden, where mere brutal endurance takes precedence over the finer quality of speed.

The two-mile race seems best suited to the needs of bicyclers, as in it there is opportunity for exhibition of both speed and endurance, while the quarter and half mile dashes are hardly ever fair tests of either, and the long contests do away entirely with the nervous, vehement elements of muscular exertion which add so much to the excitement and general interest of bicycle racing.

PRES. BATES is as sound a business man as he is a "jolly good fellow." In our next issue we will publish a suggestion from him in relation to the voting of League members, which embodies a fairer method, and one better suited to the interests of all members, than any we have yet heard of.

THERE are three eras in bicycle club life. The new member is usually modest. He says little, and rides contentedly in the rear. He is given laborious committee work, and gets no credit. After a time he rides in the front rank, and wants

WE MAKE
SPORTING GOODS
A SPECIALTY



And give particular attention to bicycle suits for individuals and clubs. We have a special circular with samples and prices which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

NIGHT RIDING.
THE PATENT INDISPENSABLE
LANTERN HOLDER FOR BICYCLES.

Among the advantages secured to the rider by this invention, may be mentioned that heretofore unobtainable one, of a clear, STEADY light, just where it is most needed.

PRICE, NICKEL PLATED, $1.50.
FOR SALE BY BICYCLE AGENTS.

Sent postpaid on receipt of the price.

When ordering, be particular to mention the kind of machine for which it is wanted; also whether right or left hand. Right hand is preferable.
Illustrated Circular on application.

JACKSON & FRISBIE,
New Haven, Conn.
Box 429.

to race everything from a shooting star to a clothes horse. He chinneth incessantly at ye club meetings. He loses all sense of modesty on the questions of his knowledge of machines and his judgment of other wheelmen. After a time he sinks away again into retirement, keeps his place in line, votes quietly at meetings, lives on his past record, and is thoroughly satisfied it is better to ride to live than to live to ride.

THE medals for the races of 28 May, at Beacon Park, are in process of manufacture, and will be ready very soon.

NOTICE.

THE copartnership heretofore existing under the style of E. C. Hodges & Co., and doing business in Boston, Mass., is hereby dissolved by mutual consent. Accounts will be settled, and the business continued at the same office, under the style of E. C. Hodges & Co.

EDWARD C. HODGES.
LOUIS HARRISON.
CHARLES E. PRATT.

BOSTON, 18 June, 1881.



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

Positively the most comfortable Saddle made. Is adjustable: can be tightened when it becomes slack. Fits any machine. *Send for Circular.*

PRICE - - $3.50.

Send money order or registered letter.

D. W. HYDE,

Box 1133. Brighton, Mass.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

ALL BICYCLERS SHOULD READ

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters.

EDITED BY

HENRY STURMEY, *Author of "The Indispensable."* and C. W. NAIRN, *Author of "The Bicycle Annual."*

PUBLISHED EVERY WEDNESDAY. PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from

E. C. HODGES & CO. - - - 40 WATER ST., BOSTON, MASS.



RUBBER BICYCLE HANDLES.

RELIEVE ALL JAR.

Do not wear the hands. Send size of thread with order.

Wholesale and Retail prices sent.

ELASTIC TIP COMPANY,

157 Washington St., cor. Cornhill, Boston, Mass.

HENRY W. WILLIAMS,

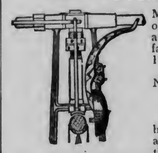
Solicitor of American and European

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON.

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 24 JUNE, 1881.

THE SECRET OF MUSCULAR FORCE. — In the *London Lancet* for 25 November, 1876, there is a proposition by Dr. T. W. Pavy which seems to solve the problem of the source of muscular power in a simple and attractive manner. Dr. Pavy's experiments with the pedestrian Weston, and other professional athletes, resulted in some original and very startling deductions. At the time, the scientific and medical worlds were greatly stirred both by his methods and by his theories. In the magazine referred to he says: —

"The force manifested by living beings has its source by transmutation from other forms which have pre-existed. The food of animals contains force in a latent state.

"Properly regarded, food must be looked upon, not simply as so much ponderable matter, but as matter holding locked-up force. By the play of changes occurring in the body the force becomes liberated, and is manifested as muscular action, nervous action, nutritive action, heat, etc."

This seems to clear up the fog of doubt which has so long hidden the source of that which initiates muscular action. It seems to dispose of the matter completely, and to establish a doctrine from which all future physiological observers can start; and if his proposition had been deduced from long and careful investigation, it would have been regarded by every one a safe and simple solution of the mystery.

Unfortunately, however, the eminent scientist assumed his theory first and proceeded with his reasoning to prove it, shaping as much of the results as possible to establish it; and wherever his data did not coincide with it, he ascribed the error to the fact and not the theory.

Later on, an American physician, perhaps one of the most eminent in this country, conducted a series of experiments with Edward Payson Weston, collecting the results of his observations before propounding any theory. In a lecture which the writer was fortunate enough to hear, he said: —

"No one can say why the growth of muscle and the development of muscular power is restricted within certain limits, no matter how much food may be taken and digested; why a man becomes on an average five feet and eight inches high, and weighs one hundred and forty pounds; why the limit of his muscular endurance is fixed; why, after exhausting one set of muscles, he is still capable of severe work with another; why the animal machine necessarily wears out, and the being dies within a certain period; or why a man, with proper physical training, becomes capable of greater and more prolonged muscular effort with precisely the same food than the same man out of training."

These are questions which cannot be readily answered by Dr. Pavy's theories. When a man has completely exhausted his "locked-up" force on one set of muscles where does the re-enforcement come from which inspires other unused muscles? The last question propounded by Dr. Flint is one which commends itself to those who contemplate bicycle racing, or ony other severe muscular exertion. It implies a fact. The men who train carefully, as a rule, win against those who are backed only by fine natural capability. The muscles of a person whose exercise amounts to a daily walk or two are usually soft and of comparatively little power. The lungs and heart are easily distressed by violent effort, and any great drain upon their muscular resources is attended with considerable if not dangerous exhaustion. In persons who are supposed to be quite healthy, but who take little or no exercise, there is a deposit of fat near the heart and lungs; and the want of vigorous action on the part of these organs, and of the muscles generally, induces very often what is vaguely termed "nervous exhaustion." Such a person may live and enjoy life, but in the majority of cases they lack force of character, and the fine assertive sort of health which must find vent in vigorous action.

When any set of muscles is persistently exercised, the first tendency is to eliminate superfluous tissue of every kind, the second to harden and improve the quality of muscle in those parts, and the final tendency to build up and increase the volume of muscle of the best quality. The part of the body thus used is rejuvenated. It dies and is made over again, by a process which at present we can only guess at. The storing up of force by particular diet is a very pretty theory, but it is much more probable that certain kinds of food contain the nutrition necessary for muscular development in the form easiest assimilated, and that the sense of hunger is simply a demand of nature for material to build up new tissues.

It is not our purpose now to give a list of such food as is best suited to muscular development, or to state the conditions most favorable for it, as these two subjects deserve special mention. We simply present the question of the source of muscular strength, as it has come to us, and assuming that some particular diet is necessary to the perfection of muscular development, we re-solve the question by a direct assertion: The muscular substance is not a machine for transforming the force locked up in food into power, but is itself built up by food and perfected by regular exertion to the best performance it is capable of. The impulse given to all muscular motion comes from we know not where; but as it is perfected and strengthened only as the muscles themselves are strengthened, the whole secret of force lies in *their* growth and increase of power.

NOTES OF A COUNTRYMAN.

IT has become second nature, almost, for me to work off my "pent-up Utica" on the BI. WORLD; but to-day the sun shines so brightly, and the air is so balmy that I am too hopelessly lazy to do anything original. Perhaps the reader

will be the gainer. I am going to forage upon other people a bit.

Here is a scrap from the New York *Tribune*, and a decidedly fishy one it is:

"The practical success of the electric railway in Berlin has doubtless stimulated inventive talent the world over, but a velocipede propelled by electricity is the first vehicle to fall into line behind the German street car. An electrician of Paris has succeeded in driving an English tricycle for an hour along the streets of Paris, by means of electricity stored in a 'secondary battery' of Plante's make, and two small Deprez electric motors. The vehicle with its occupant weighed 400 pounds, and it was driven at the speed of an ordinary cab: but by improving the mechanism, the inventor hopes to raise the speed to twelve miles an hour; and the modification which has since been effected on the Plante battery by M. Faure will no doubt enable a supply of electricity to be stored up, capable of working the tricycle for many hours."

Do not, O lazy brother of the wheel, wait for this wagon. If you do, you may lose your riding till too old to ride at all. After all, is any such bicycle wanted? Give us a steamer or an electrical 'wheel,' and we would lose all the delightful stimulus of paddling our own canoe. The Providence or Bristol, or long-legged Ten of the Pennsylvania Railroad, with its oft-repeated record of fifty seconds to the mile, are a deal better for "boughten" propulsion than a steam bicycle, I fancy; and then, as bicyclers are a moral, high-toned set, we should take into account the lie al out this electric machine. It is without proof, — too, too altogether.

Now that I have arrayed myself on the side of the conservative lovers of truth and natural things, and have let my reader know how much I dote on simple, old-fashioned ways, and so on, I am going to raise another kind of ghost; but in this case a real one.

We have for several months been told to look out for wars and rumors of wars. A rider on one wheel has been talked about, wit' such improbable feats tacked to his back, t at the average reader has become as sick of such mention as he usually is when, being bamboozled into reading some thrilling incident or startling discovery, he finds it ending in an advertisement of Stiggins's "Patent Liver Eradicator," or Drake's "Lightning Exhilarator."

And yet all this one-wheel story is true. Signor Scuri, a young Italian now exhibiting at the Alexandra Palace, in London, rides a machine with one wheel only and just backbone enough to hold the saddle. The *Cyclist* informs us that his machine has a high head and ordinary handle bar, and the backbone is rigidly attached to the head, so that he has to make his curves by jerking the body around. We are also informed that he "almost stands upon the pedals, leaning forward in such a manner as to keep just balanced over the centre of gravity." He rides boldly, and performs wonderful feats. It delights my conservative nature to add that one of his little performances is to ride that one wheel down-stairs — there! that is off my mind, and I can draw breath and go on to something else. Before going, however, I wish the reader to remember to be polite. He must not say anything about Ananias, because I can show him these little facts with responsible authority, mainly the *Cyclist*. By the way in which Mr. Sturk galloped around on one wheel, one might suppose it to be easy to do. He informed a gentleman of my acquaintance that he could ride on one wheel as far as he chose; and we have the best of evidence, our eyes, that he was good for two or three hundred yards.

I have a Burley's skeleton saddle lying on its back here before me, in a basket, and have been worrying immensely because I could not go out to ride it and prove it. But what can a man do in six inches of mud? I can ride in the rain, but I am in the country, where there are only roads of the muddiest mud. I will try it in a day or two and report to the WORLD. Surely a real, live American saddle will be heartily welcomed. The suspension is good, but a certain percentage of riders cannot endure it.

The Great Hampton Meet came off in England, 21 May, with its procession of about 2,050 riders. The readers of this paper have heard all about it, and I only recall it to quote from the *Cyclist*, which speaks of the admirable riding of the Brighton Club, "in their well-known gray coats and straw hats," etc. Isn't this a revelation? Here we have fought over the helmet, and forage or polo cap, as vigorously as the Commissioners did over the Canadian fisheries, and about as sensibly. No man ever said "straw hat" a single time, though that seems to my untutored mind a good substitute for either polo or helmet. Will not some club take this to heart, and give us the delight of seeing one single variation from the rut we have been running in?

The *Wheel World* has changed hands, and will hereafter be edited by Messrs. Sturmey & Nairn. It was always a most readable monthly, and cannot lose with these gentlemen at the head of it. I have just received my May number, and am so eager to get at it, that I can let the reader go without further punishment.

I will only add, for the benefit of night riders, a formula for making what is called a superior bicycle lamp oil. This I find in the beginning of this same magazine: "To half a pint of colza, *or any other lamp oil*, put in a pan two pieces of camphor about the size of a walnut each, and let it gradually simmer by the side of a steady fire until the camphor is dissolved. It gives a very steady and brilliant white light, and never goes out over the roughest macadam."

H.

BOUND copies of BICYCLING WORLD, Vols. I. and II., are now ready.

PRESIDENT BATES'S ADVENTURES AT THE LEAGUE MEET.

IT was at the May meeting of the club that when the order of miscellaneous business was reached, I casually announced from the chair that I should attend the Boston Meet of the L. A. W. The announcement was received with applause. I said that I should probably be absent some time. (Enthusiastic applause.) I regretted that I should not be present at the next meeting to preside. (Tremendous applause, led by the vice-president, who would preside in my absence.) I therefore asked for a formal leave of absence. (Great applause.)

Mr. High moved that President Bates be granted one month's leave of absence.

The vice-president moved to amend, that an indefinite leave of absence be granted. (Loud applause.) He said that our beloved president may desire to remain absent more than one month; and he was sure that he expressed the general sentiment of the club when he hoped that our beloved president would take a long vacation from his official cares, and the universal good wishes of the club would go with him as long as he remained away. (Long-continued applause.)

The motion, as amended, was carried unanimously; also a motion appointing me to the office of delegate to represent the club in the L. A. W. Meet.

Mr. Lowe said that our honored president will carry with him to the East the fraternal greetings of the great and growing West. When our honored president rides in the procession through the streets of Boston, he will remember that the eyes of the country are upon him; that he bears with him the dignity and the majesty of a mighty empire. He did not doubt that our distinguished chief would ride as one inspired by these lofty and patriotic sentiments, and that his carriage and demeanor would shed upon this club a still brighter effulgence of radiant and illustrious — ah — h'eclaw. (Applause.

Mr. Cubb (a great admirer of the vice-president) said that he hoped our esteemed president would not hurry home on account of the club. (Applause.) The club would bear the separation with Roman firmness, knowing it would be for the good of the president and of the cause. (Unanimous applause.)

I hoped that some other members of the club would go also.

Mr. Slow said he had thought of going. The club immediately all hoped he would go. He asked me what route I should take. I said I should go by way of New York. He said that if he went, he should certainly take some other route.

Then the different members of the club each wanted I should carefully examine this or that machine, or purchase this or that for them, which I agreed to do. They all, without exception, hoped I would stay in Boston as long as I could be contented, and by no means to hurry back on their account.

These demonstrations of esteem and confidence touched my feelings, and I thanked the club warmly. It may appear egotistical in me to say so, but I am convinced that very few clubs are so cheerfully willing to have their presidents go away, and remain absent as long as they please, as my club is. The enthusiastic confidence with which my club are always ready to send me abroad is an honor to human nature. My wife was also willing that I should go away; and there was no opposition from any of the neighbors. Such unanimity of self-sacrifice is touching to a man of fine sensibilites.

Upon my arrival in Boston, I found everybody and everything full of bicycle. The hotels were full of it, the streets and all places of resort were full of it. Everybody talked bicycle. Upon making myself known, I was immediately taken out and stuffed with bicycle. We had bicycle for supper, we dined on bicycle, we had bicycle between meals. I was introduced to several bicycle beverages. A Canadian delegate desired to call my particular attention to a British bicycle concoction. It was composed of half bitter British beer, and half plain soda. After tasting it, I offered the bar-tender ten cents to drink it for me. He said that he was an orphan, and had solemnly promised his widowed mother never to drink anything likely to make a man commit murder or other crimes of bloody violence, though he was willing to risk a drink which contained simple larceny, or even an inclination toward bigamy; but he drew the line at manslaughterous drinks.

As the Canadian delegate appeared a trifle displeased, I invited him to take a stroll, and do the city. We went to old Faneuil Hall. We met a gray-haired Bostonian, who explained everything to us. "This sacred spot," said the gray-haired Bostonian, "was the birthplace of the mightiest empire the world has ever seen."

The Canadian delegate courteously remarked that he had never seen an empire, but he presumed it was an imported English machine.

"In this venerable pile," continued the gray-haired Bostonian, "you behold the cradle of American liberty."

"The cradle spring is quite popular in the Dominion," politely observed the Canadian delegate. "It is very easy to sit on."

"Here," pursued the gray-haired Bostonian, "a patriotic soul can readily imagine the mighty spirits of '76 rising out of the dark backward and abysm of the past."

"Oh, come, now!" remonstrated the Canadian delegate, "you Yankees are always chaffing. I don't believe any man alive can handle a 76 machine. Don't believe any 76 machine was ever built. Come, now! that 's too tall."

"Sir," said the gray-haired Bostonian, "you are partly right; true enough, no man living in these degenerate days can handle the '76 machine, as you are pleased to call it. Certainly no foreign people can. Sir, that was an American machine, the pride and glory of this continent. If you will go with me, sirs, I will show you the portraits of the illustrious men who did handle the machine of '76; the men who were the pride of Boston, and the founders of the Republic."

The Canadian delegate said he presumed he would see the Republic machine in the procession; just now, he would prefer to be excused, and go over to the Hotel Brunswick. As we moved away, the gray-haired Bostonian looked after us with a melancholy shake of his old head, and said something about the trivial spirit of this commercial age.

At the Hotel Brunswick we took lunch with the Providence Club. A Providence lunch, as well as I can remember, consists of wheel on toast, nickel-plated, with a slice of lemon and a strawberry in it, and fluted hollow forks. It was elegant, and remarkably stiff in the backbone.

After the lunch, a party of us rode over to the Bunker Hill Monument. We remarked that Bunker Hill was n't much of a hill to ride over. At the Monument we found a native who showed us the spot where Warren fell. A Dominion delegate asked if he damaged the machine when he fell. The native replied with some heat that it smashed the machine all to pieces. An English bicycler asked if it was an English machine. The native said it was, and informed us that the British machine was knocked into a cocked hat, and offered to show us the cocked hat it was knocked into. Said his grandfather wore that sort of a hat. The Montreal man said that Mr. Warren must have taken a nasty header, and he could n't see any need of it on such smooth ground. The native brought out a specimen cocked hat, and showed it to us. He said it was a sacred relic. We looked it over carefully, and all agreed that it is n't anything like as good a hat as the polo, or the helmet. I asked the native if Boston had any pride in that hat. He said Boston regarded that hat with deep reverence. I said that these gentlemen had come to Boston from places a thousand miles distant, partly to examine and buy Boston goods. If that hat was the pride of Boston, we might as well take our custom to New York. Why, better hats than that were built 'way out West, in infant villages. Then we mounted and rode away; and the last we saw of the native, he was standing motionless, like a dark statue of indignant astonishment, against the gray background of the base of the Monument.

We then went to the Touring Club rooms, and had some more lunch, with Mr. Weston. The Touring Club lunch, if I remember rightly, is composed of roast beef rare, with rubber handles, horse-radish sauce with cradle springs, and shandygaff with short cranks. It takes two steps to mount, but it runs beautifully down hill.

Mr. Weston proposed that we take a trip to Blue Bell, to try the celebrated sandpapered roads of Massachusetts: and we eagerly assented. That was a lovely ride, through the most charming suburban villages of this continent. We rode over the noted Milton hill, which is long, but not difficult. Mr. Weston said the roads had not been sandpapered since last year; but they were simply perfect, — smoother than a floor, with broad and beautiful curves, easy grades, delightful scenery, and a perfect day for riding. All the roads were as clean as if people swept them once an hour; no pebbles, no litter, not even any dust. They were so clean that when on our return we found two straws and a bit of raspberry twig which some reckless person had dropped in the road, we all halted. A man came out of a house to see what we were doing. We asked him where any of the selectmen lived. He said he was one of them. We showed him the straws and twig, and wanted to know why such obstructions in the highway were permitted. He examined the obstructions officially, and apologized in a very mortified tone; said such a thing was very rare, and would be strongly condemned by public opinion, "but a very careless family has lately moved into the village, from Connecticut." The last the rest of us saw of that selectman, it was about nip and tuck between him and the members of the Hartford and New Haven clubs.

When we arrived in the city, we went to the Massachusetts Club rooms, and had a fish-chowder lunch. The part with a strawberry floating on top had double ball bearings and tangent spokes. A committee from seven different States had great difficulty in restraining Mr. Harrison from playing any more on the parlor organ. I would have sung our Detroit Club song, but at the second line the company unanimously declared that it disturbed their enjoyment of the goings in and out of the trains in the Providence Depot, across the street. Out of courtesy I yielded to these remonstrances, and the city of Boston will probably never know or appreciate what a soul-moving thing it missed. It is some compensation to know, however, that none of the trains were detained by excited passengers on my account.

The next day being Sunday, most of the five or six hundred wheelmen in the city went to church. The majority selected churches at a distance. One party went to Waltham, another to Nahant, others to Blue Bell, Wellesley, Newtonville, Cambridge, and various villages within a radius of twenty-five miles. Riding so far in search of churches to suit their several desires showed a devotion very creditable to the fraternity. But it was a singular fatality which made so many arrive too late for service, or else fail to find the particular temple they were looking for; or go not only to but right by it, from not being

properly guided, and so return grievously disappointed.

In the evening I attended a spiritual gathering at the rooms of the Providence Club. Mr. Clark, of Baltimore, now recording secretary of the League, conducted the services in a solemn and impressive manner. The New York Club men present seemed deeply affected. During the services a large amount of missionary work to be done among the other clubs and members was laid out, and arrangements were made for printing a small missionary paper, which it was fondly imagined would at once convert all but the most hardened delegates; but like the attempt to convert the North American Indians, and soften their hearts so that they should refrain from scalping unwary white men, somehow these admirable arrangements failed to produce substantial results. I promised to prey with the first batch of converts myself, on condition that a sufficient number of others should sit on them and hold them down, touching the giving of the vice-presidency of the League to a Western man; but events let me out, as I felt pretty sure they would. Let me say here, with the utmost sobriety, that I fully believe the League elected the best man for president who could possibly be selected, and that its choice for other officers seems to me to have been admirably wise; and such, I think, is now the universal opinion.

Of the events of Monday, and the procession, I need not speak; everybody knows all about it. If the procession was a novelty and delight to the spectators, the spectators were a novelty and delight to the procession. The observers observed us, and we observed the observers. There was as much fun to the block in that crowd as in any crowd I ever saw, if one only had time to study it. The startling theories and strange remarks I heard from the people as we rode along were very amusing.

But let me pass all this, and hasten home. No one knows how much he is loved and appreciated at home till he has been absent and returns from abroad. I arrived unexpectedly, my friends supposing I would be gone several days longer. Consequently the affectionate reception which greeted my arrival was all the more touching. My wife said, "Why, we did n't look for you for several days, and I was going to a party to-night. What made you come back so soon?" The children said, "Why, papa, we did n't think you were coming home this week; and we were going to a picnic." The club members said, "Hello! you back again? Did n't expect you till after our next meeting." These kind demonstrations affected me keenly; and I was especially touched when the vice-president wrung my hand, and said he had expected to conduct the next meeting without me, and they all sincerely hoped I had n't hurried on account of the club. These are the things which fill the cup of life with sweetness, and shed a rich perfume along the pathway of existence, like clover fields and climbing roses along a Michigan country road. B.

MOUNTAIN TOURING.

Mr. Editor: — As the touring season is at hand, it will perhaps interest such of your readers as are contemplating extended bicycular trips this summer, to know the experience of one who has twice wheeled through large portions of the mountain regions of Maine and New Hampshire. The writer has already given the WORLD readers a brief outline of the first trip, made during the month of July, 1879, and which was probably the first extended bicycle tour made in this country. The party that year comprised two wheelmen, three horsemen, and two men in the commissary wagon, the whole party, including horses, vehicles, and camping equipments, embarking July 7, on the steamer for Portland, Me., whence they took up the line of march through Raymond, Casco, Waterford, Harrison, West Bethel, to the Androscoggin River, and along the valley of that stream to Gorham, N. H. (camping here five days and making excursions to Mt. Washington and other points of interest in the vicinity, sometimes by bicycle and sometimes by other conveyances); thence by way of Jefferson Hill, Fabyan's, Bethlehem, Crawford's, and through Franconia Notch to Woodstock, where the writer left the main party (which went back to Portland *via* Sandwich), and down the Pemigewasset and Merrimac valleys, through Plymouth, Concord, and Haverhill, Mass., to Boston, after an absence of just three weeks. The party of last year, which left Boston 5 July, and as before on the steamer for Portland, comprised four equestrians, six vehiculists (in buggy and carryall), two wheelmen (the same two of the previous year), and the driver and two lads in the commissary wagon. The homes of the tourists were in Boston, Chelsea, Everett, and South Framingham, and their occupations embraced law, medicine, public instruction, journalism, and trade. The route from Portland was the same as the first tour as far as Harrison, thence through Bethel, Newry, up Bear River, past Screw Auger Falls, and through Grafton Notch to Cambridge, N. H.; thence over Upton Hill, and along the shore of Lake Umbagog to Errol Ridge; from Errol along Clear Stream to Dixville Notch; thence *via* Kiddersville to Little Diamond River and Lake; thence through Colebrook down the Connecticut Valley (partly on the Vermont and partly on the New Hampshire side) to Lancaster; thence by Jefferson Hill to the Glen, Jackson, North Conway, Fryeburg, Bridgton, Naples, Sebago, to Portland, and steamer to Boston. The round trip from Portland and back covered about three hundred miles, and occupied just three weeks from 5 July.

The object of this communication being simply to inform prospective tourists of the condition of the roads and facilities for bicycling in those sections through which our party passed, no attempt at description of the scenery, nor at relation of adventures and incidents of the journey will be made, albeit the former was to us replete with beauty and grandeur, and the latter were always interesting, and often novel and exciting. The first day from Portland the party made twenty-four miles, camping at South Casco. The road was a bad one for bicycles, — that is, it was generally soft, except in the vicinity of village centres, when we could take the foot-paths or sidewalks; yet we did not walk much, and reached camp considerably in advance of most of the horses, and in better condition. Next day, about the same distance was covered, but the roads were worse and we walked more; but one of the saddle horses was used up, and his rider left him at Waterford to recuperate while he purchased another. Some of the roading this day, between North Waterford and Harrison Landing, was excellent, and we reached the latter an hour or two before most of the horses; but a few miles beyond the roads became sandy, and were very bad until we reached Bethel the next day. From Bethel to Newry the wheeling was tolerable, with occasional stretches of deep sand, through which it was necessary to walk: but a pleasant camp was made here, the tourists, assisted by the villagers, improvising a jolly vocal and instrumental concert; for our party comprised some excellent musical talent, — two violinists, a flutist, a capital pianist, and several good singists, all which made them speedily welcome everywhere as soon as the community became aware of the fact. The wheelmen, however, from the novelty of their locomotion, proved, through the whole journey, the "open sesame" to all places where the reception of our rough-looking party would else have been doubtful. From Newry, where we began to get into the mountain country, was found some very fair wheeling to Cambridge, although some very disagreeable hill climbing was encountered: this, however, was amply compensated for by the beauty and interesting character of the country, the scenery through Grafton Notch and at Screw Auger Falls being especially charming. Cambridge, on the shores of Lake Umbagog, proved a wretched and disagreeable camping-place, and the hard wheeling and walking of the bicyclers the past two days had wearied them so much that they sent their machines forward with some camp luggage, by a team, to Dixville Notch, and betook themselves to the commissary; but they never ceased to regret it, for the entire road to the Notch was in good condition here, and with the exception of the ascent through the Notch, almost wholly void of hills, and the saddle-horses could have been beaten by a long distance, whereas the commissary was slow and jolted continually. We camped in the Notch at noon, and next day had good wheeling to Little Diamond River, where the party camped two days for fishing and thence over more excellent roads about twelve miles to Colebrook. From here to Lancaster the roads were alternately good and bad, the last predominating, — especially on the Vermont side of the river. From Lancaster to Jefferson Hill the wheeling was generally very good, and for four or five miles beyond the latter: but the rest of the way to the Glen, by way of Wood's Corner, across a spur of Mt. Jefferson, was almost entirely unridable. Camp was made Friday of the second week, at Glen Cottage, about two miles north of the hotel and ten miles from the summit of Mt. Washington. We remained here until Monday morning to give the horses a rest and procure some oats from Gorham; and as very little of the two-mile road from camp to the Glen House was practicable for bicycles, our frequent trips to and from the hotel were made afoot by all parties. Sunday morning we all left camp afoot for the ascent of Mt. Washington, three of the party keeping the carriage road and the rest of us turning off through Tuckerman's Ravine. The bicyclers, as usual in feats of this sort, reached the summit first, and ahead of those who ascended by the carriage road. We dined at the Summit House, and all descended by the carriage road, halting on the way to view the locality of the terrible and fatal stage accident of a few days before, and arrived in camp after our twenty-mile tramp early in the evening. Broke camp next morning and made Jackson about noon, having stopped at many places of interest on the way, — Emerald Pool, Crystal Cascade in the Ravine, Glen Ellis Falls, etc., — and camped until next morning, when we wheeled over a splendid road to North Conway. This road was so good that the wheelmen arrived here an hour before the equestrians, and long before the other vehicles. The road from the Glen House to Glen Ellis is mostly sandy, and from the latter to Jackson hard and descending, but very rough and uncomfortable to ride on. The Mt. Washington carriage road is very gradual in descent, and a careful and skilful rider could bicycle down the whole eight miles of it safely, the only risk consisting of the frequent water-course hummocks across the road, — one of which, without doubt, overturned the stage last year after the horses became unmanageable. We spent an enjoyable three days in North Conway, and then moved over alternately good and bad roads, *via* Fryeburg, to Bridgton, where we spent two days, and on Sunday morning went as far as Raymond, and rode into Portland some time during the forenoon of the next day, and reached Boston by steamer Tuesday morning, just twenty-two days from the time of starting.

To sum up, we found the roads practicable for bicycles about from ninety to ninety-two per cent of the way; but bicyclers should not make such a trip in company with horse vehicles, the combination being very inconvenient for the former if dependent upon the movements of the latter, because horses cannot comfortably cover more than twenty-five miles on the average roads, and on good ones the wheel can do twice that distance, while on bad ones ten or twelve miles will be hard to overcome. Besides, horses must make certain stations on the route to obtain suitable food and stabling, whereas the bicycler can find accommodations for himself and wheel at any farmhouse where he chooses to stop, and can regulate his day's journey according to road conditions, convenience, or caprice, and can carry on his machine two changes of underclothing, toilet articles, and other compact conveniences; or if he wishes to stop at places on the route where better dressing is desirable, he can express a valise from point to point at trifling cost; and if he would make occasional trouting a feature of the trip, a folding rod and adjuncts can be slung over his back, ready at hand whenever a promising brook is encountered, and these opportunities are by no means infrequent. Parties of two or three are better than larger ones for bicycle tours, for it is difficult to get accommodations for many at the ordinary farm-houses, and hotels are not always conveniently near as could be wished where roads are bad; and bicyclers, to enjoy their trip, need to be as independent and ultimately objectless as tramps. In each of these mountain trips the roads averaged about as good for bicycles as for carriages, and in the mountain districts they were generally better than in the low lands and river valleys — almost the entire Dixville region being excellent wheeling for many miles at a stetch, and we found fewer steep grades to surmount than in the river counties the roads in the former generally winding around the bases of the mountains, and being hard and comparatively smooth-bedded, while the river roads were frequently sandy and hilly. G.

WHEEL CLUB DOINGS

UTICA BICYCLE CLUB. — The Utica Bicycle Club was organized with the following officers: President, Otto A. Meyer; captain, R. T. Peckham; secretary and treasurer, W. J. Walters. The other members so far are: D. G. Ray, W. C. Meyer, J. H. Gilmore, John Lindmer, Jr., Charles H. Metz, Henry Edwards.

ÆOLUS. — *Editor Bicycling World:* Noticing that there is but little Worcester news in your paper, I would like to introduce the Æolus Wheel Club. Late in the past winter six members of the Worcester Bicycle Club resigned, and formed the new club. We have now an active membership of nineteen, and every man uniformed. We have made it a rule that before any one becomes a member of the club, he shall deposit with the treasurer a sum sufficient for the purchase of a uniform, and it is then furnished by the club. By this means we not only have all the members uniformed, but uniformed alike. We have club drills Wednesday evenings, with seldom less than ten members present, and a like good attendance at the Saturday afternoon runs. Several of our members have got in the habit of starting out at 5 A. M., and taking a run for a breakfast appetizer. For instance, one man last week took morning spins as follows: Monday, six miles; Tuesday, ten miles; Thursday, nine miles; Friday, thirteen miles; Saturday, six miles. Total, forty-four miles. Friday, five members put in an appearance at 5 A. M. for a run to Millbury, six miles, and return. The run down was made in forty minutes. Two of the men rode back in twenty-five minutes, and the other three in thirty-seven minutes. One of the twenty-five minute men could not have made that time had he not been suffering from a boil, which had made him mad all through, and the other man followed him to see that he did not kill any one on the way home.

We hope to entertain our bicycling friends in Worcester again the coming fall at the time of the New England Fair. As a club we have heard nothing of what the New England Fair officials propose to do as regards races, but we hear that they have been in consultation with a committee from the Worcester Bicycle Club, and we presume that together they will arrange some plan of action. The Worcester men had such a thoroughly enjoyable time last fall that we hope to see another meet here this fall, and a large one.

I think the bicycle is more common on the streets of Worcester than in any other city I know of. One of our members recently spent four days in New York, one day in New Haven, and one half day in Springfield, and during the whole time saw only three bicycles, and from the cars did not see one either while going or coming.

On a fine evening it is a common occurrence to see on the boulevard on the west side of the city from twenty to thirty riders at one time, taking their evening exercise. Bicycling has got the upper hold on Worcester, and the Æolus men have got the upper hold on bicycling. ÆOLUS.

WALTHAM. — At the meeting of the Waltham Bicycle Club, held 7 June, the semiannual election of officers resulted as follows, viz.: President, Wm. Shakespeare; captain, Chas. W. Sewall; first lieutenant, LaRoy S. Staples; second lieutenant, Chas. C. Hardy; secretary, H. B. Colby; treasurer, Chas. E. Richards; board of directors, M. L. Childs, W. H. Smith, Chas. E. Mulloy; bugler, A. F. Rivard. The largest gathering of wheelmen ever held in Waltham, was upon the occasion of the "Consul's run," 29 May, at which time there were sixty-three men in line on the return to Chestnut Hill.

HENRY B. COLBY, *Sec'y W. Bi. C.*

BOSTON BI. CLUB. — The members of this sociable old club were entertained

handsomely last week by one of their members, Mr. George B. Woodward, at his residence in Longwood. The attendance was quite full and the occasion a thoroughly enjoyable one, as most gander parties are. The toast of the evening was the health of Mr. Woodward, the first president of the oldest club in the country, and its most hospitable entertainer, proposed by Mr. Charles E. Pratt. It is said that the ancient of the club went with his hands buttered, as he had understood that it would be a *candy* party.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED. — Harry W. Weeks, Southboro', Mass. (St. Mark's school); W. A. Wilcox, Worcester, Mass.; Burroughs S. Rose & Co., care of West, Clark & Case, Trenton, N. J.; Chas. Cressman, corner Thirteenth and Green streets, Philadelphia, Pa.

WORCESTER BI. CLUB. — Additional: E. D. Thayer, Jr., 67 Chatham street, Worcester, Mass.; L. N. Kinnicutt, 400 Main street, Worcester, Mass.; Sam'l H. Clary, 448 Main street, Worcester, Mass.; Frederic Kimball, 452 Main street, Worcester, Mass.; Geo. T. Dewey, 23 Chestnut street, Worcester, Mass.

MILWAUKEE BI. CLUB. — Additional: E. C. Langlois, Geo. P. Miller, Frank Pingree, and Chas. W. Beck, — all of Milwaukee.

PHILADELPHIA BI. CLUB. — Additional: Chas. H. Scott, 113 Walnut street, Philadelphia, Pa.: Frank S. Lewis, 59 N. Front street, Philadelphia, Pa.; Geo. C. Thomas, 2019 De Lancey place, Philadelphia, Pa.

NEW HAVEN BI. CLUB. — Additional: Frederick Busche, Jr., 132 College street, New Haven, Conn.

NOTICE TO DIRECTORS. — Directors will please notify the corresponding secretary as early as possible of any changes of consuls, and send in the names of any new consuls appointed. Consuls' certificates for 1881–2 should be issued as soon as possible.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W., 54 Wall street, New York City.

MORE FROM THE CLASSIC GLOOM.

ONCE more summer has descended upon the smoky city. The slush is a thing of the past. The snow has disappeared. The bicycle has reappeared, and all nature is joyous. Little birds sing upon the swaying branches, while gentle zephyrs sigh through the shaded avenues. On the other hand, gentle heifers devour the foliage of said shaded avenues, and the yet lingering *rut* strikes terror to the heart of the wheelman who ventures beyond the paved roads.

Asking pardon for this feeling little digression, let us proceed: Tuesday, 17 May, 1881, dawned gloomy and foreboding. Rain was evidently debating whether to fall or not. At precisely 9.30 A. M., Mr. S. G. O., sub-captain of the Keystone Bi. Club, member of League American Wheelmen, and winner of the gold medal for Exposition races last summer, started up upon a short trip on a road which follows the picturesque windings of the Monongahela. He leaped upon a 54-inch Special Columbia, while your humble servant calmly bestrode a 52-inch Standard Columbia. We left Glenwood Station, Baltimore and Ohio Railway, somewhere near the mile post which scores five miles from the heart of the city, and soon reached the clay road. We had gone but quarter of a mile when Mr. S. G. O. found the head screw too tight, and we spent half an hour breaking a wrench upon it, and finally made it ridable. Luckily we had an extra wrench, and could proceed on our way. From this point we sailed along nicely, not mentioning the fifteen headers I took within one mile. These only served to wake me up and clear my brain. The contemplative mood into which these falls had thrown me was rudely disturbed by our arrival at a sea of mud which occupied the road. "Old 54-inch" picked his horse up and strode manfully through the clay, while I followed, a heavenly smile illuminating my curving lips; four hundred yards of this, and we stepped upon dry land, and turned to gaze upon the beautiful town which borders this splendid piece of road. 'T is called Demmler, and boasts of six houses and a grocery store. At twelve we entered the populous town of McKeesport, which we made the terminus of our trips last summer. The town was much excited over the arrival of a circus, and we were objects of admiration and wonder. A young man confidentially told me that Market street was the best road in town for "velocipedes," and this piece of news weighed so heavily upon him that he repeated it to me twice. He then asked if we did n't belong to the circus, or — menagerie; and was much relieved to hear we were free and independent. Thirty minutes for an indifferent meal, fifteen minutes for a "fragrant cheroot," and we were up and away, riding though the town. When passing the circus grounds many remarks were made, and one poor, misguided youth asked our Special Columbia man to let him into the show for fourteen cents. This was not to be thought of, and we fled along the road in hot haste. The road now was good and almost level for two miles, and we rode almost that distance not dismounting once. The road terminated in the Youghiogheny River, and we had to take a skiff and cross. We climbed a precipitous hill through a deep wood, and upon the top halted at a small cottage, and accosted a small boy, who immediately asked, "What 's them?"

To which I facetiously replied, "This machine is called 'make 'em tired'; will you please give us a drink of water?"

The boy said, "Yes, for five cents." Upon this I threw the lappel of my coat back and displayed my "League" badge, which so overawed the youth that he got the water forthwith and never referred to the remuneration. We crossed the river once more and landed at Buena Vista, a very bright (?) looking village, consisting of three houses, a grocery store, and a large building with a huge sign, "coffins," upon it. This afforded an opportunity for gloomy reflection on the physical end of man and the wretched condition of the roads, as we sat waiting for the down train. We had ridden twenty-one miles from home, and were twenty-seven miles from town at 4.30 P. M., when we stopped and waited for the next return train, as the roads were unfit for riding. I found the new cradle spring would not allow me to dismount by throwing one leg over the handle. Every time I came to a bad rut I would try to turn out, and every time I did I executed a lofty tumble, but, most always feet first. We got home at 6 P. M., same day, very little the worse for our struggles.

The Keystone Club has not indulged in a run yet, but will soon take the inhabitants by storm, in a new brown suit,

which was originally stone-color. Mr. Palmer, an enthusiastic rider from the suburbs, has sold his bicycle and proposes to get a horse. The agency here is selling quite a number of bicycles, and there will be much riding done here this summer. PHIL.

RACES

PHILADELPHIA.— Saturday was a busy day in field and river sports. The heavy rains of the previous day had left the grounds in a very undesirable condition, and in consequence four cricket matches and the gentlemen's races at Belmont Park were postponed. The bad condition of the roads had induced those in charge to call a postponement of the bicycle meet at the Permanent Exhibition building in the afternoon; but as it failed to reach many of the wheelmen in time, they went out in force prepared for the exercises.

In order not to cause a disappointment it was decided to carry out the programme particularly as there were a large number of visitors on hand to witness the start. The Philadelphia, Germantown, Centaur, Pegasus, and Æolus Bicycle Clubs were represented, and with a large number of the unattached, there were mustered about ninety-five wheelmen. Mr. G. D. Gideon was the commander, with Messrs. Miller, Tilghman, Cope, and Lewis as marshals.

The procession of riders having been formed, it moved in single and double files, and in fours, around the main building, and then passed out on the road. There was a road race from Hestonville to the Red Lion Hotel, three and one half miles, there being the following entries: G. D. Gideon, F. W. Corse, A. Powell, J. N. Smith, W. H. Mears, and J. Boyd. Mr. Gideon was the first in: time, 17 minutes 15 seconds. Second, Mr. Corse: time, 17 minutes, 25 seconds. This is good time, considering the long hills and the heavy condition of the road.

The turnpike company collected five cents from each bicyclist. Sixty-seven gentlemen rode as far as Ardmore, and proceeded to the well-known Gen. Wayne Hotel. Some thirty gentlemen sat down to an excellent repast, and in the evening returned by moonlight to the city. Before returning, however, Mr. Gideon received a handsome gold medal, and Mr. Corse a silver medal, on behalf of Mr. H. B. Hart, who was unable to be present on account of sickness in his family. It was a noticeable fact, both at the Exhibition Building and along the road, that the horses attached to light carriages and other vehicles did not seem to be the least frightened at the bicycles and their riders. — *Philadelphia Times.*

CAPITAL BI. CLUB.— *Editor Bicycling World:* — The second annual races of the Capital Bi. Club were in every way a success. The records in the various events were an improvement over last years, and the enthusiasm of the large crowd to witness the races surpassed anything we had expected. Fully 10,000 people crowded about the circle, and the grand stand was completely filled with a select class of people.

Iowa Circle is surrounded by some of the finest residences in the city. These houses were very prettily decorated with flags, and every window was filled with excited faces.

The whole scene, together with fine weather, was sufficient cause to make any bicycler exert himself to win, and in winning make good time, as nearly all the races were very evenly contested.

The parade was very good, — there being about 80 machines in line, in the order given in the following programme:

Commander. — Capt. H. S. Owen (of Capital Club).

Marshals. — S. T. Clark (of Baltimore Club); P. F. Dodge (of Arlington Club); S. Preston Moses (unattached).

FIRST DIVISION. — J. McK. Borden, captain; Capital and Baltimore Clubs.

SECOND DIVISION.— F. T. Rawlings, captain: Arlington Club and unattached riders.

FANCY RIDING.

At 5.05 o'clock, by Rex Smith, of Capital Club.

THE RACES.

No. 1. ONE MILE. Open to all. Start from scratch. Prize, gold medal.

2 *Entries:*

H. M. Schooley, 3.14⅛, Royal Challenge, 54; H. Stewart, 3.14¼, Arlington Bi. Club, Columbia, 54.

No. 2. QUARTER MILE. For members of C. Bi. C. only. Flying start and run singly. Prize, gold medal, silver medal.

3 *Entries:*

A. M. Coyle, 46½, Excelsior, 54; L. W. Seely, 43⅝, Royal Challenge, 55; George Cook, 43¼, Harvard, 54.

[Best record at first annual races, 41⅜ seconds.]

No. 3. FIVE MILES. For members of C. Bi. C. only. Start from scratch. Prizes, gold medal, silver medal.

2 *Entries:*

J. McK. Borden, 18.42⅜, Imperial Challenge, 55; E. H. Fowler, 18.43¾, Yale, 52.

[Best record at first annual races, 19 minutes, 21 seconds.]

No. 4. ONE MILE. Boys on wooden machines. Flying start. Prize, silver medal. 10 entries.

Robert Chapman, 4.50; Ross Broadhead, 4.55.

No. 5. ONE MILE. For members of C. Bi. C. only. Start from scratch. Prizes, gold medal, silver medal. 4 entries.

George Cook, 3.20½, Harvard, 54; L. W. Seely, 3.20⅝, Royal Challenge, 55.

[Best record at first annual races, 3 minutes, 25 seconds.]

No. 6. THREE MILES. Open to all. Start from scratch. Prize, gold medal. 4 entries.

H. Stewart, Arlington Bi. Club, 10.00⅜, Columbia, 54. H. M. Schooley, Royal Challenge, 54, three lengths behind.

The quarter-mile line is drawn around the circle, at a distance of nineteen feet six inches from the inner curbstone. The distance has been accurately measured and is correct.

E. H. FOWLER, *Sec. C. Bi. C.*

WASHINGTON, 20 June.

BICYCLING WORLD,
VOLUME TWO,
BOUND HANDSOMELY IN BLACK CLOTH,
NOW READY.
PRICE - - - - - - TWO DOLLARS.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.



NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

THE SECOND ANNUAL

ENGLISH TOUR.

1881.

It is intended that the party for this tour shall leave about the 16th of July, and return about the 20th of September. The route will be slightly altered from that of last year. The cost, which includes first-class cabin passage each way, and hotel bills on the tour, will be

$265.00.

Circulars with full particulars will be ready on the 11th of June, and can be obtained on application, enclosing stamp for reply to

FRANK W. WESTON,
B. Bi. C., B. T. C., L. A. W. etc.
SAVIS HILL, Dorchester, Boston, Mass.

RECEIVED!

TRICYCLISTS' HAND-BOOK.

Price . . . . 50 cents.

JUST ISSUED!

"INDISPENSABLE."

TRICYLISTS' HAND-BOOK,

Orders taken at this Office.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.
ELASTIC TIP CO.,
157 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY,
236 Westminster Street.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprising an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON, WILL H. THOMPSON

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

WM. M. WRIGHT

791 5th Avenue,

NEW YORK CITY.



BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.

Send 1-cent Stamp for Circular.

THE BICYCLING WORLD.

A Weekly Newspaper

DEVOTED TO THE INTERESTS OF BICYCLING,

Edited by - - - LOUIS HARRISON.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water St., Boston, Mass.

Gentlemen:

I herewith enclose Two Dollars, for which please send "The Bicycling World" for one year from ..... 188 , to be mailed postpaid to the following address: —

Name, ...

Address, ...

BICYCLE EMPORIUM,

96 WORCESTER ST., BOSTON, MASS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES

AND

TRICYCLES.

AGENT FOR

AMERICAN ROADSTER TRICYCLE,

SPECIAL CLUB, CLUB AND GENTLEMEN'S,

COVENTRY MACHINIST CO., of Coventry.

"SPECIAL PREMIER," and PREMIER,

HILLMAN, HERBERT & COOPER, of Coventry.

ALSO AGENT FOR ALL MAKES OF

DEARLOVE'S LAMPS,

KING OF THE ROAD, COMPANION, COMET, ETC.

Lamplugh & Brown's Suspension Saddles and Handy Tool Bags.

BICYCLES AND TRICYCLES

TO LET BY THE HOUR, DAY OR WEEK.

Open Evenings till 8 o'clock. Sunday till 7 o'clock.

SEND 3c. STAMP FOR CIRCULAR.

SUGGESTIONS TO BICYCLERS.

IT IS A MISTAKE *to consider all English bicycles as the best.*
IT IS A FACT *that a less percentage of Columbia Bicycles break or come to repairs than of any other make.*
IT IS A MISTAKE *to regard all the latest modifications of English bicycles as improvements.*
IT IS A FACT *that many of them are trade catches, and are abandoned before a season is over.*
IT IS A MISTAKE *to infer that the Columbia Bicycle is always the same style of machine.*
IT IS A FACT *that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.*
IT IS A MISTAKE *to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.*
IT IS A FACT *that the Columbias are the only bicycles that are warranted throughout by the manufacturers.*
IT IS ALSO *a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.*
IT IS A MISTAKE *to suppose that either the Special or Standard Columbia is the same now that it was six months ago.*
IT IS A FACT *that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.*
REMEMBER *that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.*
REMEMBER *that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.*
REMEMBER *that the Columbia nickel plating is the handsomest and most durable of any.*
OBSERVE *that the prices of Columbia Bicycles range from $80 up to $147.50.*
OBSERVE *that the Mustang is a cheaper grade for boys, in price from $50 to $65.*
REFLECT *that the Columbias offer choices of more value for less money than any other make of bicycles.*
REFLECT *that most of the older riders, and many whole clubs, are this season taking Columbias in preference to every other machine.*
EVERY *rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price lists.*
NOTICE *that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at 597 to 601 Washington Street, Boston, Mass.*

VOLUME ONE, 1879-1880,

BICYCLING WORLD AND ARCHERY FIELD,

NOW READY

In Handsome, Black Binding.

IT CONTAINS:

History of the League, Organization and Rules L. A. W., Rules for Clubs, B. T. C. Rules and Organism Complete Club Directory, 1880, Brief History of Prominent Clubs, A full Account of the Amateur-Professional Difficulties, together with the decision defining an Amateur, Racing Records, Ladies' Bicycle Races, Descriptions of Bicycle Manufacture, Personal Interviews with Prominent Wheelmen, Instruction for Beginners, Articles on Wheeling on Ice, Effects of Bicycling on Health, The Visit of the English Professionals, and everything pertaining to Bicycling Literature of the Time.

SENT, POSTPAID, UPON RECEIPT OF PRICE, $3.00.

E. C. HODGES & CO. - - 40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

Louis Harrison, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy. | BOSTON, 1 JULY, 1881. | Volume III. Number 8.

[VOL. III. CONTENTS No 8]

Currente Calamo 85
Editorial 87
Farewell 87
Organizing the League Meeting 87
Races: Wolverhampton, Eng., Louisville, Germantown, Meriden, Ct., Arlington Bi. C., Boston and Mass. Bi. C. 88, 89
Some Tricycles. V. 90
L. A. W. 91
The President's Boy 91
Wheel Club Doings: Lowell, Essex, Chelsea, Chicago Notes, Essex Rambles . . . 91, 92
Bicycling 93

Entered at the Post Office as second-class mail matter

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

"BICYCLER'S RIDING SUSPENSORY."

Our sales of the above prove that it has been found to supply a want hitherto felt by wheelmen. It affords great comfort and insures absolute protection to those parts liable to injury while riding or making difficult mounts, the bandage is self-adjusting, and cannot possibly get out of position, it is simple in construction, and for quality and finish cannot be beat, while the low price ($1.00) places it within the reach of all. Sent by mail on receipt of price. Circulars free.

ELASTIC HOSE CO.
Highlandville, Mass.

CURRENTE CALAMO

R. HOWELL secured first honors in the professional 1-mile championship race at Wolverhampton, 8 June. He took first place in the two last heats, beating both Keen and Cooper. Time in last two heats, 2 minutes 54¾ seconds, and 2 minutes 52 seconds. He rode a Rudge machine with Rudge ball bearings. At the Stamford bridge races 11 June, some fast time was made in a 1-mile open amateur handicap. W. E. McLuer, in the first heat, 2 minutes 52½ seconds. O. Thorn, in fourth heat, second round, 2 minutes 54 seconds, and in final heat, 2 minutes 53½ seconds.

THEY call the curious "Otto" machines a "dicycle," a name which excludes it from the ranks of bi- and tricycles.

THE L. A. W. entertainment committee has received from individual subscriptions enough to pay off the expenses of the Meet in Boston, amounting to over $1,020, without calling upon the manufacturing and importing firms of this city, although they generously offered very large contributions.

THE New York *Herald* gives this item of news which indicates that the New York wheelmen mean "business": —

"Some bicycle riders have allowed themselves to be arrested in Central Park in order to test the constitutionality of the bicycle ordinance. Success to them. Between tipsy drivers of live horses and the sober riders of the steel horse there is a difference that should be recognized."

THE Boston 4th of July races, to be held on the Common, will consist of a 2-mile race, best two in three, for professionals, in which the prizes offered will be $100, $75 and $50. An amateur 2-mile race, with three medals for prizes; an amateur mile race with three medals; an amateur half-mile race, best two in three heats, three medals; a 1-mile amateur tricycle race, two prizes, two medals, and a 500-yard amateur slow race, prize, medal. As the general committee appropriated $500 this year, more than twice as much as heretofore, for the prizes in these races, the medals will be very handsome ones — those offered for first prizes will be particularly elegant. All entries for these races are to be made to William H. Lee, clerk of committees, City Hall, Boston.

THE English bicyclers who intended coming to America this spring have postponed their visit until the autumn. They will be welcome at any time, but we would prefer to have them come as they have lately decided to. Both the roads and the weather are more "settled" in the fall season.

SAID SHE, "And why do you wear a cot on your thumb?" And said he, "Bicycle." "And that sticking-plaster on your knuckles?" "Bicycle." "And that pink court-plaster on your forehead?" "Bicycle." "And why do you wince

WE MAKE

SPORTING GOODS

A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

whenever your shoulder touches the back of the chair?" "Bicycle." "And why do you smell of arnica and witch-hazel and wormwood, and hops and carbolized vaseline?" "Bicycle." And then she asked what he would think of her if she bruised herself all over for the sake of a whim, and so on, and so on, and they had a quarrel. You'll see him at the parade to-morrow, but you won't know him. He will look no sadder than the rest; a bicycle casts a constant gloom over its owner. —*True Flag.*

THE following was received from Mr. Everett, chairman of the Reception Committee, at the Meet of the L. A. W.: —

D. W. Hyde, Esq., Dear Sir: — 17 June I rode your saddle fifty-two miles over ordinary country roads. I experienced no galling, no soreness; in fact, none of the disagreeable effects I have always felt on other saddles. The ease and comfort which I derived by changing position is a great advantage. I found your saddle all and even more than you claim for it. Truly yours,

W. B. EVERETT,
Boston Bi. Club.

BOSTON, 21 June.

ATTENTION is called to the advertisement of G. W. Simmons & Son in another column. Any one in need of a uniform would do well to order from them.

MESSRS. SCHUYLER & DUANE, guns and sporting goods, 189 Broadway, New York, announce that F. S. Rollinson is no longer in their employ, his connection with their establishment having been terminated by them.



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

Positively the most comfortable Saddle made. Is adjustable; can be tightened when it becomes slack.

Please state kind of spring. *Send for Circular.*

Price, $3.50. Nickel Plated, $5.25

Send money order or registered letter.

D. W. HYDE,

Box 1133. Brighton, Mass.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

ALL BICYCLERS SHOULD READ

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters.

EDITED BY

HENRY STURMEY, *Author of "The Indispensable."* and C. W. NAIRN, *Author of "The Bicycle Annual."*

PUBLISHED EVERY WEDNESDAY. PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from

E. C. HODGES & CO. - - - 40 WATER ST., BOSTON, MASS.



RUBBER BICYCLE HANDLES.

RELIEVE ALL JAR.

Do not wear the hands. Send size of thread with order.

Wholesale and Retail prices sent.

ELASTIC TIP COMPANY,

157 Washington St., cor. Cornhill, Boston, Mass.

HENRY W. WILLIAMS,

Solicitor of American and European

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 1 JULY, 1881.

FAREWELL. — A few short months ago the founder of the BICYCLING WORLD and ARCHERY FIELD, its chief supporter through the early struggles for successful existence, and its first and best editor, gave up the chair in the little sanctum to enter larger fields of literature, and more profitable avenues of business. The influence of his occasional presence and the influence of the fair-minded policy he had outlined for the paper, made the initiatory work of the present editor light indeed, and merged the old control into the new so gradually that the change was not perceptible. The duties were of a pleasant character, and were made more so for the new manager by the visits and encouragement of the old. As the days slipped by, however, these visits became more scarce, and at last the full burden of the work descended to us in the form we have since carried it.

By far a larger part of our readers have been generous supporters of every stand the paper has taken in relation to bicycling affairs. They have given it most substantial evidences of approbation, as in these few months our subscriptions have increased 40 per cent, and have leniently criticised the character of literature presented. To conduct a literary magazine where contributors are abundant, and liberally paid for; where the best efforts of the leading writers are presented for publication, the task of editing is an easy and delightful one to the professional journalist; but in the limited sphere of a recreation not yet generally established, with no historical or legendary resources to draw upon, with an ever-empty contributors' box, with only the occasional work of inexperienced writers to select from, the task is one which as often tests the editor's patience as that of his readers. We do not say this as an apology for past work, as we have simply made the best of the situation, and have received many kindly assurances that the little journal has kept pace with the pastime it represents. We offer it with the hope that unkind criticism may not reach the future editor, that his way may be as pleasant as possible.

Mr. William E. Gilman, who will assume the editorial duties henceforth, is a journalist of considerable experience, having conducted a suburban newspaper, and reported for one of the Boston dailies for several years. He is the president of the Chelsea Bicycle Club, and has been an enthusiastic wheelman for over three years. There is no question as to his ability to conduct the BICYCLING WORLD in a creditable manner. From our belief in his thorough capability and from our personal regard for him, we wish him the very best success possible.

The editor retires to the quiet of his professional work — which has perhaps had hitherto too large a proportion of his working hours — content that he has been able to preserve the methods laid down by the founder of the paper; that he has been able to steer clear of the petty wrangles and personalities which consume so many youthful journals, and that he has been able to contribute a little to the entertainment of those who have a congenial fondness for life a-wheel. He retires with both pleasure and profit on his side, — the profit of a new and varied experience and the pleasure of an enlarged acquaintance among men whom in other walks of life he might not have met.

We cannot lay down the *stylus* without thanking those friends who gave generous assistance to our columns when we most needed it. We feel most indebted to Mr. C. E. Hawley, Miss Madeline Maurey, Messrs. Chas. E. Pratt, C. P. Shillaber, and J. S. Dean. To these fellow-workers and to all those whose presence has brightened our little BICYCLING WORLD, we extend our most cordial thanks, and to them and our readers, "good by." L. H.

ORGANIZING THE LEAGUE MEETING: SHALL IT BE IN CONGRESS OR A MOB?

BY PRESIDENT BATES.

THE recent L. A. W. Meet forced into serious consideration a question of League organization and business methods, upon a proper solution of which there is reason to think much of the future success of the League will depend. This question is the fundamental one, whether the League annual conventions shall be representative delegate bodies, representing all the wheelmen of America, or shall be mainly local or sectional mass meetings, representing nobody except the crowd present. The attempt made at the late Meet to combine the mass meeting with the delegate representative system led to much misunderstanding, was not productive of despatch of business, and did not commend itself to those familiar with the forms which long experience has demonstrated to be wisest and best in political, religious, and other large conventions.

The annual business meetings of the L. A. W. must take either one of two forms. The body must be either a representative congress of American wheelmen, — in which case it must be a convention of representative delegates, like the Congress of the United States, or like the delegates of political conventions, each delegate representing a fixed constituency, or it must be a chance-gathered mob, or mass meeting of those living near enough to attend.

At the late Meet, it was perhaps wisely deemed of great importance to receive as large an attendance as possible, even by the expedient of disfranchising those who did not attend, at least in part. Hereafter the attractions of the Meet — parade, banquet, and social reunion — will be sufficient to call together a large body of wheelmen. Within a few years, such will be the great increase in the number of wheelmen, there will be a larger attendance at the annual Meets than can be easily managed. The business part of the Meet will become of more importance than the number of riders in the parade; and it will be a necessity to have the business meeting reduced to an easily manageable number of men, specially selected for their representative characters and business capacities.

I believe that the wisest plan will be hereafter to require clubs to be represented in the business meeting by delegates only, if the club be taken as the

basis of representation; or by delegates from States only, if the State be chosen as the representative unit. By such a system every League member will be represented by a delegate elected for that express purpose; and the meeting will be reduced to such a number and be composed of those of such a business capacity as will insure a quick despatch of business, and the most thorough consideration of every important point, — a consideration which is never bestowed by a mass meeting.

I therefore suggest that if the club be taken as a unit for the next Meet, each club be positively required to send delegates to the business meeting, — one delegate for each club of ten members or less; clubs of more than ten members, to send one delegate for each ten members, and one additional delegate for any remaining fraction of ten which is more than a moiety of that number; these delegates to cast through their chairmen the entire vote to which the League membership of the club entitles it; unattached members from each State to elect from those present at the Meet one delegate for each ten and moiety, upon the same ratio; any State presenting less than a moiety of ten, to have each individual represent himself; all except Meet delegates to have the privilege of sitting in the convention only as spectators.

But I believe that a better system will be for each State, Territory, or province to elect delegates one for each fifty League members within its borders, and one for each fraction as large as a moiety of that number; each State, Territory, or province to be entitled to at least one delegate, even if it has less than twenty-five members. These delegates should be chosen by the wheelmen of each State, Territory, or province, during the month preceding the Meet, and have their credentials certified by the directors thereof; each club sending a certificate of its vote to the directors, and the unattached sending to the directors their individual votes; the directors to certify and declare the result of the election and provide the delegates with their credentials.

Such a system as this will generally result in the election as delegates of the men best fitted to represent the interests and attend to the business of their respective constituencies. Under this system, *all* the League wheelmen of the continent will be represented, the distant States and clubs as well as those nearer by; the business of the League will be better attended to; and California and Oregon, by electing delegates from Eastern States, in case they cannot send men of their own, and instructing their delegates, will have the same *pro rata* voice in the convention as Massachusetts or New York, while California and Oregon and other distant States will be thereby encouraged to try and send delegates from their own localities. Under the present system, or want of system, nobody was requested, or elected, or put under pressure, to attend; only those attended who personally desired to do so. But the delegate system would induce distant States to raise money, if necessary, to send one or more delegates in case no suitable volunteers offered. This is the way this system works in political, religious, and other conventions.

The League has a total membership of about 1,700: yet the total number of votes in the business meeting was — for president, 564; for commander, 421; for corresponding secretary, 381; for recording secretary, 311. Thus less than one third of the whole membership of the League was represented in the highest votes cast, and less than one fifth in the lowest vote. This shows, first, a radical defect in representation; second, that those who were not delegates, having no duty imposed upon them, but representing only their own individual pleasure, rapidly tired of the tedium of business, and left the meeting, letting the vote drop from 564 to 311. This would not be likely to occur in a delegate convention, where each delegate would feel constrained to attend to the duty intrusted to him by a constituency to whom he would be responsible.

Therefore, I counsel to let the attractions of the great parade, the banquet, the exhibition of machines, the social reunion, etc., be depended upon to gather clubs and riders; and let the business convention be organized upon business principles and for business purposes solely, as are political and religious conventions.

To this complexion must we come at last, on account of our growing numbers; to this we should come at once, on account of equity, and business despatch and thoroughness.

RACES

FAST TIME AT WOLVERHAMPTON, ENGLAND.—There was a large attendance at the Molineux Grounds on Wednesday afternoon to witness the conclusion of the Whitsuntide Bicycle Sports. Howell, Wolverhampton, won both events. Details: — First-class Mile Handicap. Final heat: E. R. Howell, Wolverhampton, scratch, 1; A. Patrick, Wolverhampton, 60 yards start, 2; P. Kaye, Wolverhampton, 50, 3; Crutchley, Wolverhampton, 40, 4. Riding in magnificent form Howell held his men safe when little more than half the distance had been covered, and coming to the front in the last lap won, amidst much cheering, by ten yards, Patrick being half that distance in front of Kaye, Crutchley beaten off; time, 2 minutes, 52 seconds. Howell takes 30*l.*, Patrick 10*l.*, Kaye 5*l.* One Mile Champion Race. Final heat; E. R. Howell, Wolverhampton, beat F. Cooper, London; the two men were side by side all the way up the straight. Howell just driving his machine home first by barely half a yard in the remarkable time of 2 minutes, 51 2-5th seconds. He takes 30*l.* for this race, and a gold chronograph worth an additional 30*l.*, which, however, he must win a second time. Briggs, Wolverhampton, 160 yards start, took the first prize (17*l.*) in the Second-Class Handicap, Hooke, Birmingham, 135, being second.

LOUISVILLE, KY. — The following account of the races, held at the Masonic Jubilee is taken from the Louisville *Courier Journal.*

OWEN W. THOMAS AND CHAS. H. JENKINS WINNERS — FASTEST TIME ON RECORD.

The programme of sports was opened at 3 o'clock in the afternoon with the bicycle races. Amusement of this nature is novel in Louisville, and until yesterday no regular bicycle races were ever had here. Consequently everybody was anxious to see what they were like. For this occasion a quarter-mile track as level as the bosom of a lake had been made about the field, and a magnificent view was afforded. The course was very hard and barely any dust was flying, so that this disagreeable feature of racing was avoided. A hard track, too, was very favorable to fast racing, and it was expected among the bicyclists that marvellous time would be made.

The first event was a race of half-mile heats, best two in three, for a medal valued at $40. For this contest there were three entries, as follows: H. W. Craig, of the Chicago Bicycle Club; H. C. Schimpler, of the Falls City Club, of Louisville, and Owen W. Thomas, of the Louisville Bicycle Club. These young gentlemen were almost equally skilful, and, from the three, it was a difficult matter to name the winner, the result being more doubtful, perhaps, than the ordinary horse-race. Mr. Craig, the Chicago man, was thought to be the dark horse. The tips were in his favor, and in the outside betting he had the call. Among the bicyclists, however, the race was pretty generally conceded to Schimpler, who had won a race at Nashville the week before, and was known to be very fast. The smart ones, however, backed Thomas, for the reason that he was known to be not only a fast rider, but a stayer.

THE FIRST RACE.

At 3 o'clock time was called, and three contestants, mounted upon their noiseless steeds, appeared promptly upon the course, and were loudly cheered by their friends in the grand stand. Mr. Craig wore the regulation uniform of the Chicago Club, white short knee-breeches and red hose. Mr. Thomas's colors were pink and blue, and Mr. Schimpler's solid blue. Schimpler's machine was a fifty-six-inch Harvard, Thomas's a fifty-four-inch Special Columbia, and Craig's a fifty-four-inch D. H. F. Premier. The judges were Messrs. Dunnekake, Moran, and Horace Beddo, all of whom are prominent in bicycle circles. Craig had the inside track, with Schimpler on the next, and Thomas on the outside. In this way they came to the post, and were sent away on a flying start, all beautifully abreast. On the first turn, the Chicago man put the spurs to his steed, so to speak, and swiftly glided out of the group, having a lead on the back stretch of twenty yards, with Schimpler second and Thomas, who was evidently riding a waiting race, away back. In this order they rounded the back turn, and, amid wild cheers, flew past the grand stand, having finished the quarter in forty-eight seconds. About this time the Chicago man began to weaken, and on the first turn in the second quarter Schimpler challenged him for the lead. There was a struggle for a moment and then the blue and blue shot past the red and white, and the star of the Falls City Club was in the ascendant. "Schimpler will win — they can't catch him," yelled the crowd, and for a moment it did seem that the hero of Nashville would take the heat in a canter. But bicycle races are just as uncertain as horse-races. While Schimpler was bowling along in front, Thomas was plodding steadily along in the rear with lots of life still left in him. On the back stretch he crept steadily forward, and long before the turn was reached had glided past the worn-out Chicagoan, and was making a grand effort for the lead. So fast and steady was his pace that when the home stretch was entered he was on even terms with Schimpler. Once more there was a struggle and the result was still beautifully uncertain until within ten yards of the string, when the pink and blue of Thomas flashed to the fore and glided home, winner of the heat by the length of his arm, in 1.38¼. Schimpler's time was 1.38¾, but Craig, who came in away behind, was not timed. Thomas had won the heat by fine jockeying, and the crowd applauded him loudly for his efforts.

SECOND HEAT. — In the second heat the three contestants, after a rest of 15 minutes, came to the post in fine trim, and were sent away on even terms. Craig again took the lead on the turn, but only held it for a moment, Schimpler gliding past him just as they entered the home stretch, and leading all the rest of the distance. At the second quarter, the race was prettily contested between all three, but Schimpler out-lasted the other two and won over Thomas by two feet, with Craig a close third. In this heat Schimpler's time was 1.42¼ and Thomas 1.42½.

THIRD HEAT. — Craig not having won a single heat in two retired, and the final contest was left between Schimpler and Thomas. Both of these gentlemen were pretty well blown by their previous efforts, but when they came to the post for the start in the third heat Thomas looked the fresher of the two and was a warm favorite. In this heat Schimpler was entitled to the inside track, but he surrendered it to the latter, for the reason that the judges had neglected to give him his proper position in the second heat after he had won the first.

FINAL HEAT.

Thomas got off a bit in the lead and was never headed from the start to the finish. Schimpler made a noble effort for victory at the finish, but the man in pink fairly outlasted him, and crossed the string winner of the heat and race in 1.45¾. Schimpler's time was 1.46¼. The winner was loudly cheered, and everybody congratulated him upon his hard-earned victory. Mr. Thomas introduced this sport in Louisville, and his own popularity has served in a great part to make it popular. He is not only about the fastest and best rider but the most scientific and graceful.

THE SECOND RACE.

The second race was for the younger riders; a dash of one half-mile for a medal valued at $20. For this event there were four starters: Charles H. Jenkins, from the Louisville Club, and Messrs. Chas. Kuntz, Wm. Roberts and Clarence Jenkins, from the Falls City Club. This race proved an easy victory for Charles Jenkins, who took the lead at the start and was never headed, winning in the remarkably fast time of 1.36. Roberts and Clarence Jenkins had a warm race for second place, but the former won by the skin of his teeth at the finish. Kuntz was a very bad last, having held that position from the start to the finish. Though nobody present knew positively, it was generally believed that Charles Jenkins time in this race was the fastest for the distance on record. Mr. Jenkins is quite a youth, and has been training but a short time. He bids fair, if his performance yesterday is taken into consideration, to become one of the fastest riders in the country. Those who witnessed the races yesterday were more than pleased with the sport, and the expression was general that the management could not have added a more interesting feature to the programme. The two-mile race, that was to have been run yesterday, has been postponed until Friday.

100-MILE RECORD.—Mr. G. D. Gideon, of the Germantown Club, rode from Philadelphia to Jersey City on Saturday, 18 inst., between 5 A. M. and 9 P. M. The distance as covered by him, *via* Bristol, Trenton, Pennington, Somerville, Bound Brook, and Newark, with an additional ten miles lost in the sand near Plainfield, N. J., being about 108 miles. Our consul, L. A. W. (also of Germantown Club), started, but broke his backbone near Pennington. JO. PENNELL, *Capt.*

MERIDEN, CT.—A two-mile bicycle race at Meriden, Ct., 18 June, was won by A. C. Church, of Hartford, and Clark Lawrence (Hartford Wheel Club), 2d. The five-mile race was won by C. Lawrence (Hartford Wheel Club), 52 inch; Dr. Rust (Meriden Wheel Club), 54 inch, 2d; and Church (unattached), 50 inch, 3d. Each rider was awarded suitable medals. The track much resembled a ploughed field, so time was not taken.

HARTFORD, 21 June.

ARLINGTON BI. CLUB. — The first annual races of the Arlington Bicycle Club, 30 June, at 5.30 P. M., at Iowa Circle, Rhode Island avenue. The races will be as follows: Quarter-mile dash, best two in three; one mile; one hundred yards slow race (open for club members only); one mile against time — to beat 3.05 minutes; two miles (open to all, and one half mile open to boys under fourteen years of age, on rubber-tired machines.) The prices for each free to all race will be a gold medal, and for them an entrance fee of fifty cents will be charged. Entries close Tuesday evening, 28 June.

Visiting wheelmen are welcome to make our rooms their headquarters during their stay in the city, and every effort will be made to make their sojourn in the "bicycle paradise" a pleasant one.

All correspondence and entries to be addressed to the secretary.

HOWELL STEWART,
No. 426 Sixth street, N. W.,
Washington, D. C.

NEW ENGLAND FAIR RACES. — *Gentlemen:* — Will you please give notice in your next issue that the New England Fair races are fixed for 6 September. We will send you further details later, but would be pleased to have all New England clubs arrange so as to be with us on that date. E. F. JOHNAN,
Sec. Worcester Bi. Club.

WORCESTER, 25 June.

BOSTON AND MASSACHUSETTS INTER-CLUB RACES are thus described in the *Herald:* "A novelty in bicycling races was inaugurated by the Boston and Massachusetts Clubs Saturday afternoon, on the four-lap cinder track at Beacon Park, in the shape of an inter-club team race, distance ten miles, three men entering from each club. For several weeks past it has been an event of considerable interest to local bicyclers, as nothing of the kind had ever before been attempted, either in this country or England. The Boston Club put forward Messrs. Hodges, Dean and Lowell, and the Massachusetts Club was represented by Messrs Alden, Parkhurst and Hardwick. There was a fair attendance of bicyclers, and the day was favorable, though a somewhat brisk westerly breeze operated against fast time, and the track (new as yet) was not in the best condition. A standing start was made at 4.10, positions having been drawn with the three Massachusetts men inside. On getting the word, Alden quickly took the front position, followed closely by Hodges, Lovell, Dean, Hardwick and Parkhurst, in the order named. For a dozen laps this order was maintained, though the first four riders formed a group, while the other two fell nearly a lap behind. As Alden increased his pace, Hodges followed doggedly, and at the end of the third mile the two were leading by a quarter of a lap, Lovell, Dean and Parkhurst forming another group, and Hardwick nearly a lap in the rear. Near the end of the fourth mile Parkhurst spurted past Lovell, and about the same time Hodges passed Alden, though the latter soon regained the lead. Soon after this the same little rider increased his advantage to half a lap, and as Park-

hurst soon after passed Dean, the Massachusetts stock seemed rising. Hodges, however, held his distance against Alden for two or three miles more, the Massachusetts man in the mean while gaining a lap on Dean. At the end of the eighth mile he had also gained a lap on Hodges, the leading Boston man, and passed him on coming up the home stretch, his light weight giving him an advantage in riding against the wind. Parkhurst was, meantime, putting in good steady work against Dean and Lovell. On the last lap Hodges pressed Alden for the lead, but the latter responded bravely, and crossed the line still in the front, finishing one lap ahead, and making the distance in 41m. 18½s. He was warmly applauded, and deserved it all, as he rode throughout a plucky race, and came to the finish in excellent form. The others also spurted to lower the aggregate time, as every second was needed. Below is a summary of the race: —

Rider.	Machine.	Time. m.	sec.
G. E. Alden*	50-inch Premier	41	18½
E. E. Hodges†	54-inch Match'ess	42	13
H. E. Parkhurst*	50-inch Columbia	42	13
J. S. Dean†	56-inch Harvard	43	01¾
W. R. Lovell*	58-inch Harvard	43	01¾
M. H. Hardwick*	52-inch Harvard	44	12¾

* Massachusetts Club † Boston Club.

Aggregate Massachusetts time	127	44
Aggregate Boston time	128	16½
Average Massachusetts time	42	34¾
Average Boston time	42	45½

Massachusetts wins by 11 sec.

Best man's time by miles, 3.49¾; 4.04¾; 4.05¾; 4.05¾; 4.08¾; 4.16¾; 4.13¾; 4.16¼; 4.13¾; 4.04¾ — 41.18¼.

The two-and-a-half mile race between the two veterans of the Boston and Massachusetts Clubs was abandoned, the Massachusetts man deciding not to start.

SOME TRICYCLES. V.

THE TRIOCYCLE.

AMONGST the novelties in velocipedes, nothing seems to have roused more interest than has the triocycle, which like many other things put forward as novelties is only novel in certain details. Just as the general idea of an alleged bicycle, with the large driving-wheel in the rear and the small steering-wheel in front, and with levers and clutch mechanism to drive it, put forward as a novelty by the contrivers of the American Star, has been shown and patented in various forms years ago, and its features which are really new are minor ones of detail, so this three-wheeled vehicle, put forth by the Pope Manufacturing Company, under the above-mentioned name, was years ago in its general idea constructed and used, and patented in France; though the details of its construction which make it practicable and useful are partly those developed generally by the improvements in construction of the bicycle, and partly by minor details worked out by the makers.

However it has been developed, it is quite an attractive vehicle in several respects, as will be seen by the accompanying picture. It consists mainly of three large bicycle wheels of equal size, over



each of which a rider may sit, and connected together very rigidly by an ingenious framework. Two of the wheels run in the rear, and are abreast, and the other is in front of them, and is the guiding-wheel, being operated exactly like the front wheel of a bicycle; while all three are driving-wheels.

It is made principally in two sizes, and the adjustability of the pedals in the cranks, and of the saddles, makes it so that almost any one can ride one or the other of these sizes. The whole machine weighs less than three bicycles, and affords ample room and convenience for luggage. Those who ride the two rear wheels, need not be bicyclers, though the one who rides the steering wheel should be somewhat skilled, and of course training and experience count with this vehicle, as with any other.

It has been for some time observed on the streets of Boston, and other cities of Massachusetts, in Providence, in Buffalo, N. Y., and elsewhere, as a vehicle that may hold its way through the crowded city, as well as over the country road. It makes a jolly boat for three persons to go off together with; and as there is no trouble about equilibrium, or headers, it has some attractions for the timid, as well as for those who like to be more sociable, and carry more luggage on an excursion. It is made by the Pope Manufacturing Company, the makers of the Columbia bicycles has ball bearings for the wheels, inch rubber tires, especially good springs, and is stanchly and reliably constructed in every respect. The price of each machine is two hundred and fifty dollars.

It is probable that its chief use will be by summer excursioners, or bicycle clubs; or very much in such a way as boats are often owned, by two or three or more, to take their enjoyment together. It is already used somewhat by bicycle agents as a machine to let to those who are not experienced bicyclers, but wish to enjoy the wheel in some form. C. E. P.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dilwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

HAVERHILL BI. CLUB. — Additional: Edward Hale and Fred. Fith, both of Haverhill, Mass.

KEYSTONE BI. CLUB. — Additional: J. W. Pears, Pennsylvania avenue, E. E.; Paul S. Johnston, 5th avenue, E. E.; Philo M. French, Pennsylvania avenue, E. E.; John Woodwell, Pennsylvania avenue, E. E., all of Pittsburgh, Pa.

COSHOCTON BI. CLUB. — J. P. Forbes, captain; E. O. Selby, E. E. Henry, W. Burns, all of Coshocton, Ohio.

MONTREAL BI. CLUB. — Additional: F. C. Holden, care of Ames, Holden & Co.; Jno. Darling, 39 Berri street; Jno. Trotter, care of Wallace C. Trotter; Jas. Webster, 137 Mansfield street; S. M. Baylis, care of Jas. Baylis & Son; Geo. R. Starks, care of Campbell Tobacco Company; J. A. Muirhead, care of British American Bank Note Company; Ferd. Macculloch, 8 Phillips square; Robt. Macculloch, 8 Phillips square; M. B. Davis, 1155 Catherine street, all of Montreal, Canada.

NEW YORK BI. CLUB. — Additional: Jas. B. Cousins, 199 Grand street; Jos. Cousins, Jr. 199 Grand street, both of New York city.

HARTFORD BI. CLUB. — Additional: T. Sedgwick Steele, Hartford, Conn.

BUCKEYE BI. CLUB. — Additional: E. W Abrams, 197 E. State street; W. T. Eldridge, N. High street; F. W. Flowers, 344 Oak street; C. J. Krog, 7 S. High street; W. P. Kinnear, 101 S. 7th street; E W. McColm, Franklin avenue; J. P McCune, E. Broad street; T. C. Orndorf, 466 E. Long street; J. L. Pease, 47 N. High street; W. L. Peters, 591 N. High street; J. W. Wray, N. High street, all of Columbus, Ohio.

ALBANY BI. CLUB. — Additional: Matthew H. Cowell, care Dunn & Co., 481 Broadway; Henry R. Pierson, Jr., 34 Elk street; Edward Perry, Frank S. Perry, care of Perry & Co., 115 Hudson avenue; Thomas G. Van Antwerp, 162 Washington avenue; A. C. Brainard, 241 Lark street; J. G. Burch, Jr., care Gibbons & Burch, 1 Westerlo street; Charles L. Palmer, 274 State street, all of Albany, N. Y.

UNATTACHED. — Wm. H. Edmands, 416 Washington street, Boston; Chas. S. Holmes, 173 3d avenue, Pittsburgh, Pa.; P. R. Wells, Nicetown Lane, Frankford; J. Dyson, 345 Adams street, Frankford; J. T. Crankshaw, 4320 Frankford avenue, all of Philadelphia, Pa.; Lucien M. Beebe, Jr., 52 East Bay, Charleston, S. C.; W. R. Sofield, Box 419 Charleston, S. C.; Fred C. Graven, Rochester, N. Y.; Alphonse Hamel, 11 Hamel street; Charles Burroughs, P. O. Box 1103; Arthur Laurant, 157 St. Joseph street; Wilfrid Brunet, Jr., 139 St. Joseph street, all of Quebec.

THE PRESIDENT'S BOY.

MASTER IRWIN GARFIELD, a young lad about eleven years of age, and next to the youngest of the President's sons, is immense, it matters not in what way he is looked at. He is n't in any sense what is called a bad boy, though full of life. He can't bear the idea of being caged up, as it were, in the upper rooms of the mansion, and insists on coming down stairs where he can see the folks that call. He would much rather go out into the streets and have a game of base ball than do anything else; but this is not allowed.

As soon as his private tutor leaves, generally by eleven o'clock in the day, Master Irwin puts in an appearance in the public part of the mansion. He is not still a minute from that time until he is forced into his little bed at night.

As a bicycle rider he is a great success. Not being allowed to take the machine out on the concrete streets, as other boys are, and ride to his heart's content, he manages to get his bicycle riding in the house, and can be seen any day flying about the east room or the tiled main hall. He claims the right of way in all cases, and if people don't grant it willingly, he asserts himself by riding right through them, regardless of the consequences.

A couple of weeks since he made up his mind that he could walk on the top of an iron rail fence with the skill of the most accomplished tight-rope walker. He tried it and failed. When he was picked up it was found that he had given his ankle a severe twist. Three days in bed was the punishment for his effort, being unable during that time to walk, even if he wanted to.

As soon as he was able to get about he did so, notwithstanding Dr. Boynton's orders to the contrary; and though unable to walk for a couple of days more, he crawled about the floor. His next enterprise was to contract with a carpenter who happened to pass the house, by talking from an upper window, to make him a pair of crutches so he could get about more readily. The crutches came, but he was not allowed to use them. A day or so after he was able to get about as well almost as ever, though the swelling has not left his ankle yet.

Doing some fancy riding on his bicycle, he attempted to ride out of the front door and out on the portico and down a flight of stone steps into the drive in front. He failed again; and though in this case he escaped injury himself, the bicycle met with a severe injury, the front wheel being broken and the handle broken off. To-day he could be seen flying about the east room on the machine minus handle and one or more spokes in the wheel.

He kicked up a big sensation several days since by trying to pull out his teeth with a shoe hook, and actually had pulled out one tooth before he was discovered. — *Hartford Times.*

WHEEL CLUB DOINGS

BICYCLING IN LOWELL.

ON Wednesday evening, 22 June, the Vesper Boat Club, of Lowell, gave a tournament, consisting of bicycling and tennis, in the skating rink. The hall was prettily draped with Chinese lanterns and presented a gay appearance. The entertainment commenced with music by Berry's Band, followed by a drill by the well-known Providence Bicycle Club, who, notwithstanding lack of preparation, made a creditable appearance. Mr. Allen, Hermes Bicycle Club, Providence, then gave some very graceful trick-riding, which was highly appreciated. Mr. Allen rides with remarkable ease and grace, and promises to be well to the front in his specialties.

A four-handed set of tennis followed, but owing to the players' inability to see the ball, proved rather slow.

The slow race was won by Mr. Chandler, Providence Bicycle Club. Mr. F. S. Rollinson, appeared in his *rôle* of a novice learning to ride the wheel. He must be a close observer, as he certainly rendered the experiences of a beginner in a

very graphic manner. He handles the subject well, and if he brings the imitation a.y closer to life, he can only end by breaking his neck in the usual manner.

The second set of tennis was then played, resulting in a tie.

After a brief intermission and music, the Providence Bicycle Club again appeared and finished their performance, which was loudly applauded.

The feature of the evening was the riding of Mr. Chandler, of the Providence Bicycle Club. He introduced some new features, among which was the picking a handkerchief from the floor with his foot, while at full speed, without leaving his machine. Mr. Chandler then performed the trick of riding on his front wheel the entire length of the rink. This feat has never been performed in this country before on the modern bicycle, and Mr. Chandler deserves a great deal of praise for his pluck in accomplishing the most difficult feat that has ever been attempted on the bicycle. This, without doubt, places Mr. Chandler at the head of all trick riders in America. To him belongs the honor of being the first to accomplish it. He was loudly applauded by those who understood the attempt, the remainder joining in the applause through sympathy.

The entertainment closed with a mile against time, by Mr. Rollinson, which was made in 3.54 1-2, being very creditable, owing to the small space.

The Providence Bicycle Club, with friends, were entertained by the Messrs. Butler, after the performance, at their house, which ended the affair in a very agreeable manner. The managers of the club deserve a great deal of credit, and it cannot fail to create a "boom" for the "wheel" in the city of spindles.

ESSEX BI. CLUB. — Eleven members responded to Secretary Bellman's invitation to run to his country seat at Madison, last Saturday, where they enjoyed a delicious country dinner, afterwards riding to Morristown, where a photograph was taken. There were five Harvards, two Special Clubs, two Columbias, a Matchless, and an Excelsior; five 54-inch, four 52-inch, a 56-inch, and a 58-inch.

Mr. H. C. Douglas, 341 Broadway, N. Y., has been appointed secretary and tr asurer *pro tem.* for the summer.

A veteran wanderer took an hour's spin on a level piece of macadam in Orange, the other morning, covering 16 5-8 miles in the 60 minutes, an average gait of 3.36.

Mr. Warren Smith of the O. W. division, holds the championship for a month's road record in the club, having covered during June 525 miles, over every description of road from the Orange macadam to the Mill Dam(n!) at Boston.

BALLS.

THE CHELSEA BI. CLUB has been officially invited to participate in the civil and military parade in that city on Independence day, and will probably do so. An invitation has also been extended them by the committee of the Rumney Marsh Maccaroons and Bumfisticated Squizzlers to act as escort to that corpse — which is to be resuscitated for parade at early dawn of that morning.

CHICAGO NOTES.

THE Chicago and Ariel Bi. Clubs have organized a series of races to take place monthly; the prize being a joint club medal. The first of the series will be held at Central Park, Matnice Track, next Saturday, 25th inst., and everybody is much interested in the result. The course will be five miles, the average time of the best three in each club being taken, and the man making the best time of the three will wear the medal, subject to result of next month's race. It is agreed that the club winning the medal the most times during the year shall retain the same permanently at the close of the season.

Our medal consists of the badges of the two clubs placed beside each other, both circular in shape. Between the circles appears the diamond-like front view of a bicycle, upon the handle-bar of which a gold eagle is perched with wings outspread.

Mr. A. S. Parsons, ex-corresponding secretary, L. A. W., attended one of our club meetings the other night, and we all like him very much. He says our roads are rough, pronounces our very best macadam as only equal to Boston's country roads. If that is the case, no wonder Boston has so many wheelmen

We are anticipating a very fine time at the big Milwaukee run on the 2, 3, and 4 July. Chicago will turn out about thirty riders from its two clubs, and add to this the numerous unattached wheelmen from outside towns, who will centre in Chicago previous to the run, we will make a re pectable delegation.

I tried hill climbing with my D. H. F. the other day and bent the spindle badly, all on account of having a loose head. Would advise that riders of these machines keep their heads comfortably tight when climbing hills and avoid accidents of this kind.

Geo. D. Hoffman, treasurer C. Bi. C, has returned from a year's visit to Europe, and brings home with him a 48-inch "Invincible," which is as much as to say that that is the best machine he could procure abroad.

Rev. Arthur Edwards, C. Bi. C., and son, have left for Europe, intending to make a wheel journey through England and Wales. Mr. Edwards, who is editor of the N. H. *Christian Advocate* of this city, will write regularly to the Chicago *Daily News*, giving accounts of his trip and of bicycling generally in the old country, which we will clip for the WORLD.

STENO.

CHICAGO, 24 June, 1881.

ESSEX RAMBLES. V.

HAVING practically recovered from their ride to Little Falls, and from the delightful though satiating visit to Boston, Brown, Jones and Smith met one bright, sunshiny morning for a run to Franklin. Brown was faultlessly attired in the suit that struck such admiration into the soul of the Hub damsel; Smith was equipped in a gray shirt that made him look like a South Jersey farmer, and contrasted oddly with his exquisitely kept plated wheel; while Jones sported a whi e flannel shirt and a pair of white canvas shoes, looking like immense wings attached to the pedals. They also wore the usual nether garments peculiar to bicyclers. Riding to Montclair over a good gravel road, our party surmo nted the upper hill. Smith, a veritable "Charley Crute," riding it in the face of a strong head wind, while the others strolled up, watching the exhibition of muscle ahead. After a drink from a wayside spring at the summit, they mounted and ran down "legs over," upon a superb macadam surface, that drew forth the following conversation:—Jones: "Fellows, did you find anything in Massachusetts to compare with our Essex roads?" "No," said Smith emphatically; while Brown, ever cautious and truthful, answered, "Only at Chestnut Hill Reservoir." "But, alas!" said Jones, "how gladly we would exchange with the Boston boys some of our fine surfaces for a few hundred miles of their country roads!"

Riding on without incident, the trio coasted another hill, and rode up the long grade through the little village of Verona, passing the county jail, which called forth the customary flattering remarks at each other's expense from the party. At Caldwell, the entire population were — oh, wicked Essex men! — at church, and consequently there was no one to interfere with the antics of the rural steeds hitched to the churchyard fence. Our wheelmen got safely past, however, and rolled on through the village, out upon the crest of the Second Mountain. As this title may seem a little unintelligible to the reader, it may be well to explain briefly the topography of that part of Jersey lying adjacent to and west of New York City. Crossing the Hudson, and traversing those Deutsch suburbs of the great metropolis, Hoboken and Jersey City, we come to Bergen Hill, running north and south, and pierced by many tunnels and cuts, unfortunately denied the level-seeking cycler. The Newark meadows, uninhabited save by the untamed mosquito, stretch westward to the Passaic, upon whose banks rests the city of Newark, interesting to a bicycler on account of the peculiar atrocity of its cobblestone pavements, which can only be likened to the dry bed of a Rocky Mountain torrent. Newark rises abruptly at its western side; and now commences the wheelman's paradise, the Oranges, a beautifully undulating country running west for six miles, traversed everywhere by the famous roads of Essex.

The entire region back of Orange and Montclair is mountainous, three parallel ridges running north and south, known as the First, Second, and Third Orange Mountains. Over these runs the Franklin macadam, affording tremendous coasts and correspondingly tough ascents. As the three Essexites emerged from a chestnut grove through which the road ran, they appeared to come to a veritable jumping-off place. Jones, who had taken the run before, pedalled ahead and throwing his legs over the handles, shot away down the steep grade with a rush, Brown and Smith following. The speed was at least thirty miles an hour; an open-mouthed native was passed like a shot, two curves were tipped around in a deliciously dangerous way, and as all dismounted in the village of Franklin, a unanimous vote conceded it as the *very* finest coast, etc., etc. Indeed, they enjoyed it so much that they actually rode up the interminable hill, turned around, and coasted it again. "That hill," said Smith, giving his 52-inch a shake to see if it was all there, "that hill is worth a ride of ten miles just for a coast." A perceptible difference was felt on the return trip: the breeze that had been so refreshing going out was now dead astern, and while it helped to bowl the party along at a merry rate, they were soon very warm. The tranquillity of their ride home was broken by what Jones called "the tightest squeak, you know, ever had in my life," and his friends agreed that it was a very narrow escape from a bad smash-up. Jones, as usual, was leading the crowd down the long hill through Verona, and owing to the smoothness of the road, the bearings of his H. F. H., and the wind, was flying down legs over at a terrific pace. A turn in the road suddenly showed him a country team coming up. Upon seeing this flying apparition the prudent driver stopped his horses, waited until Jones, who was frantically yelling and gesticulating for him to turn over on his side of the road, had gotten within a hundred feet of him, and then deliberately pulled directly across his road, with the pole over the gutter! There was no time for Jones to wheel to the other side, and besides, as he afterwards said, "I had the right of way there, and I was going to keep it." So, flattening himself back, he turned his machine directly into the soft earth of the gutter, and up the rough bank, shot by the pole, and ran down into the road with a war-whoop of triumph. It was impossible to haul up while running at that gait, so the crazy driver got off unscathed; he shook his fist and swore at the others as they flew past on the opposite side. Jones proposes going back some day on a detective expedition.

The most delightful rides, however long, end too soon, and it was with regret that our three tourists rolled into Orange, and parted for their respective homes. It must, ho ever, be admitted that this regret was tempered (the other fellows said that in Smith's case it was annihilated) by the fact that three steaming dinners were waiting to be eaten.

And in less than ten minutes, every sinner
Was busily eating his Sunday dinner:
Which ate the most 't would be hard to tell:
Brown, Jones, and Smith all crammed like — well,
Xs-ively hungry fellows.

IXION.

BICYCLING must be regarded as a very immoral and inferior sport. The principal moral objection to it is that the bicycle rider usually finds it convenient to wear knickerbockers and stockings and a polo cap. Depravity of this sort naturally shocks a sensitive community.

Theologians are at variance on the question whether the bicycle is, of itself, immoral; but the liberal spirit of the age seems to incline to a compromise in looking upon the bicycle as not necessarily a profane vehicle, but only made so by the exasperating and aggravating wickedness of the average bicycler in keeping to his own side of the road and minding his own business.

Considered simply as a sport, bicycling must be adjudged inferior if not low, on account of its lack of the attractions common to all other forms of athletic recreation. The oarsman may get run down, or may fall overboard and be drowned, or may be sunstruck while racing under a broiling sky, or may catch malarial fever from rowing on muddy rivers in the evening. The man who rides on horseback has a chance of meeting his death in several different ways, including, if he is a member of an anise-seed-bag hunt, the chance of being shot by some farmer whose crops he has destroyed. Even the amateur pedestrian has the refined pleasure of holding his life in his hands, with a strong possibility of its being called in from several causes.

In bicycling you have only one way of hurting yourself, — by falling off your machine.

And that you can do only by the exercise of great carelessness or freshness.

For this and many other reasons the sport is abhorred by all highly intellectual people. It might stand higher in the public estimation if it brought its devotees into contact with professional athletes, acrobats, and trainers, or other cultivated classes; but unfortunately it does not.

Bicycling, however, attracts the general attention of the public. Wherever the bicycler goes, the natives testify their silent contempt for his baseness by firing stones at him and setting the dogs on him. Bicycling troubles especially those puffy young men whom a twenty-mile walk would break up finer than a Mechlin lace cobweb. They look upon this style of recreation as eminently ridiculous.

The sight of a bicycle always reduces a horse to a condition of maniacal terror. When a horse smells a bicycle half a mile away, he at once rises up on his hind legs, snorts wildly, and goes into a neat imitation of delirium tremens. If the dreaded vehicle approaches much nearer, the horse is apt to lie down and die. No horse was ever known to shy at a locomotive, a pile of bricks, a circus wagon, a road race between two fancy trotters or a man with a Japanese umbrella.

We fear that we cannot recommend bicycling to our readers as a summer sport until it reforms its glaring immorality, especially in the matter of knickerbockers and polo caps. — *Puck on Wheels.*

BICYCLE RIDING COATS.

Stylish, comfortable and easy fitting. Made of the best quality indigo blue, dyed-in-the-wool flannel.
A large stock, lined and underlined, ready for delivery.
Special terms to Clubs ordering quantities.
Write for particulars to

PITKIN & THOMAS,
No. 45 South 2d Street, Philadelphia, Pa.

THE ONLY BICYCLE SHOES,
Suitable for Fast Riding or Long Journeys.

Made to conform to natural shape of the foot, and soled with undetachable, serrated rubber.
Can be had of

THAYER, McNEIL & HODGKINS,
22 Temple Place - - BOSTON.



COLUMBIA BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS.

Having accepted the agency from the Pope Manufacturing Company, we are now prepared to sell their *Bicycles* on *Easy Terms* of *Payment. Purchasers Taught to Ride.* Send 3-cent stamp for *Illustrated Catalogue and Terms.*

W. H HERVEY & CO.,
5-UNION STREET-5
Furniture and Carpet Warehouse.

VOLUME TWO,

BICYCLING WORLD

Bound Handsomely in Black Cloth,

NOW READY

PRICE - - TWO DOLLARS.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.



NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

THE SECOND ANNUAL

ENGLISH TOUR.

1881.

It is intended that the party for this tour shall leave about the 16th of July, and return about the 20th of September. The route will be slightly altered from that of last year. The cost, which includes first-class cabin passage each way, and hotel bills on the tour, will be

$265.00.

Circulars with full particulars will be ready on the 11th of June, and can be obtained on application, enclosing stamp for reply to

FRANK W. WESTON,
B. Bi. C., B. T. C., L. A. W. etc.
SAVIN HILL, Dorchester, Boston, Mass.

RECEIVED!

TRICYCLISTS' HAND-BOOK.

Price . . . . 50 cents.

JUST ISSUED!

"INDISPENSABLE."

TRICYLISTS' HAND-BOOK,

Orders taken at this Office.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER, **628 Market Street.**

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO. **98 Crown Street.**

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD, **Cor. State and Van Buren Sts.**

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO. **6 and 8 Berkeley Street.**
C. R. PERCIVAL, **96 Worcester Street.**
THE POPE M'F'G. CO. **597 Washington Street.**
ELASTIC TIP CO., **157 Washington Street.**

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT, **160 Fulton Street.**
SCHUYLER & DUANE, **189 Broadway.**

OHIO.

LIMA
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART, **813 Arch Street.**
PITTSBURG.
COLUMBIA BICYCLE AGENCY, **Cor. 5th Ave. and Smithfield St.**

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY, **236 Westminster Street.**

How to Train in Archery.

Being a Complete Study of the York Round.

Comprising an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON, WILL H. THOMPSON

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

WM. M. WRIGHT

791 5th Avenue,

NEW YORK CITY.



BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.

Send 1-cent Stamp for Circular.

BICYCLE EMPORIUM,

96 WORCESTER ST., BOSTON, MASS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES AND TRICYCLES.

AGENT FOR

AMERICAN ROADSTER TRICYCLE,

SPECIAL CLUB, CLUB AND GENTLEMEN'S,

COVENTRY MACHINIST CO., of Coventry.

"SPECIAL PREMIER," and PREMIER,

HILLMAN, HERBERT & COOPER, of Coventry.

ALSO AGENT FOR ALL MAKES OF

DEARLOVE'S LAMPS,

KING OF THE ROAD, COMPANION, COMET, ETC.

Lamplugh & Brown's Suspension Saddles and Handy Tool Bags.

BICYCLES AND TRICYCLES

TO LET BY THE HOUR, DAY OR WEEK.

Open Evenings till 8 o'clock. **Sunday till 7 o'clock.**

SEND 3c. STAMP FOR CIRCULAR.

THE BICYCLING WORLD.

A Weekly Newspaper

DEVOTED TO THE INTERESTS OF BICYCLING.

Edited by - - - LOUIS HARRISON.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water St, Boston, Mass.

Gentlemen:

I herewith enclose Two Dollars, for which please send "The Bicycling World" for one year from ..... 188 , to be mailed postpaid to the following address:—

Name .....

Address, ...

SUGGESTIONS TO BICYCLERS.

IT IS A MISTAKE *to consider all English bicycles as the best.*
IT IS A FACT *that a less percentage of Columbia Bicycles break or come to repairs than of any other make.*
IT IS A MISTAKE *to regard all the latest modifications of English bicycles as improvements.*
IT IS A FACT *that many of them are trade catches, and are abandoned before a season is over.*
IT IS A MISTAKE *to infer that the Columbia Bicycle is always the same style of machine.*
IT IS A FACT *that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.*
IT IS A MISTAKE *to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.*
IT IS A FACT *that the Columbias are the only bicycles that are warranted throughout by the manufacturers.*
IT IS ALSO *a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.*
IT IS A MISTAKE *to suppose that either the Special or Standard Columbia is the same now that it was six months ago.*
IT IS A FACT *that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.*
REMEMBER *that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.*
REMEMBER *that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.*
REMEMBER *that the Columbia nickel plating is the handsomest and most durable of any.*
OBSERVE *that the prices of Columbia Bicycles range from* $80 *up to* $147.50.
OBSERVE *that the Mustang is a cheaper grade for boys, in price from* $50 *to* $65.
REFLECT *that the Columbias offer choices of more value for less money than any other make of bicycles.*
REFLECT *that most of the older riders, and many whole clubs, are this season taking Columbias in preference to every other machine.*
EVERY *rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price lists.*
NOTICE *that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at* 597 *to* 601 *Washington Street, Boston, Mass.*

PHOTOGRAPHS
— OF THE —
AMERICAN WHEELMEN

At Boston on May 30, 1881.

Large Size - - - - - - - - - - Price, $2.00.

They show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Sent postpaid to any address on receipt of price.

E. C. HODGES & CO.

40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 8 JULY, 1881.

Volume III. Number 9.

[VOL. III. CONTENTS No 9]

Currente Calamo	97
Editorial	99
The League Meeting	99
The Unknown Machine	100
Wheel Club Doings	101
Glances Abroad	102
Gleanings from Exchanges	102
Races	104
Notes, Queries, etc.	105
Books and Pages	105
Challenge	105
L. A. W.	105

Entered at the Post Office as second-class mail matter

ADVERTISEMENTS

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

"BICYCLER'S RIDING SUSPENSORY."

Our sales of the above prove that it has been found to supply a want hitherto felt by wheelmen. It affords great comfort and insures absolute protection to those parts liable to injury while riding or making difficult mounts, the bandage is self-adjusting, and cannot possibly get out of position, it is simple in construction, and for quality and finish cannot be beat, while the low price ($1.00) places it within the reach of all. Sent by mail on receipt of price. Circulars free.

ELASTIC HOSE CO.
Highlandville, Mass.

CURRENTE CALAMO

A CRESCENT Club bicycler's girl is so modest that she never can speak of his leggings, — she invariably calls them "limbings."

THE Charleston, S. C., Bicycle Club elects a surgeon on its board of officers. We fear the Carolinians are reckless riders or that their roads are rather rough.

WE are glad to see so many daily and weekly newspapers opening bicycle departments in their columns. It indicates the rapidly growing interest in the wheel in this country.

WE have received from the secretary of the Capital Bicycle Club, of Washington, a neatly printed copy of that club's constitution and by-laws, revised, for which, "Thank you."

THE morality-instilling effects of the wheel is evident from the fact that those young riders who have hitherto been more or less addicted to profanity, now swear only "Bi Cycle!"

THE latest unkind cut the "silent steed" has received, was when a Crescentaur, riding through the Highlands recently, was greeted by a small Irish waif, with, "Say, misther, is that a lishum (license)?"

THE Spider sunshade (called "Japanese," by the æsthetic dealer) ought to be prohibited in our public thoroughfares, or else have its claws "buttoned," for of all the insidious inventions for eye-gouging and ear-tearing, this, in the hand of recklessly uncertain woman, is the most terrible.

THE Ariel Bicycle Club of Chicago is almost the exact counterpart of the Hermes Bicycle Club of Providence, even to parts of their uniform, jackets and breeches being the same, composed of fine, handsome, enthusiastic young fellows, sons of wealthy men. These two clubs promise well for the future of bicycling in America.

WE MAKE

SPORTING GOODS

A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

THE ONLY BICYCLE SHOES.

Suitable for Fast Riding or Long Journeys.

Made to conform to natural shape of the foot, and soled with undetachable, serrated rubber.

Can be had of

THAYER, McNEIL & HODGKINS,
22 Temple Place - - BOSTON.



COLUMBIA BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS.

Having accepted the agency from the Pope Manufacturing Company, we are now prepared to sell their *Bicycles* on *Easy Terms* of *Payment. Purchasers Taught to Ride.* Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*

W. H HERVEY & CO.,
5-UNION STREET-5
Furniture and Carpet Warehouse.

THE Chelsea Club don't claim the largest number of members, but it can boast the tallest wheel; one of its members controlling a 60½ inch machine. There are also two 58-inchers, and four 56-inchers, and lots of 54s in the club.

WITH such excellent roads as Malden possesses, and which her sensible authorities keep in such good order, it is surprising that the number of her bicyclers does not increase more rapidly. No suburban town nor city about Boston averages so good roads.

MILWAUKEE is architecturally a fine city; but when the visitor sees handsome bicycles gracefully bestowed about the entrances of these fine buildings, while the owners, business men, bank and telegraph mesengers, etc., are busy within them, a most novel and pleasing effect is given.

MEMBERS of the Boston Bicycle Club propose to go with their wheels by steamer "Admiral" to Gloucester next Saturday, and return thence by bicycle, Sunday. A Chelsean wheeled the entire distance — 29 miles — June 17, without once dismounting.

NOTICE TO CORRESPONDENTS.

ALL communications intended to reach the Editor's attention should be addressed to Editor BICYCLING WORLD; and business letters should be addressed to E. C. Hodges & Co. In each case to 40 Water Street, Boston.

If those remitting amounts in postage stamps, will enclose one-cent and two-cent stamps instead of three-cent stamps, they will greatly oblige us.

E. C. HODGES & CO.

BUSINESS NOTICES.

Those who do not wish to pay full amount down for Bicycles, will do well to see HERVEY & Co.'s announcement on first page.

BICYCLE WANTED!—To Buy or Hire.

A 60, 58, or 56-inch wheel. 60-inch "Harvard" preferred. About leaving town. Address *immediately*, with full description and bottom price,

ELLIOTT PRESTON,
525 Columbus Ave., Boston, Mass.

RECEIVED!

Tricyclists' Hand-Book.

Price . . . . . 50 cents.

A. J. PHILBRICK & CO.,

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

ALL BICYCLERS SHOULD READ

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters.

EDITED BY

HENRY STURMEY, *Author of "The Indispensable."* and C. W. NAIRN, *Author of "The Bicycle Annual."*

PUBLISHED EVERY WEDNESDAY. PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from

E. C. HODGES & CO. - - - 40 WATER ST., BOSTON, MASS.



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

Positively the most comfortable Saddle made. Is adjustable; can be tightened when it becomes slack.

Please state kind of spring. *Send for Circular.*

Price, $3.50. Nickel Plated, $5.25.

Send money order or registered letter.

D. W. HYDE,
Box 1133. Brighton, Mass.

HENRY W. WILLIAMS,

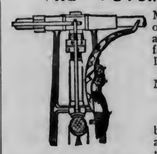
Solicitor of American and European

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 8 JULY, 1881.

ON Saturday morning, 2 July, 1881, at about 9.30 o'clock, James A. Garfield, President of the United States, while in the station of the Baltimore and Potomac Railroad at Washington, was shot by one Charles Guiteau, a Frenchman, and probably insane. At the time of this writing the President is still living, and with some prospect of ultimate recovery. A gloomy anxiety pervades all classes throughout the land, mingled with an eager, sympathetic craving for intelligence of each later phase of his condition. The press of the whole country, North, South, East, West, and representing all shades of political sentiment, is emphatic in denunciation of the crime and in the expression of sympathy and sorrow for the beloved chief magistrate as a man no less than indignation for the outraged law; and it is no slight cause for national congratulation, even under the shadow of this terrible calamity, that not a syllable of intelligent newspaper comment attempts to impute the crime to any other source than the personal spite and insane recklessness of this man Guiteau. A few unthinking and ill-informed persons in private occasionally attempt to connect the tragedy directly with the notorious political strifes which have agitated the land during several months past, but the more sober-minded observers of current events attach no weight to these opinions.

THE LEAGUE MEETING.

I AM very glad to see that President Bates is agitating the subject of the organization of the League and the method of conducting the annual meeting, at which each member is supposed to cast a vote, while, in fact, as was demonstrated at the last meeting, less than a third do so. It would seem that all questions of the government of the League might be safely left with the board of officers, except that at the annual meeting the consuls might be allowed vote and voice. In this way you would get delegates of the best sort. First, you have the officers, who are men of some ability; second, you have two directors from each State, who are chosen for their representative character; and third, you have the different towns represented by consuls, who can easily receive instructions from the L. A. W. members in their districts. The only question in which the individual members are particularly interested is the election of officers. How and by whom shall these be elected? is the question with which we have now to deal. Shall they be selected by delegates, or shall they be elected by the votes of each and every member of the League? Put these questions to each member and what will be his answer? That he is a member, paying $1.00 a year for the privilege, and that he should like to have his little say as to who should be the governing power of the L. A. W.; and who can blame him? I think the club should not be taken as the unit, as I know personally the system is defective. For instance, a man joins a club and his name is sent in for membership to the League as a member of that club; but if before the annual meeting he resigns, or for any reason ceases to be a member of that club, he is still a member of the League and the club gets his vote in making up the total from which to select its delegates. Again, if a member of a club has joined the League, but ceasing to be a member of that club joins another, the first and not the second gets the benefit of his vote. I know of a case of this kind at the last meeting of the League, where a club lost the votes of members on account of their having joined the League from another club and got the benefit of the votes of League members who had resigned from the club.

As a matter of fact, in this instance, it made no difference, as they could not have got another delegate. But one can readily see that if the club is taken as the unit, such changes as this might make a difference of ten or more votes to the club. As to appointing delegates from the States, I think the system would be complicated in the extreme, and will be less satisfactory than leaving the whole matter to those who are able to attend the annual meeting. I think each member should have a chance to cast one vote, but owing to the great distances some will have to travel, no matter where the Meet is held, this is impossible where presence is made necessary to the casting of a vote.

I would suggest a method of voting, leaving the details of system to be settled by the League officers, who are well able to cope with the question. Let the officers of the L. A. W., or a committee appointed for the purpose, select two or more candidates for each office, have the names of the candidates and the office for which they are to be chosen printed on blanks, and send one of the blanks to each member of the League, with instructions to scratch out the names of those he does not desire to vote for, and return the blanks to the secretary or some one appointed for the purpose. This method would be simple, and give each and every member of the League a chance to express his preference, and would do away with the caucuses which were so prevalent at the last meeting. LONDON W.

THE UNKNOWN MACHINE.

ONE night as a savage policeman was walking
His beat by the street-lamp's faint, uncertain glim,
He espied a young man, whose strange manner of talking
Showed plainly enough that his mind was quite dim;
And the "cop," slowing grasping the whole situation,
Saw the man was quite small, so without hesitation
He gobbled him up, took him off to the station,
Where the captain in charge pronounced him insane.

Away he was sent to the home for the chronics,
Where he gibbered and raved in a way that was sad;
They could give no relief with their drugs or their tonics,
And they all gave him up as one hopelessly mad.
But one day as a doctor, a lover of wheeling,
Passed him, rigged for a ride, there seemed to be stealing
A light o'er his mind, and he asked, with much feeling,
The doctor to pause and hear his sad tale:

THE TALE.

"It was only last spring that I first took to 'cycling,
The sport was seductive, the enjoyment was keen:
I soon got to be quite an expert in riding,
And thought I must get me a better machine.
O sad was that thought, which has caused all my anguish,
And brought me to this horrid place where I languish,
And created these fancies I never can vanquish,
O bitter the day when I first learned to ride!

"I looked at the Harvard, the Special, the Humber,
The Timberlake, Standard, the Pacer, the Yale,
The Shadow, the Challenge, and so on without number,
And was shown how each one had some points that would fail.
I was told of the relative friction and wearing
Of the straight, cone, single, and double-ball bearing;
And discovered in each there were faults the most glaring,
And was quite at a loss to decide what to get.

"I examined all kinds of spokes, handles and treadles,
Heads, brakes, felloes, tires, lamps, backbone and spring,
Forks, bells, cranks, steps, hubs, saddle and pedals,
Till I felt I was sure I had seen the whole thing.
All these facts I most carefully studied, and making
This my only concern in my hours of waking,
For days and for weeks, I settled on taking
The machine I considered the best, called the . . ."

. . . . . .

A choke and a gasp, but the doctor, who, fearing
That he might not catch all that the poor fellow said,
Had drawn closer to him, to be surer of hearing,
Failed to find out the name or the make. He was dead.
We know not where he's gone, but we hope that he either
Takes his spins in the blue super-ambient ether,
Or on roads that are perfect, where he shall find neither
Hills, mud, sand, nor bad weather to trouble him more.

F. W. B.

WORCESTER, MASS.

WHEEL CLUB DOINGS

WASHINGTON, D. C. — The Arlington Bicycle Club has removed its headquarters to 813 South street, N. W.

MICHIGAN UNIVERSITY BI. CLUB. — This club is rapidly growing, and will have over fifty members this year, probably. So says President Bates.

BOSTON BI. CLUB. — Thatcher Goddard has been expelled from the Boston Bicycle Club for non-payment of dues, and his name is hereby published in accordance with the by-laws of the club, Art. XIII.

J. S. DEAN, *Sec'y.*

MELROSE BI. CLUB. — This club was organized in Melrose, Mass., last week, with nine members, and elected the following officers: Captain, George P. Merrill; secretary and treasurer, F. H. Bosson; bugler, C. D. Jefferson. The color of their uniform is dark green, and they made their first run last Monday, to Chelsea beach.

THE NEW BEDFORD BI. CLUB was formally organized Monday evening, 27 June. A constitution and road rules were adopted, and the following officers were elected: W. M. Butler, captain; H. L. Dwight, secretary and treasurer; O. F. Bly and J. B. Bradford, club committee. The club now numbers eight, and others have signified their intention of purchasing machines and becoming members. The club is indebted to Mr. George F. Hussey, of the Baltimore Bicycle Club, for valuable aid in bringing about the organization.

A CLUB was formed in Scranton, Penn., recently to be known as the Scranton Bicycle Club. The following officers were chosen: President, E. B. Sturges; vice-president, Geo. Sanderson, Jr.; captain, A. J. Kolb; lieutenant, W. B. Rockwell; guide, J. Pantecost; secretary and treasurer, James Fish. The club are to adopt the gray uniform, and will soon be in trim for excursions, meets, etc. The "Columbia Standard" is the favorite machine, and is well adapted to the roads in this vicinity. Scranton will not be behind in the future in the bicycle world.

CHARLESTON, S. C. — *Editor Bicycling World:* On 27 May we formed a bicycle club here, to be known as the Charleston Bicycle Club, with twelve members; and from present appearances we shall soon have many more. The following officers were elected: President, E. H. Frost; vice-president, A. L. Bristol; captain, J. Alwyn Ball; subcaptain, John Morose; secretary and treasurer, L. M. Beebe, Jr.; surgeon, C. Buntin Colson; bugler, W. R. La Roussuiere. The remaining members are J. K. Connor, William Crafts, Will. R. Sofield, Frank J. Bristol, J. K. Blackman, Julien Breese. At our last meeting, Mr. Max Hansman, of the Capital Bicycle Club, of Washington, D. C., who was in our city at that time, was elected an honorary member. Our uniform consists of coat, breeches and stockings of navy blue, with white flannel shirt and cape; our colors, gold and cardinal. Will report to you regarding roads, etc., in this vicinity before long.

L. M. BEEBE, JR., *Sec'y.*

MILWAUKEE BI. CLUB. — Our late worthy secretary, Mr. Angus S. Hibbard, is suffering from a sprained wrist, in consequence of a header taken on one of his country excursions. Though every member of the club is very sorry for that, they still have another misfortune to relate, namely, the resignation of Mr. Hibbard as secretary, and his departure from Milwaukee to fill a position at Minneapolis, Minn. Mr. Hibbard has been the leader among us, one of the chief organizers of the club, the prime mover and hard worker in all that which has resulted in the present flourishing condition of our club and especially the bright prospects of a jolly good time and the complete success of our coming July Meet. But what is our loss will be to Minneapolis gain; they will have a royal, sociable fellow, and an excellent bicycler and bi. chum; and we will have to content ourselves with singing the songs he has so ably composed and left with us. Our July run is booming, and we are beginning to consult "old prob." as to weather.

ALLEN J. BEAUMONT, *Sec'y pro tem.*

CAPITAL BI. CLUB. — At the last regular monthly meeting of the Capital Bicycle Club, of Washington, D. C., the following were elected officers for the ensuing term of six months, commencing 1 July: President, C. E. Hawley; vice-president, H. M. Schooley; captain, C. G. Allen; sub-captain, J. M. Lewis, Jr.; jr. sub-captain, F. H. Noyes; secretary, L. W. Seely; treasurer, Jno. Swinborne; ex-commanders, F. D. Owen, C. F. Gooddell. The club was reported as being in a very prosperous condition, so much so that new and handsomely furnished clubrooms are talked of, and without doubt will be had before the summer is over. The members are in fine trim, and every evening, from eight to twenty men can be seen out on an impromptu run about the city, or through the Soldiers' Home grounds, where the coasting is fine. Many persons have expressed wonder that we should have room to race when we stated that the course was nineteen and one half feet from the curbstone, but they forget that the narrowest street we have is forty feet, and the widest, one hundred and sixty, the average being about ninety feet; while nearly all of the thirty-nine avenues are one hundred and sixty feet in width, the narrowest one being eighty-five feet. If the New England bicyclers could call on us as often as the Baltimore men do they would soon know what the "Wheelman's Paradise" means. EDWIN H. FOWLER, *Sec'y.*

WASHINGTON, D. C., 28 June, 1881.

ÆOLUS WHEEL CLUB, WORCESTER, MASS. — One of our number has been casting his eyes over the twenty members of the club, and finds the average height 5 feet 8 inches; with the shortest man, 5 feet 5 inches; and the tallest, 6 feet 2 inches. Average weight, 134 pounds; with the lightest, 116 pounds; and the heaviest, 155 pounds. Average age, 27 years; with youngest, 19 years; and oldest, 37 years. Average size of wheels, 52½ inches, with smallest 48 inches, and largest, 58 inches. Seven of our men are married. Eleven ride Standard Columbias; 4 Harvards; 2 Special Columbias; 2 Premiers; 1 Duplex Excelsior. The club has been presented with a gold badge and a set of colors, to be contested for once in six weeks by the members. The following is a list of the feats to be performed, with the number of points to be awarded for the best, second best and third best performances, the badge to the one scoring the highest total, and the colors to the second highest: —

SCHEDULE OF POINTS FOR THE THREE BEST PERFORMANCES.

1	Stand astride small wheel, run, left foot on step, into saddle, and dismount on left side with treadle.	3	2 1
2	Stand astride small wheel, left foot on step, push three times with right foot, into saddle, and dismount backwards astride of backbone.	3	2 1
3	Stand astride small wheel, right treadle forward of centre, right foot on treadle, into saddle, and dismount over wheel with brake.	6	4 2
4	Stand astride small wheel, left foot on hub, into saddle, and dismount on left side without treadles.	6	4 2
5	Stand astride small wheel, step forward with left foot, then right foot, then left foot on step and into saddle without springing.	6	4 2
6	Stand on left of machine, left treadle down, left foot on treadle, throw right leg around over backbone and handles to ground.	6	4 2
7	Ride fifty yards and return with left leg over handle, and left hand off handle bar.	6	4 2
8	Stand astride of small wheel, left foot on step, push three times with right foot, put right leg forward over right handle bar, then into saddle	9	6 3
9	Stand astride small wheel, right treadle forward of centre, left foot on step, spring, striking treadle with right foot, and down to saddle.	9	6 3
10	Stand astride of small wheel, run, mount, and ride as far as possible without touching treadles.	9	6 3
11	Stand astride small wheel, run, left foot on step, right foot on right treadle, take left foot from step as right treadle comes up, and into saddle.	9	6 3
12	Walk on left of machine, left hand on handle, right on saddle, and vault into saddle.	12	8 4
13	Stand astride of small wheel, run, left foot on step, right foot around to left of backbone, and into the saddle.	12	8 4
14	Stand on machine, hands on handles.	12	8 4
15	With machine standing still, mount, stand on saddle, and dismount without machine falling.	12	8 4
16	Mount, slip back over saddle, and ride on backbone with both feet on treadles.	12	8 4
17	Stand on left of machine, left foot on hub, into saddle, and dismount by throwing right leg over handles.	12	8 4
18	Stand astride small wheel, run, left foot on step, right foot on saddle, and then left foot.	12	8 4
19	Stand on saddle on right foot, left leg and body horizontal.	12	8 4
20	Ride ten yards with left foot on step and right foot on left treadle.	12	8 4
21	Stand astride small wheel, both hands on saddle, walk and vault into saddle.	18	12 6
22	Ride ten yards side saddle.	18	12 6
23	Stand on left of machine, left hand on handle, right on saddle, and vault into saddle.	18	12 6
24	Dismount while machine is in motion, pick up handkerchief from ground, and remount before machine falls.	18	12 6
25	Stand on left of machine, left treadle forward of centre, left foot on treadle, and into saddle.	18	12 6
26	Stand astride small wheel, both hands on saddle, and vault into saddle.	18	12 6
27	One hundred yards slow race.	21	14 7
28	Stand on left of machine, both hands on handles, walk and vault into saddle.	21	14 7
29	Stand on left of machine, left treadle forward of centre, left foot on treadle, right foot over backbone and right handle bar, into saddle, and ride with left foot.	21	14 7
30	Walk on left of machine, left foot on treadle as it comes up, and into saddle.	21	14 7
31	Standing still.	24	16 8
32	One-half mile race	30	20 10
33	Two mile race.	30	20 10

The first contest will take place 13 July. By these contests we hope to increase the interest in bicycling, and to show up some good riders in our club by fall.

ÆOLUS.

MEET OF THE PHILADELPHIA, GERMANTOWN AND CENTAUR BICYCLE CLUBS. — Nature could not have been more propitious than she was yesterday afternoon, and if the second meet of bicycle clubs in Fairmount Park had been better managed evening would have found the three thousand people who assembled at the Exposition Building to see the riding much better satisfied than they were. The marshals of the day were not numerous enough to keep the crowd back, and consequently only about one half of the spectators saw any of the evolutions of the riders. The turnout of bicyclists, attached and unattached, was larger than any one expected, and the exhibition of fancy riding or contortion acts on the treacherous bicycle was excellent. Over one hundred members of the Philadelphia, Germantown, Pegasus and Centaur Clubs appeared on wheels in the parade. J. E. LeConte, of the Pegasus Club, was the commander, and the marshals were: G. D. Gideon, Germantown Club; H. A. Blakiston, Philadelphia Club, and R. G. LeConte, Pegasus Club. The parade was to have begun at 4.30 o'clock, but it was after 5 before the wheelmen got into line. Among the most expert riders present were F. W. Corse, H. Dennison, J. O. Pennel, Dr. Weightman, Caleb Roberts, Dr. Muehler, H. B. Hart, D. Mears, D. Kelly, C. F. Cope, G. C. Thomas, C. M. Hudders, G. N. Osbourn, J. I. Miller, John Fergusson, Samuel Lewis, J. Gibson, H. Longstreth, Z. B. Fox, Charles N. Mason, D. V. Potter, M. R. Maxwell, J. S. Mowbrey, H. A. Blakiston, G. D. Gideon, W. E. Montelius, T. K. Longstreth, Dillwyn Wistar, Edward King, J. E. LeConte, T. B. Lukens, James Freidly, Alexander B. Bowen, and W. R. Tucker. After circling around the Main Building two or three times for the edificaton of those who got near enough to see them, the riders dismounted, and by their united efforts opened a small circle of space in the crowd. In this circle two riding matches for gold medals were contested. The gentlemen who contested for the prize for fancy riding were C. Frederick Cope and Daniel Mears, of the Pegasus Club, and George Wilder, who rode an American Star Bicycle with the small wheel in front. After each of the riders had taken a "header" and enjoyed numerous falls, the prize was awarded to Mr. Cope. This exhibition was very interesting and the crowd applauded the contestants right heartily. The starters in the slow race were Frederick Corse, of the Germantown Club, and C. F. Cope and D. Mears, of the Pegasus Club. Cope carried off the prize — a gold medal. After the races the wheelmen formed in line and rode to Bryn Mawr, where they enjoyed an excellent supper. — *Philadelphia Times, June* 26.

ELIZABETH ATHLETIC CLUB. — Bicyclers mustered in force at these sports, which took place on Thursday afternoon at five o'clock. Messrs. J. Frank Burrill and F. W. Fullerton of the Manhattan Bicycle Club, and W. J. W. Roberts, of the Staten Island Athletic Club, officiated as judges, while Joseph Lafon of the Manhattan Bicycle Club, efficiently filled the onerous position of referee.

The first race, half-mile heats, best three in five, for those who had never won a first prize, boasted of eleven entries, of which ten appeared at the post, and to the surprise of those who witnessed the falls at the last meeting of this club they were started in one heat. We feel we cannot too strongly condemn this style of bicycle racing. To allow of any reasonable safety, there should not be more than four starters in a race on a track of the dimensions of the Elizabeth track. As it was, the contestants were placed in two rows, and we noticed at the start one rider in the rear row run into a gentleman who had started one of the front riders. Fast time can never be accomplished in this way, and for the future we would advise the committee to substitute preliminary heats, the winners of which would compete in the final. Appended are the results of the races:

Victor R. Value, Union Bicycle Club; M. N. Brewster, Elizabeth A. C.; J. Montie Austin, Kings County Wheelmen; H. O. Talmadge, Yonkers Bicycle Club; W. J. Duane, Edgewater Wheels; Edward K. Austin, Kings County Wheelmen; A. C. Bedell, Essex Bicycle Club; D. K. Este, Edgewater Wheels; N. H. Day, Edgewater Wheels; W. N. Edelsten, Elizabeth, A. C.

First heat. Value got off with the lead. Bedell took the first place on entering the second lap, and maintained it to the finish, Talmadge a good second. Duane and Day saved their distance. Time 1 minute 54 2-5 seconds.

Second heat. Talmadge took the lead at the start, Bedell holding second; entering second lap Bedell took the lead which was again wrested from him by Talmadge. On the last lap Bedell fell. Talmadge and Duane made a capital race, the first-named winning by one yard. Bedell claimed a foul and was consequently allowed to start in following heats. Time, 1 minute 54 seconds.

Third heat. Bedell dashed off with the lead, which he maintained to the finish. Close race between Talmadge and Duane for second place, which was ultimately taken by Talmadge.

Fourth heat. Duane got off with the lead, which was taken at three fourths of a lap by Bedell, who held his lead and won by about 1½ yards.

Bedell thus took first prize, Talmadge second.

Mile heats. Best 2 in 3. All not distanced to start in each heat. Distance post, 50 yards. W. M. Woodside, Manhattan Bicycle Club; Edward F. Fiske, Williamsburg, A. C.; Wm. H. Austin, Kings County Wheelmen; Geo. Hooper, Kings County Wheelmen.

Fiske took the lead at the start, being deprived of it by Hooper in the first lap, who led till the third, when Woodside went to the fore, and increasing his lead, won by 60 yards, thus distancing the other competitors and winning outright. Time, 3 minutes 41 seconds.

After a considerable lapse of time the distanced competitors in the mile race appeared to ride for second medal. A capital race ensued, Austin and Hooper alternately leading till the last lap, on entering which Austin unfortunately lost his pedals and took a tremendous header, leaving Hooper an easy victory. Time, 4 minutes 11 seconds.

During the interval between the heats Mr. Chickering gave an entertaining exhibition on the new Star Bicycle. He rode a 51-inch and seemed able to do anything on it. The races were a success. — *N. Y. Sunday Courier.*

GLANCES ABROAD

THE INTER-UNIVERSITY BICYCLE RACES. — These races took place 16 June, on the O. U. A. C. grounds, Iffley road. Results: Two-mile race, G. D. Day, St. John's College, Cambridge, 1; H. Oeschger, unattached, 2; C. A. E. Pollock, Trinity, Oxford, 3; D. R. Smith, Queen's, Oxford, 4; Day won by two yards; time, 5 minutes 52 seconds. Three-mile handicap, open to all members of the University — L. O. Andrews, Christ Church, 150 yards start, 1; W. D. Pollock, Christ Church, scratch, 2; C. Philpott, unattached, 100, 3; won by two hundred yards; time, 10 minutes 14 seconds. Ten-mile race — D. J. S. Bailey, Jesus, Cambridge, 1; W. Oeschger, unattached, Oxford, 2; F. F. Lowes, Trinity, Cambridge, 3; M. H. Jephson, Hertford, Oxford, 4; O. P. Fisher, Jesus, Cambridge, 5; C. Wigan, Hertford, Oxford, 6; won by three yards; the same distance between the second and third; Jephson close up; time, 30 minutes 48 2-5 seconds. Twenty-five mile race — G. D. Day, St. John's, Cambridge, 1; H. Muir, Corpus, Cambridge, 2; M. H. Jephson, Hertford, Oxford, 3; H. Nicholls, St. John's, Cambridge, 4; E. B. Newenham, Queen's, Oxford, 5; D. R. Smith, Queen's, Oxford, 6; W. F. Buckley, unattached, Oxford, was absent, and M. H. Jephson rode in his place; won by eight yards, Jephson, who rode very pluckily throughout, finishing third,

about half a lap behind: time, 5 miles, 15 minutes 49 seconds: 10 miles, 31 minutes 50 seconds: 15 miles, 48 minutes 8 seconds; 20 miles, 1 hour 5 minutes 3 seconds; 25 miles, 1 hour 22 minutes 40 seconds.

A. H. LLEWELLYN-WINTER has delayed his proposed bicycle tour of the United States until September, when he expects to bring a large party with him.

H. L. CORTIS, the amateur champion of England, now rides a 59-inch "Invincible" racer. He rode a 60-inch wheel last year.

M. TROUVE, a noted French electrician, rides an English-made tricycle propelled by electricity. As yet he only runs at ordinary speed, but is confident that with some slight changes he can easily accomplish twelve or fifteen miles an hour.

HOWELL, the English one-mile "champion of the world," and wearer of the champion belt (valued at $250), is not yet nineteen years old.

Now whoa! my gallant bicycle!
My nickle-plated steed!
Thou 'rt cleaner than an icicle,
Thou art of noble breed!

They talk of Foxhall, Iroquois,
And Luke the Blackburn nag;
It's stale and ancient stuff, my boy,
A jockey's maudlin gag.

Now fly my gallant glitterer!
No spoke of thine be seen!
We 'll see who shall be twitterer
When halts my courser keen!

GLEANINGS FROM EXCHANGES

THE trial of the Central Park (New York) bicyclers has been postponed to the 15th inst.

BICYCLISTS will be allowed to ride over the roads in the Park, in Philadelphia, allotted to them, at any hour of the day.

DENSMORE, of the Philadelphia Bicycle Club, has been making a tour of New Jersey on his bicycle. He travelled at the rate of seven miles an hour.

IRVING K. TAYLOR writes from Milford, Pa., that the roads out there are elegant, and that he hopes some of the city 'cyclers will pay him a visit.

E. L. DAVENPORT, writing from Canton, Pa., finishes his letter thus: "If any of the boys want a delightful spot to spend a month, with good roads and a half-mile track, a mile from the town, tell them to come up here."

E. HICKS, the rider of the celebrated Star bicycle, has entered for the ten-mile race at Philadelphia, with one and one half miles start of Price.

TWO members of the Mercury Bicycle Club made a day's excursion on Long Island last Tuesday. They took the cars to Jamaica, at which place they mounted their wheels and rode to Mineola, Glen Cove, and thence to Locust Valley. After three hours' rest, they returned by way of Glen Cove, Roslyn, Manhasset, Little Neck and Flushing, arriving at the latter place at dark. They report the road from Jamaica to Mineola very fair, and from Little Neck to Flushing macadamized and in excellent condition. Most of the other portions of the roads travelled were sandy, and between Roslyn and Little Neck very hilly. — *N. Y. Sunday Courier.*

RACES

THE JULY FOURTH RACES ON BOSTON COMMON. — These races drew an immense concourse of spectators to the Common, the number being estimated at twenty thousand, the people filling every available space on the ground where a view could be had, and in many instances extensively utilizing the house-tops on Beacon street. The city committee, comprising Lucius Slade, chairman, and William Frost, William F. Wharton, and Nahum M Morrison, having the matter in charge, had the grass clipped and the turf rolled for a four-lap track of twenty feet in width, which, although making a hard and elastic roadbed, was necessarily somewhat uneven, and prevented very fast time being accomplished, and in several places these imperfections were such as to render racing dangerous to the equilibrium of the riders. The latter, however, previous to the races, rode over it sufficiently to get tolerably familiar with its inaccuracies.

Soon after 1 o'clock the first race was called. This was the one-mile amateur race, the prizes being gold and silver medals for first and second respectively. There were five started in the race, being S. T. Kaulback, of Malden; H. H. Duker, of Boston; Leo R. Robete, of Boston Highlands; H. E. Lombard, of Cambridgeport; and W. M. Woodside, of New York. The start was made without disorder, and the wheelmen soon got into their work, and distances between riders began to widen, and by the t me the third lap was reached it was evident that Woodside had the race at his ease, while the contest for the second place was still stubbornly maintained by Kaulback and Robete; but afterwards the latter steadily lost ground to the finish, which brought Woodside to the judges in 4.47, Kaulback in 4.17⅜, and Robete in 4.35⅜, and the rest came straggling in at various distances apart.

The next was the first heat of the two-mile professional race, best two in three, prizes $100, $75, and $50, for first, second, and third, respectively. There were five contestants, — John M. Wilson, of Boston; George W. Harrison, of Boston; Albert Pierce (colored), of New York; H. A. Donaldson, of Washington, and Frederick L. Rollinson, of New York. This proved one of the most interesting contests of the series, three of the men seemingly evenly matched in the struggle for the first place in all three heats. All started fairly and kept well together during the first two laps, with Harrison leading and hard pushed by Pierce, while Wilson and Rollinson alternated as third and fourth, although it was evident that Rollinson was not exerting himself, and this opinion was confirmed, as in several of the succeeding circuits he forged ahead to second, and contended with Harrison close on the small wheel of Wilson. Pierce also made several spurts for second, but speedily fell back each time, while Donaldson was now hopelessly in the rear. The last two laps showed a hard push between Wilson and Rollinson for first, Harrison being already booked for third, and the interest of the spectators was most intense, and cheer after cheer greeted each of the two leaders as now one, then the other, shot ahead, 'till the final turn of the oval brought Rollinson to time in 8.3⅜, with Wilson pushing close after in 8.5¼, while Harrison recorded 8 14⅜, followed later by Pierce and Donaldson in that order.

Next was the first heat of the half-mile amateur race, best two in three: prizes, gold and silver medals for first and second, respectively. The starters here were Kaulbach, Duker, Lippitt, Robete, George E. Whittaker, of Hudson, Chas. W. Clark, of Waltham, and Woodside. A good start was effected, and the riders went off in fine style with rapidly varying positions, now one taking the lead for a few seconds until another spurted to the front, and held it about the same space, while those following were having equally exciting struggles for second and third, and it was not until the second lap of the heat that the result began to take definite shape, with Woodside in advance, and Kaulbach and Whittaker alternately seesawing side by side, and in this order they finished, Woodside taking first in 1.49¼, and the other two tying at 1.53¼; and the judges awarded second place to Whittaker, because Kaulback was out of position.

The next was the second heat, professional race, four contestants, Donaldson withdrawing. The men, as before, kept well together for a time, and Pierce got the lead once or twice, while Rollinson seemed to lag, and finally dropped to the rear for a few moments, and a sharp struggle was maintained between the three others; Wilson, however, leading, and riding erect and much more gracefully than the others. Soon, however, Pierce fell to the rear, and Rollinson occasionally spurted to second and first, and then, gradually losing, again took third place, and came to time in 8 34, being beaten by Harrison, second, in 8.7⅞, and Wilson, first, in 8 7¼.

The second heat, half-mile amateur race, was contested by Kaulback, Duker, Lippitt, Robete, Whittaker, and Woodside, and a good send-off began the struggle, and as usual, the positions changed so rapidly that it was impossible to keep run of the order until well into the second circuit, which showed Woodside at the front with Whittaker and Kaulback alternately pushing him hard, until the latter, in turning the oval at the north end ran into a rut and fell, while Woodside took first place in 1.50¼, followed by Whittaker in 1.53⅜, and the others at indefinite periods; and Woodside, having won two straight heats, was awarded first prize, and Whittaker the second.

The main interest now centred in the final professional heat. In this Rollinson apparently settled down to business from the start, and alternated first place with Wilson and Harrison, until the latter settled sturdily down to third, and not far behind his two struggling guides either, Pierce, meanwhile, forging along a good distance in the rear. The excitement was the most intense on the last half mile, as Wilson and Rollinson kept so close that a spurt by either would place him to the front for a moment, and shouts and cheers rolled along the encircling crowd like a huge wave of sound in the wake of the riders during the last lap, which reached its climax as they passed the judges' stand almost abreast, but Rollinson winning in 8.10 to Wilson's 8.10½, while Harrison closed up the gap in 8.24⅜.

The next was a tricycle contest between Henry Percival, on a Bayliss, Thomas & Co. "Excelsior;" E F. Bixby, on a Singer "Challenge;" and H. D. Hedger, on a "Special Salvo." A good start was made and Percival took the lead, with Hedger second and Bixby third, and in this order they made the mile, with Percival constantly increasing his lead; while Bixby hugged the heels of Hedger until the last lap, when he spurted to his side and passed the finish line less than a foot behind, his time being 6.9½, Hedger's 6.8⅞, and Percival's, first, 5.43½.

The fourth race was now called, being a two-mile amateur: prizes, gold and silver medal for first and second respectively. The contestants were Kaulback, Whittaker, Duker, Lippitt, Robete, W. W. Stall of Waltham, H. E. Lombard of Cambridgeport, and Woodside. This requiring eight circuits of the oval made a very interesting contest; besides, there being eight riders, and the track being too narrow for an even start, Stall and Woodside took positions in the rear. All went off without difficulty, however, and by the time one lap was completed, Woodside, followed in order by Whittaker and Stall, led the race with Lippitt and Lombard stoutly pushing them. In this whole race it was noticeable that all kept closer together than in previous races, and the struggle between the leaders wasn't all to themselves, but at the last half mile it was evident that the first place would be held by either Woodside or Stall, when at the last quarter of the finish Lombard struck the before-mentioned rut, took a header, tripped Stall to the ground, and Whittaker passed to second, Woodside finishing in 7.56, Whittaker in 8.32⅜, and Lippitt in 8.33.

The slow race followed, amateur, two hundred yards: prize, silver medal. Messrs. Kaulback, W. C. Woodward and A. H. Baldwin (the last two of Boston) started, but the first two withdrew and left Baldwin to complete the distance in 2.47. This ended the races, which were considered very successful, except in the time made, the nature of the track being unsuited to great speed. The judges were Charles E. Pratt, chairman; H. S. Kempton, C. A. Perkins, E. C. Hodges, Charles P. Shillaber. Timekeepers, Geo. B. Woodward, Louis Harrison, and Fred Ames.

CAPITAL BI. CLUB, WASHINGTON, D.C. — On Saturday, the 19th ult., the club had its annual parade and races, assisted by the Baltimore and Arlington clubs. The procession formed on Pennsylvania avenue, corner of Eleventh street, and made a beautiful display in the streets of Washington, with about eighty machines in line. Capt. Owen was the commander, and was assisted by S. T. Clark, of the Baltimore Club, P. T. Dodge, of the Arlington Club, and S. Preston Moses, unattached. The first division, composed of the Capital and Baltimore Clubs, was under the immediate command of Capt. Borden and the second division, — the Arlington Club and unattached riders, — was led by Capt. F. T. Rawlings. The procession led finally to the race ground, at Iowa Circle, where a quarter-mile track had been carefully measured. Donch's band was in attendance, and gave an excellent selection of music, as you will see in the programme sent you. Rex Smith of the club gave an exhibition of fancy riding, which was admirably performed. Those who saw him ride at Music Hall, Boston, at the League Meet, saw that he was a finished and graceful rider; but he can do a great deal better as we well know in Washington. In Boston, from want of rehearsal and previous selection of his performances, and probably to some degree from shyness among strangers, he omitted some of his best feats. After his riding the races came off as follows: —

1. Mile race, open to all, prize, a gold medal. This race was won by H. M. Schooley, in 3 minutes, 14½ seconds; H. Stewart, second in 3 minutes, 14¾ seconds. The winner rode a Royal Challenge with 54-inch wheel, and Mr. Stewart was mounted on a Columbia, 54 inch.

No. 2. Quarter mile race, flying start, run singly. Prizes, gold medal and silver medal. For members of C. Bi. C. only, George Cook was first with a record of 43¼ seconds, on a 54-inch Harvard. Next came L. W. Seely, on a 55-inch Royal Challenge, in 43⅝ seconds, with only an eighth of a second against him, and third was A. M. Coyle on a 54-inch Excelsior, in 46½ seconds. Last year the quarter-mile race gave a record of 41⅝ seconds.

No. 3 For members of C. Bi. C. only. five miles. Start from scratch. There were five entries, J. McK. Borden winning in 18 minutes. 42¾ seconds, and E. H. Fowler, second in 18 minutes, 43¾ seconds. Last year's record of this race was 19 minutes, 21 seconds. Mr Borden won in excellent style and Mr. Fowler deserves great credit, as will be seen, when I say that he had a severe fall only a week before the races, and came on the track with a wounded hand, and somewhat out of practice. Mr. Borden rode a 55-inch Imperial Challenge, and Mr. Fowler a 52-inch Yale. There were no less than ten entries for No. 4, a race of one mile, for boys, with flying start, the prize being a silver medal. This race was won by Robert Chapman, in 4 minutes 50 seconds, Ross Broadhead coming next in 4 minutes, 55 sconds. No. 5, was a mile race for members of the C. Bi. C. only. From scratch, with prizes of a gold medal, and a silver medal. There were four entries. George Cook on his 54-inch Harvard crossed the line in 3 minutes, 20½ seconds, and L. M. Seely on a Royal Challenge of the same size was only a quarter second later. The best record of this race last year was 3 minutes, 25 seconds. The last race was one of three miles open to all, from scratch, with a prize of a gold medal. Our old friend, H M. Schooley, paid forfeit for his previous success by being placed three lengths behind the start, and with such competitors it was too heavy a handicap. Mr. H. Stewart of the Arlingtons winning a capital race, in 10 minutes, ¾ seconds. There were four entries. The riders all did well, and the time shows for itself. Be it remembered that asphalt, though smooth, is certainly not so fast a track as a good cinder path. Want of time prevents my giving individuals credit for good riding, of which there was a great deal. CAPITAL P.

HARTFORD WHEEL CLUB. — The first field meeting of the Hartford Wheel Club was held at Charter Oak Park on the afternoon of 25 June. Although but one day's notice was given, yet there was a large and interested crowd of spectators, and the sport was greatly enjoyed. There were thirty or forty private carriages, and forty-five wheelmen were present. The judges were T. F. Plunkett, George H. Day and Mr. Corbin of the New Britain Wheel Club; and the master of ceremonies and official starter, Fred. C. Penfield. Members of the New Britain Wheel Club and the Middletown Club were present. The races were for a beautiful gold medal, given by the Hartford Wheel Club.

The first-class race was won by Clark Lawrence, the captain of the club; time 3.25 and 5.58. In the last heat his competitor, E. F. Copeland, was stricken with vertigo, and Clark was obliged to dismount. The second-class race was won by Thomas Waite, over Arthur Waite; time 3.25 and 3.40. In the third-class race, Lewis Hitchcock and George Stebbins competed. The first heat was won by Hitchcock in 3.47; the second, by Stebbins in 3.47 1-4, and last by Hitchcock in 4.02. The races were in accordance with English rule, being from standing starts. A special attraction of the day was a race open to all Hartford riders for an elegant gold medal, and was won by R. C. Wander, captain of the Hartford

Bicycle Club. This race was a mile dash, flying start; time 3 19. He competed with Stebbins, Purdy, T. Waite, and Church. After the regular arranged programme was finished the wheelmen on the ground did some fine fancy riding which was greatly admired by those present. — *Hartford Globe.*

SAN FRANCISCO BI. CLUB. — Says the *Morning Call* of June 20: Yesterday's run under the auspices of the San Francisco Bicycle Club was no exception to the general rule which characterizes gatherings of local patrons of this sport, and in consequence a thoroughly enjoyable affair resulted. An invitation had been extended to the Oakland wheelmen during the week, and both clubs were well represented. Proceeding to Alameda by the 9.30 boat, local riders were met at the landing by the invited guests, under command of Capt. George H. Strong. The order to mount was then given, and the riders proceeded to Oakland, but on account of the prevailing high wind, the route previously decided upon was somewhat modified, so that Fruit Vale was not reached. After riding through the principal streets, the wheelmen headed toward Alameda, where, on arriving, they halted for twenty-five minutes, and thence proceeded to the Neptune Gardens, where lunch had been provided. The party were here met by Cables, of the San Francisco Club, and J. Sanderson, of the *Olympian*. An excellent lunch was served, and toward the close the following toasts were given: "The absent wheelmen," by De Clairmont; "Our guests," Capt. Eggers, responded to by Capt. Strong; "The Press," responded to by J. Sanderson; "Bicycling," Finkler; "the Park," Hobe. On conclusion of the lunch the order to remount was given, and the party, under escort of the Oakland Club, returned to the point of starting, thoroughly delighted with an excellent day's sport. The cyclometer showed the distance run to be sixteen miles. The following wheelmen were present: San Francisco Club — Messrs. Butler, De-Clairmont, Eggers, Hobe, Finkler, Golly, Martin, Cables, J. Sanderson, Warshauer. Oaklands — Messrs. Strong, Louden, Burkhalter, Rabe, Davis, Wedgewood, Stone, King and Thompson.

THE bicycle races at Recreation Park, Detroit, 25 June, were very interesting. In the one and one half mile race McCall, Standish, Howard and Osmun started. Howard took a header at the start, but remounted and started again. At the three quarter mile Osmund dropped out, as the pace was too hot. Standish won in 5.12¾, with Howard second and McCall third. In the three quarter mile race Howard got the lead and kept it throughout. Time 2 21. Snow was second and Standish third. The Detroit Club championship race was postponed. Wheelmen from Jackson and Ann Arbor were in attendance.

AN interesting contest took place recently, in Rochester, N. Y., in which Miss Elsa Von Blumen rode a bicycle against the trotter Hattie R., the bicyclist being allowed odds of half a mile in one and a half miles. The first heat was made by the bicyclist in the following time: Quarter, 1.13; half, 2.29; third quarter, 3.47; mile, 4.56. Hattie R., half, 1.32; mile, 2.58; mile and a half, 4.55, giving the heat to Hattie R. by a second. The second heat was won by the bicyclist in 5.04, as well as the third by four lengths, in 5.10, the horse making the mile and a half in 5.10½. Miss Von Blumen also defeated a running horse, with the same odds, in 4.38.

MONTREAL BI. CLUB. — The first handicap road-race of this club to Lachine and back on Saturday afternoon, 25 June, produced the following four starters out of an entry of eight, viz.: J. D. Miller, four minutes; F. C. Holden and G. M. Smith, two minutes, and C. J. Sidey, scratch. The first-named was despatched by Mr. Angus Grant, who kindly officiated as starter, timekeeper and judge, at 5.38, and kept the lead to Blue Bonnets, where he was passed by Holden and Smith, who kept together to the turning-point — where Lieutenant DeSola handed each competitor a check as he arrived — just this side of Lachine toll-gate, which they reached at 6.24. Sidey caught Miller at Reilley's Crossing and reached the distance post at 6.26½, Miller half a minute behind. Smith got away from Lachine in advance of Holden and was never caught; finishing at 7.4.35 — 17 miles in 1 hour 24 minutes and 35 seconds — splendid time considering the state of the roads, which were very dusty and rough. Sidey passed Holden at Blue Bonnets, but finished 3 minutes 2 seconds behind Smith (time 1.25.37). Miller repassed Holden at the Land Slip and came in at 7.17 — time 1.39. Holden was unable to finish, owing to his machine breaking down on the Cote St. Antoine road, about two miles from home. It should be mentioned that Mr. T. D. King acted as clerk of the course at the start.

NOTES, QUERIES, ETC.

THE Philadelphia *Evening Telegraph*, *Sunday Mercury*, *Ledger* and *Times* all give extended reports of the Meet of the several bicycle clubs of that city, 25 June, and editorial comment in each case is extremely complimentary to the riders and condemnatory of the narrow-minded policy (?) of the Park Commissioners in excluding wheelmen from the park driveways.

WASHINGTON, D. C., 30 June, 1881.

Mr. Editor: — Captain Owen on his return from Boston informed me that considerable doubt exists there and elsewhere as to the correctness of time recorded at the recent races of the Capital Bicycle Club; and also showed me a cutting from the Boston *Herald*, asking information as to the manner in which the track was laid out. Iowa Circle is a park formed by the intersection of Thirteenth and P streets and Vermont and Rhode Island avenues. It is circular in form and is surrounded by a concrete driveway, forty feet wide. A line drawn around this driveway nineteen feet six inches from the curb of the inside walk is 1,320 feet long. The *Herald* wants to know whether we "hugged the pole." Of course we did; the pole in this case being the chalk line referred to. As the space — nineteen feet six inches — between the line and inner curb was filled with people, we could not have run inside the line had we wished. So much for the track. Concerning the time of the last mile, about which so much has been said, it is simply absurd to talk of having made it in 2.47, and we are sorry the report originated. In the confusion attending the close of the races, when the crowd broke over the track and the horses attached to the carriage of the judges and timekeepers attempted to run away, the time was lost. The time for two miles was 7.13, but the third mile was one continuous spurt between Stewart and Schooley, and a reliable timer among the spectators gave 3.17 for the last mile. This would make the time for three miles 10.30, which, I am convinced is nearly accurate; but to say that on a "Standard Columbia" machine, with a circular track, and at the close of a three-mile race, the time was 2.47 is simply absurd. No one believes it here, and every one is sorry such an impression was produced abroad. Mr. Stewart, the winner, rode magnificently, and his final spurt was the finest ever seen here, but he himself laughs at the idea of 2.47. All the other records are perfectly accurate. L. W. SEELEY.

THE following extracts from a letter from A. H. Llewellyn-Winter, Capt. Hyperion 'Cycling Club, to Mr. Parsons, will be read with interest, and will arouse lively anticipations. Mr. Winter's address, until September, is Edgbaston Hotel, Llandudno, North Wales:

"You may remember that I announced my intention of visiting the States in May, with a party of English riders. Well, I kept that month disengaged for the tour; but, as I could only obtain three other men to go with me, I thought it better to postpone my visit until I could form a party *at least* as large as the one which we had so much pleasure in welcoming over here. Therefore I utilized my holiday for a Continental tour. I have since been assured that even had I visited your hunting grounds by myself I would have been quite welcome. I am grateful to hear it, but I did not like to come down from the dignity of a *party* to insignificant little *me*. However, "Never say die," so I mean to have another attempt to get up a party for the autumn, and failing that to visit you *solus*. We Britishers require some of your "go-ahead" energy and zeal.

SANTA CRUZ (Cal.) wheelmen are contemplating the formation of a bicycle club. At present there are nine riders who possess bicyles.

PERSONAL

REV. O. P. GIFFORD, pastor of the Warren-Avenue Baptist Church has wisely taken to bicycling, and rides a 50-inch Columbia.

OUR thanks are cordially due Mr. Albert S. Parsons for interesting contributions sent while he is prostrated by illness at Warwick, Mass.

WE received a pleasant call last week from two Washington wheelmen, Messrs. H. S. Owen of the Capital Club, and W. E. Scribner, who spoke enthusiastically and cheeringly of bicycling and its prospects at the Capital.

SUB-CAPTAIN G. D. GIDEON, of the Germantown Bicycle Club, writes us that Mr. C. F. Cope, of Chestnut Hill, Philadelphia, a member of his club, has been riding on one wheel for several months past, and Mr. Gideon thinks Mr. Chandler can hardly claim to be the first in that performance.

DR. H. T. APPLEBY, acting director L. A. W. at Buffalo, N. Y., and Mr. Field took a run from Buffalo to Niagara, the town, not the falls, 18 and 19 June. Visitors to Buffalo should not fail to call into the little drug store around the corner where Dr. Appleby's welcome to wheelmen is not administered in homœpathic doses.

MR. W. A. HENRY, of Tucson, Ar., will start on a wheel trip through Sonora as soon as the summer rains are over, visiting all the principal towns.

THERE is a Conkling in New York State who is not cutting a very pretty figure just now, but Conkling, of Chicago, mounted on his 60-*inch*, full nickelled "D. H. F. Premier," presents a fine figure, and makes converts to bicycling every day.

IF you want to meet an enthusiastic bicycler, drop in on L. A. W. Consul A. W. Childs, at Brattleboro, Vt., on your vacation tour, and you will find that "hills whose heads touch heaven," cannot dampen, but rather seem to arouse the ardor of wheelmen. Director Underwood and Consul Childs are a pair of 'Cyclers worth going out of your way to see.

MESSRS. W. B. EVERETT, of the Boston, and Charles P. Shillaber, of the Massachusetts, have started on a wheeling tour through Western New England, intending, if practicable within the limits of their term of absence, to push on to Lake George. They first visit Providence, and will be escorted by the Providence Bi. Club as far as Attleboro. Would we might be of their company.

MR. UNDERWOOD, of the Roxbury Bicycle Club, met with a severe accident Sunday, while coasting down Old Colony Hill, near Nantasket Beach. Not using his break he was thrown over the head of the machine and fractured his arm near the elbow. He was taken to the hotel and had the bone set, and six hours later was seen standing in a doorway with the limb in splints and wondering how long it would be before he could mount again. So we must continue to caution riders about descending steep and untried hills with a sure hand on the brake. This hill is a very steep and rough one, and coasting thereon by even the best and surest riders must be termed an act of sheer recklessness which generally results in bringing reproach on bicycling, no less than disaster to the coaster.

CHALLENGE.

I HEREBY challenge any bicycler in this country to a race of from 100 miles to 200 miles, for any amount. Address ALBERT PIERCE, 791 Fifth avenue, New York, care Wm. M. Wright.

BOOKS AND PAGES.

WE have received from the publishers, A. G. Spaulding & Bros., Chicago, Ill., a "Manual of Boxing," written and illustrated by Geo. H. Benedict, which, from a cursory glance at its pages, we should pronounce one of the best works of the kind we have seen.

THE TRICYCLING JOURNAL, published at 146 Fleet street, London, is a weekly paper devoted especially to the interests of tricycling as a pastime and a practicable means of locomotion, and is at present alone in its peculiar field. It is edited by R. C. N. Brittan, is handsomely and conveniently printed, and the first number, which we have received, is full of interesting and instructive matter, relating to "three-wheelers." We gladly welcome it to our list of exchanges.

THE Montreal *Daily Witness* of 27 June, takes up the cudgel for the steel wheel in this wise: —

"The battle of the Centaurs and Lapidæ was nothing to the contest which has been inaugurated between our modern centaurs and the horses. Bicycles are cheaper than horses and can be much more easily stabled. Our athletes have shown that they can do better travelling than the fleetest race-horses. Being within the reach of many who cannot afford horses they are destined not only in many ways to take the place of those useful animals, but to be used much more than horses ever were. For riding purposes, such is the case already in England, where men go to their business daily by this method, and are thereby enabled to live in the country instead of in town. In London it is no uncommon sight to see a man on a bicycle threading his way through such a crowded thoroughfare as Cheapside or London Bridge, and the clerks in large establishments have a place to leave their bicycles near their hats. Tricycles are used by clergymen and ladies. In view of these facts we were much amused the other day to see that bicycles were to share the fate of dogs, and be ordered off the park. That magnificent preserve, which is more or less nailed up to pedestrians, seems to be viewed as a place only intended for aldermanic broughams. The reason given for suppressing bicycles was that they frightened somebody's horse. It might, perhaps, be fair to ask if it would not be equally sensible to suppress skittish horses. Why should horses go upon the park which would not be safe upon the streets and country roads? Until the bicycles are suppressed on common thoroughfares it seems nonsense to drive them from the park for the sake of dangerous horses. Between horse and bicycle we fear the horse will have to fight a losing battle."

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 *for individuals;* 50c. *each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.*

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending* 10c. *to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 *for solid silver, or* $1.00 *for nickel-plated badge.*

BICYCLE RIDING COATS.

Stylish, comfortable and easy fitting. Made of the best quality indigo blue, dyed-in-the-wool flannel. A large stock, lined and underlined, ready for delivery. Special terms to Clubs ordering quantities. Write for particulars to

PITKIN & THOMAS,

No. 45 South 2d Street, Philadelphia, Pa.

LE SPORT VÉLOCIPÉDIQUE

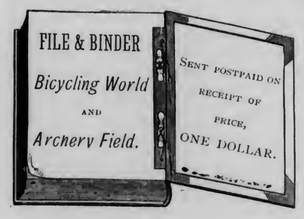
ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.



NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located.. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

THE SECOND ANNUAL

ENGLISH TOUR.

1881.

It is intended that the party for this tour shall leave about the 16th of July, and return about the 20th of September. The route will be slightly altered from that of last year. The cost, which includes first-class cabin passage each way, and hotel bills on the tour, will be

$265.00.

Circulars with full particulars will be ready on the 11th of June, and can be obtained on application, enclosing stamp for reply to

FRANK W. WESTON,
B. Bi. C., B. T. C., L. A. W. etc.
SAVIN HILL, Dorchester, Boston, Mass.

RECEIVED!

TRICYCLISTS' HAND-BOOK.

Price . . . . 50 cents.

JUST ISSUED!

"INDISPENSABLE."

TRICYLISTS' HAND-BOOK,

Orders taken at this Office.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER,
628 Market Street.

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO.
98 Crown Street.

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD,
Cor. State and Van Buren Sts.

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO.
6 and 8 Berkeley Street.
C. R. PERCIVAL,
96 Worcester Street.
THE POPE M'F'G. CO.
597 Washington Street.
ELASTIC TIP CO.,
157 Washington Street.

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT,
160 Fulton Street.
SCHUYLER & DUANE,
189 Broadway.

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART,
813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY,
Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY,
236 Westminster Street.

How to Train in Archery.

Being a Complete Study of the York Round.

Comprising an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON. WILL H. THOMPSON.

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

WM. M. WRIGHT

791 5th Avenue,

NEW YORK CITY.



BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.

Send 1-cent Stamp for Circular.

THE BICYCLING WORLD.

A Weekly Newspaper

DEVOTED TO THE INTERESTS OF BICYCLING.

Edited by - - - LOUIS HARRISON.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water St., Boston, Mass.

Gentlemen:

I herewith enclose Two Dollars, for which please send "The Bicycling World" for one year from ..... 188 , to be mailed postpaid to the following address:—

Name, ...

Address, ...

BICYCLE EMPORIUM,

96 WORCESTER ST., BOSTON, MASS.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF

BICYCLES & TRICYCLES.

AGENT FOR

AMERICAN ROADSTER TRICYCLE, SPECIAL CLUB, CLUB AND GENTLEMEN'S (Coventry Machinist Co., of Coventry), "SPECIAL PREMIER, and PREMIER (Hillman, Herbert & Cooper, of Coventry).

ALSO AGENTS FOR ALL MAKES OF

DEARLOVE'S LAMPS, King of the Road, Companion, Comet, etc.

LAMPLUGH & BROWN'S

Suspension Saddles and Handy Tool Bags

BICYCLES AND TRICYCLES

TO LET BY THE HOUR, DAY OR WEEK.

Open Evenings till 8 o'clock. Sunday till 7 o'clock.

SEND 3c. STAMP FOR CIRCULAR.

GOY, THE ATHLETIC OUTFITTER,

For Bicycling, Tricycling, Cricket, Football, Lacrosse, Yachting, Boating, Canoeing, Gymnastics and Camping Out.

GOY'S CALENDAR OF SPORTS, PUBLISHED MONTHLY.

GOY'S ATHLETIC CLUB DIRECTORY, PUBLISHED QUARTERLY.

Forwarded FREE, on receipt of Addressed Postal Wrappers, as may be required.

GOY, 21 Leadenhall Street, 54 Lime Street, } LONDON, E. C. England.

THE TRICYCLING JOURNAL

AND

MANUFACTURERS' ADVERTISER.

Edited by R. C. N. BRITTAN.

Subscriptions received at this Office.

ONE YEAR	$2 25.
SIX MONTHS	1 15.
THREE MONTHS	60.

Specimen Copies sent from

146 Fleet Street - - London, E. C.

Subscriptions to both the BICYCLING WORLD and TRICYCLING JOURNAL only $4.00.

E. C. HODGES & CO.

40 WATER ST., BOSTON.

SUGGESTIONS TO BICYCLERS.

IT IS A MISTAKE *to consider all English bicycles as the best.*
IT IS A FACT *that a less percentage of Columbia Bicycles break or come to repairs than of any other make.*
IT IS A MISTAKE *to regard all the latest modifications of English bicycles as improvements.*
IT IS A FACT *that many of them are trade catches, and are abandoned before a season is over.*
IT IS A MISTAKE *to infer that the Columbia Bicycle is always the same style of machine.*
IT IS A FACT *that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.*
IT IS A MISTAKE *to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.*
IT IS A FACT *that the Columbias are the only bicycles that are warranted throughout by the manufacturers.*
IT IS ALSO *a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.*
IT IS A MISTAKE *to suppose that either the Special or Standard Columbia is the same now that it was six months ago.*
IT IS A FACT *that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.*
REMEMBER *that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.*
REMEMBER *that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.*
REMEMBER *that the Columbia nickel plating is the handsomest and most durable of any.*
OBSERVE *that the prices of Columbia Bicycles range from $80 up to $147.50.*
OBSERVE *that the Mustang is a cheaper grade for boys, in price from $50 to $65.*
REFLECT *that the Columbias offer choices of more value for less money than any other make of bicycles.*
REFLECT *that most of the older riders, and many whole clubs, are this season taking Columbias in preference to every other machine.*
EVERY *rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price lists.*
NOTICE *that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at 597 to 601 Washington Street, Boston, Mass.*

PHOTOGRAPHS
—OF THE—
AMERICAN WHEELMEN

At Boston on May 30, 1881.

Large Size - - - - - - - - - - Price, $2.00.

They show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Sent postpaid to any address on receipt of price.

E. C. HODGES & CO.

40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy. | BOSTON, 15 JULY, 1881. | Volume III. Number 10.

[VOL. III. CONTENTS No 10]

Currente Calamo	109
Obituary. — Death of a London Bicyclist	110
Rights in Central Park	111
Why have Clubs? A League Bureau	112
Excursions, Runs, etc.	113
Horse Accident Record	114
L. A. W. Applications	114
Races	115
Wheel Club Doings	115
Notes, Queries, etc.	116
Glances Abroad	116
Personal	117
Gleaning from Exchanges	117

Entered at the Post Office as second-class mail matter

ADVERTISEMENTS

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.

"BICYCLER'S RIDING SUSPENSORY."
Our sales of the above prove that it has been found to supply a want hitherto felt by wheelmen. It affords great comfort and insures absolute protection to those parts liable to injury while riding or making difficult mounts, the bandage is self-adjusting, and cannot possibly get out of position, it is simple in construction, and for quality and finish cannot be beat, while the low price ($1.00) places it within the reach of all. Sent by mail on receipt of price. Circulars free.
ELASTIC HOSE CO.
Highlandville, Mass.

CURRENTE CALAMO

THE Boston Bicycle Club has reached its limit of sixty members.

"LONDON W." has a new name,— "Caramel Joe," — as he is "fresh every hour."

IT is rumored that not all the Massachusetts Club members are strictly temperate.

WHY will *Puck* persist in its orthographic error of wrapping itself to us with two y's in bicycling.

EXCEPTING occasional wet, bicyclers have had excellent riding weather this summer, in and about Boston.

MESSRS. TAYLOR AND THORNDIKE'S proposed European tour is brilliant with "magnificent distances" to our longing vision.

"'MOTIONAL insanity!" apostrophized Carrie, as her enthusiastic bicycling cousin dashed past on his nickelled "Harvard."

THE blood of Hodges, of the Bostons, actually boils this hot weather, and he yearns for a more "adjustable" skeleton saddle than Burley's.

AT the Chattanooga races, on the 4 July, Mr. Alfred E. Howell, of Nashville, won the first prize, coming in easily ahead of all competitors.

BROOKLYN wheelmen are such careful and courteous riders that although excluded from the driveways of Prospect Park, they are permitted to freely use the foot-paths.

MEETING, somewhat unexpectedly, his Oshkosh aunt, in Gloucester, last Sunday, and naturally anxious to pay her some attention, Louis Harrison, of the Bostons, deserted his club, and remained over in that city.

THE 4 July races on the Common proved such an interesting feature of the celebration, and were so well conducted, that the committee on celebration were highly pleased, and now there is talk of the city's building a good and permanent track for indulgence in this entertaining and healthful recreation.

WE MAKE
SPORTING GOODS
A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

THE ONLY BICYCLE SHOES.
Suitable for Fast Riding or Long Journeys.
Made to conform to natural shape of the foot, and soled with undetachable, serrated rubber.
Can be had of
THAYER, McNEIL & HODGKINS,
22 Temple Place - - BOSTON.



COLUMBIA BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS.

Having accepted the agency from the Pope Manufacturing Company, we are now prepared to sell their *Bicycles* on *Easy Terms* of *Payment. Purchasers Taught to Ride.* Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*

W. H HERVEY & CO.,
5-UNION STREET-5
Furniture and Carpet Warehouse.

Obituary.

DEATH OF A LONDON BICYCLIST. — It is with regret we have to announce the death of Mr. Charles Lockyer, of Eyton Villa, Tadmor street, Shepherd's Bush, London, at the early age of 23. Mr. Lockyer was an expert bicyclist and athlete, and was well known among the metropolitan bicycling and football clubs, having played a conspicuous part in several important matches. Indeed, it was through his ardent love for bicycling exercise that cost him his life. It appears that deceased rode to Brighton on his bicycle, — a distance of 52 miles, — and being very parched, partook of a glass of cold water. Instead, however, of making the home journey by train, he returned on his machine, the overexertion bringing on congestion of the lungs, to which he succumbed. By his death, the Minerva Bicycle Club, of which he was a member, has sustained a severe loss, as also his friends and admirers, who were by no means few. An evidence of the respect and esteem in which he was held was afforded by the outward manifestations of grief exhibited by those attending the interment, which took place at Brompton Cemetery. Besides taking an active interest in the Minerva Bicycle Club, Mr. Lockyer furnished several valuable contributions to the local and other papers devoted to bicycling news, his graphic description of a tour he took through Devonshire some twelve months since, which recently appeared in these columns, being doubtless fresh in the memory of our readers.

NOTICE TO CORRESPONDENTS.

ALL communications intended to reach the Editor's attention should be addressed to Editor BICYCLING WORLD; and business letters should be addressed to E. C. Hodges & Co. In each case to 40 Water Street, Boston.

If those remitting amounts in postage stamps, will enclose one-cent and two-cent stamps instead of three-cent stamps, they will greatly oblige us.

E. C. HODGES & CO.

RECEIVED!

Tricyclists' Hand-Book.

Price . . . . . 50 cents.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

ALL BICYCLERS SHOULD READ

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters.

EDITED BY

HENRY STURMEY, *Author of "The Indispensable."* and C. W. NAIRN, *Author of "The Bicycle Annual."*

PUBLISHED EVERY WEDNESDAY. PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from

E. C. HODGES & CO. - - - 40 WATER ST., BOSTON, MASS.



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

Positively the most comfortable Saddle made. Is adjustable; can be tightened when it becomes slack.

Please state kind of spring. *Send for Circular.*

Price, $3.50. Nickel Plated, $5.25.

Send money order or registered letter.

D. W. HYDE,

Box 1133. Brighton, Mass.

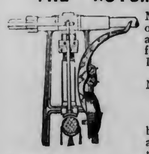
HENRY W. WILLIAMS,

Solicitor of American and European

PATENTS

258 WASHINGTON STREET, BOSTON.

No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.



THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 15 JULY, 1881.

Rights in Central Park.

WE append the questions to prominent officials in various cities, in relation to the use of bicycles in the public thoroughfares, addressed to them by Charles E. Pratt, president of the L. A. W., on behalf of the petitioners for a modification or removal of restrictions upon the use of bicycles in the driveways of the New York Central Park, and the answers thereto: —

QUESTIONS.

1. Have you observed the use of bicycles as pleasure carriages in your city, and for how long?
2. Are there any restrictions upon their use in your city, except such as apply equally to all other carriages? If so, what, in brief, are they?
3. So far as you know, is their use, when in the hands of good riders, agreeable or disagreeable to those who do not ride them?
4. What is the result of your observation as to their frightening horses?
5. From your observation and information, is their use on driveways frequented by pleasure teams troublesome or dangerous to the drivers or riders after horses?
6. Is there, in your community, apprehension of danger from their use, and if so, has it grown less or more since their introduction?
7. Do you think their use, and the the extension of it in the community, should be encouraged or discouraged?
8. In your judgment, would it be justifiable, as a matter of public expediency and wise control of public grounds, to permit the use of bicycles (in the hands of good riders and responsible men, — *i. e.*, under equal circumstances), on parkways and other pleasure driveways, subject to the same restrictions, and on equal privileges, as apply to the use of horse-drawn pleasure vehicles?
9. Are you willing that I shall make use of your answer to these questions before the Park Commissioners of New York or elsewhere, in promotion of the rights of wheelmen?

ANSWERS.

1. Yes, for about two years.
2. No restrictions whatever.
3. No objections when in the hands of good riders.
4. Till some horses are accustomed to them, they are at first a little frightened by their appearance the same as at any new carriage, perhaps.
5. Not when in the hands of a good rider.
7. The opinion of the community is somewhat divided on the subject, but less complaints as the horses become accustomed to them,— rarely complained about now.
7. I can see no harm from their use.
8. Have no public park, and therefore it would be difficult to say; experience alone could decide the question. They are allowed on driveways of our public "Greens."
9. I have no objection.

JNO. B. ROBERTSON,
Mayor of New Haven, Conn.

1. Have for the last two or three years.
2. None whatever.
3. Drive a great deal, and have never been troubled by them.
4. I have never seen any frightened by them.
5. Not any more so than any new carriage or conveyance is at first.
6. There is no such apprehension, I think; as they become better known people look with more favor on them.
7. Encouraged by all means.
8. Certainly, I think it a beautiful sight to see a large number of them, and believe in encouraging their use.
9. Yes, sir; certainly.

HENRY F. ANDREWS,
Supt. Public Parks,
City of New Haven, Conn.

1. Two or three years.
2. Yes, the restrictions apply to two avenues and seven streets.
3. Agreeable.
4. High-spirited horses are at first frightened, but soon become accustomed.
5. Answer No. 4 applies to this question.
6. Very slight; much less than at first.
7. Encouraged.
8. Think they should be permitted, but under certain restrictions as to drives, etc., at first.
9. Entirely so.

J. TRUMAN BURDICK,
Ex-Mayor City of Newport, R. I.

1. For two or three years.
2. No.
3. Not disagreeable.
4. Do not think they frighten horses.
5. No.
6. No; grown less.
7. Encouraged.
8. Yes.
9. Yes.

W. E. THOMPSON,
Mayor of Detroit, Mich.

1. Yes; for several years.
2. See printed slip of City Ordinance.
3. If either, liable to be disagreeable.
4. Nearly every horse is at first frightened by them, as there have been some accidents on that account; but as a rule, horses become accustomed to them in a short time.
5. Answered above.
6. On the whole, grown less. It still exists with any one driving a young, green, or strange horse.
7. Encouraged.
8. Yes.
9. Yes.

R. M. PULSIFER,
Mayor of Newton, Mass.

1. Yes; for about two years.
2. There are no restrictions except as above.
3. Indifferent to most people.
4. Not more likely than any new thing.
5. I have made no special observation on the subject.
6. No general complaint or apprehension to my knowledge.
7. That depends.
8. I think it would.
9. No objection.

ALEX. BRUSH,
Mayor.

BUFFALO, 23 April, 1881.

1. We have; during the last two years.
2. Not any.
3. We have had no complaints against bicycles since they were placed under the same rules as carriages.
4. When they were first introduced into use complaints were often made that they frightened horses, but such complaints very quickly decreased in frequency, till during the last year none have been made.
5. No one seems to object to them in this city.
6. If such apprehension exists, we do not hear of it. The answer given to interrogatory No. 4 applies to this question.
7. We have no opinion to express in this matter.
8. As a general answer we would say that public expediency would not prevent the use of bicycles, as stated in this interrogatory: at the same time circumstances might render it inexpedient in some cases and expedient in others.
9. We have no objection to such use.

HENRY WALKER,
EDWARD J. JONES,
Police Commissioners.

BOSTON, 12 April, 1881.

1. For about a year.
2. They are under the same restrictions as other vehicles.
3. Agreeable as far as I know.
4. No such case has come to my knowledge.
5. It is not.
6. My attention has not been called to it.
7. I know of no reason why it should be discouraged.
8. I think it would.
9. I have no objection.

BENJAMIN H. CHILD,
Chief of Police.

PROVIDENCE, R. I., 19 April, 1881.

1. Yes; two years.
2. No restrictions.
3. Never had any complaint.
4. Never knew any to be frightened in this city.
5. No.
6. No apprehension.
7. Encouraged.
8. We have no park here.
9. Yes.

THOMAS ENTWISTLE,
City Marshal, Portsmouth, N. H.

DEAR MR. PRATT: — I can fully indorse the mayor's letter in relation to bicycle riding, and will state further that I have not heard of a single complaint from citizens against the use of the bicycle since its first introduction here. The gentlemen who ride are uniformly courteous and obliging, never to my knowledge interfering with the rights of pedestrians or carriages on the streets and parks of the city. In my opinion there is no danger to be apprehended from the continued encouragement of this health-giving sport, since the use of the bicycle is necessarily confined to a class of citizens who will unquestionably pay due regard to the movements of law and order.

JAMES M. DRENNAN,
Chief of Police.

CITY HALL, WORCESTER, 16 April, 1881.

Why have Clubs? A League Race Bureau.

BY PRESIDENT BATES.

I HAVE noted an occasional question why bicycle clubs exist, and why they are considered necessary. One writer queries why, because a number of men own bicycles, they should form a club, any more than men who own horses should form clubs? This writer intimates that a lone bicycler, who flocks all by himself, may have just as much enjoyment as if he were one of a genial lot of fellows organized in a club.

Now, I have noticed that men who own valuable horses do form clubs; especially men who keep horses for manly sports and social enjoyment, rather than for earning money by hard work. Witness the race clubs, coaching clubs, etc.

As to bicycle clubs, the argument is obvious. It is not good for man to ride alone. Companionship divides the toil, shortens the miles, doubles the enjoyment. But if there were no clubs, it may be said, the bicycler could still find companions. Perhaps; but he would not be certain of finding them. He would depend upon chance for the good company which is insured by organization. The proper study of bicycling is bicyclers. Without clubs there would be no club drills, none of that riding in unison, with concerted movements, which appears so beautiful to the spectator, and is so pleasant to those who participate therein. Without clubs, there would be no organizations for race meets, runs, parades, or social gatherings. Without clubs, the art of riding would be generally crude. Riders learn from each other, — the inexpert from keeping company with the expert; the expert from the ambition which club competition gives. Clubs acquire and disseminate a knowledge of roads, routes, different styles of machines, etc., and in many ways promote bicycling. Without the agency of clubs, I doubt if there would now be 1,000 bicyclers in the United States, where there are now 10,000; nor any successful manufactory, or agency for foreign machines.

I have tried solitary bicycling. I rode the first bicycle purchased in my State, months before there was any club. I enjoyed that style for all there was in it. I am not by nature very gregarious; but it makes me sigh, even now, to remember how much fun I lost for lack of company during the period when I flocked all alone by myself. For instance: There was a solitary bicycler gliding gracefully along a country road. He was I. There was a ditch with running water. The wheelman ran fearlessly along the edge of the bank. It was a delicious afternoon, and a lovely country road, with the cool air fragrant with the smell of clover fields. A lovely spot. A sudden ker-chug. It was n't a frog, I knew it was n't a frog as soon as I heard it. Funniest thing I ever saw, — most of which I was. If there had been a club present, I should have laughed — after a little — consumedly. I did begin to laugh three or four times. But the man who can really enjoy a good thing, with not a soul in sight, nor a house within a mile, cannot sign my autograph. As for me, I can much better enjoy a hearty laugh in company, even at my own expense, than any degree of fun solitary and alone. So can any man with a healthy mind; and it needs a well-balanced intellect to ride a bicycle.

In a multitude of bicyclers there is wisdom. Until he rides a bicycle, a young man rarely has a realizing sense of how sadly a little too much wind may spoil his career. He can find this out alone; but in a club he will be told of it. There 's many a slip 'twixt the saddle and the hip; and the more fellows there are riding, the sooner is this likely to be observed. It is in riding with a company that the bicycler observes the poetry of motion, soarings after the infinite, and divings after the unfathomable. There are safety and courage in numbers against hoodlums; the bumped child dreads the tire. Then it is a real enjoyment to study how differently men ride, even when they ride together. How often does a rider who is ambitious to get ahead kick himself out of good society. Poor ride goeth before a fall. Awkwardness makes up-hill work of a level road. Clubs lead to much practice; and much practice at the bar leads to distinction in the L. A. W. There are some experts who reserve their tricks for the hall or the road; but the rule of a good club should be to so cut your light shines before men that they, seeing your good works, shall glorify bicycling. In going over a rutty road, handle with care. It is a wrong lane that has no turning for the wheel. Some ride so recklessly over rough places that it is a wonder their machines do not oftener come to grief; but Pope tempers the rim to the born slam.

How can a solitary rider find out all these solid chunks of wisdom alone? He can't. But in a club he will have some of them borne in upon him by observation, and the rest by emphatic oral testimony.

In union and organization there is strength. The L. A. W. cannot engage in any work so certain to promote bicycling in this country as encouraging and perfecting the organization of bicycle clubs. Clubs cannot do any better work for the cause than in perfecting and strengthening their several organizations, and increasing their membership. Well-managed clubs become social as well as bicycling units. They form friendships which will last through life, and companionship, and concerted action and influence which will by and by make themselves felt in business, in society, in politics, and in the various walks of life. I predict that within a dozen years the legislation of various States will be affected by influences proceeding from bicycle club organizations, in various States and more cities, particularly in legislation affecting the making and care of good roads, the use and regulation of vehicles in parks and streets, etc. I predict that within a dozen years public functionaries who needlessly make themselves obnoxious to bicycle clubs, and bicyclers generally, will bid a long farewell to political life, unless they save themselves by timely reform. The vast majority of bicyclers are voters. Their numbers are increasing rapidly. Very soon the young men among them will become middle aged; and they will have their proportion of successful business men, — influential men, political and society leaders, strong men in every department of life. And they will not forget either the wheel or its causeless enemies. The legislator, either State or municipal, commissioner, or any other public servant, who wantonly makes an enemy of this growing army of energetic young men, commits an act of political folly which he will certainly have cause to regret as long as he lives.

How can clubs increase their membership? In many places where there are clubs there are also numbers of unattached bicycle riders. These do not join the club for various reasons, such as because they have not been sought out and invited to join; because they think the club and its uniform costs something; because they have not been informed of the advantages of being a club member; mostly, I believe, because too many clubs do not make such marked distinctions against unattached riders as they should. In such places, I think investigation will show that unattached riders are granted by the club about all the privileges of club members. They are invited or allowed to participate in club rides and runs and parades; they are admitted as ourselves to races. Now, in boating, or any sport, if a person presents himself at a race and wishes to enter, the very first question asked him is what club he belongs to. If he belongs to no club, yet lives where there is a club, the fact that he has not joined that club is *prima facie* considered proof that his standing is not good. He finds admission difficult, if not absolutely barred. He is not admitted to any club privileges unless he joins a club. Bicycle clubs are at all the expense and trouble of getting up and managing races, runs, tours, and parades. If they admit outsiders who do not share the expense and trouble, why, indeed, should the outsider join the club, if he can have all the privileges without bearing any of the expense or trouble? Such a policy is a mistake. If a bicycler lives within reach of a club, yet does not join it, that fact should be considered *prima facie* evidence that he is not an amateur entitled to enter for a race; that he is not entitled to any club privilege or companionship in any run, tour, parade, or bicycle gathering. If he wants to flock alone, see that he is held to his own choice. If no club can vouch for him, let him be put to the severest proofs, and be made to understand that the club is not merely an ornamental concern, is not merely an association of benevolent bicyclers who are willing to furnish sport and company for him or others who are willing to profit by the superior enterprise of others; but is a business organization which means business, and a social organization which controls bicycle companionship within its district, at the same time that its doors are hospitably open for the admission of all *gentlemen* riders who are willing to enter. Make ample efforts to induce all desirable riders to join the club; if they refuse, rigidly exclude them from all club privileges and club companionship, on the road, on the track, and everywhere. All amateur races, especially, should be strictly confined to entries from club members only, and such other riders as live where there is no club and not enough riders to form a club. These are rules which, in my opinion, the L. A. W. should insist upon, and allow no official record to be made of races where these rules are not observed, at the same time barring all who take part in races where these rules are not observed from being thereafter considered amateurs, privileged to enter at any league or club races. Clubs can only control and can only vouch for the standing of their own members. Nobody can vouch for those who are not members of clubs, who ride in so-called amateur races, either as to betting, riding for money, riding with professionals, or other vital points as to character and record. The league should require all amateur bicycle races to be under either league or club management, and to be participated in only by league or club members, especially by riders who live where there is a club which they can join, within reasonable distance, — at least to declare all entries illegitimate unless they are formally vouched for and recorded by a club, if there is a club within the county where the race is held, and, in addition, such entries have, before the race, made application for admission to the league.

In my opinion, the L. A. W. is now strong enough to organize a race bureau, to take charge of all amateur bicycle racing in this country, prescribe uniform rules, require accurate and prompt reports from the clubs managing such races, with names of entries, time and distance, and statement of prices, the names to state after each entry the club he belongs to, the number of his league ticket, place of residence, and the conditions of his admission, if not a club or league member; such bureau to preserve and annually present a tabulated report of such races, thereby collecting and preserving the records of American amateur performances and standing, which records would be of the highest interest and value. Such bureau should have power to hear and determine appeals, complaints, etc., and to expel or suspend offenders. An assessment of ten cents on each race entry would provide for necessary expenses.

EXCURSIONS, RUNS, ETC.

The Germantown Bi. Club Meet.

PHILADELPHIA, 6 July, 1881.

Bicycling World: — The Germantown Bicycle Club held its most successful Meet this season, at Atlantic City, on the 2, 3, and 4 July. Twenty wheelmen registered at the Ruscombe Cottage on Saturday, and more put up at the various other hotels. Sunday morning saw more down, and the number by that time was swelled to twenty-two Germantown Club members, and ten or twelve outside Philadelphia riders. Some of the boys took advantage of the fine weather on Sunday, and rode around the streets, attracting a great deal of attention, and evidently astonishing the natives because we did not frighten any horses. On Monday morning a photograph was taken of the club as it stood in front of the hotel. Our secretary, Mr. Corse, of course, had to be off sailing, and as his place had to be filled, Pennell filled up the gap by sticking a large piece of paper on a box with the words, "THIS IS F. W. CORSE." The effect was grand! At 4 o'clock Captain Pennell marshalled his forces, the bugle sounded, and some thirty wheelmen vaulted into their saddles and went down the street. We paraded around the principal hotels, eliciting a good bit of attention. The only accident was the breaking of Pennell's venerable baby hearse, so that the owner will have to part with it forever. After this affecting scene we wheeled around to Pennsylvania avenue, where there was to be a slow race and a quick race. The former was won by little Theo. Reath, who did splendidly; F. W. Corse won the fast race. The boys then went back to the hotel, where it was voted that a better time could not have been had. Next morning saw most of the riders on the train bound for Philadelphia.

WRIGHT.

Report of Run from Gloucester to Boston, 10 July, 1881.

Mr. Editor: — In consequence of the absence of the captain and first lieutenant, I have the honor to make the following report of the trip to Gloucester and return: —

Thirteen club members in uniform and with wheels, and one member without, appeared at Battery Wharf at a little before five o'clock, Saturday afternoon, went on board the steamer "Admiral," and stacked their machines. At five o'clock the steamer started, and as she moved from the wharf, three cheers were given for Capt. Hodges, who had come down to see us off. After a pleasant sail of two hours and a half we arrived at Gloucester, where we were met by Mr. Webber, who escorted us to the Pavilion Hotel. A huge crowd of men, women, and children had turned out to see us, and the latter in large numbers followed us along the main street of the town, much to the discomfiture of several of our men. After supper had been disposed of, the men busied themselves in various ways, according to their respective proclivities, and for the most part I should say, retired early. It was intended that we should start at seven o'clock Sunday morning, but several delays occurred which detained us until half past. One of our members had the evening before, I am told, received a pressing invitation to remain in Gloucester during Sunday, which he felt it incumbent upon him to accept, and our number was reduced to twelve Boston Club men, Mr. Wheeler, of the Massachusetts Club, and Mr. Webber, of Gloucester. For the first five miles the roads were, if anything, a trifle worse than the average, but after we left Magnolia they began to improve, and with

the improvement came a more jovial spirit among the boys. With the exception of a few moments at Magnolia, our first rest of any length was at Beverly Farms, where we found a most delightful spot in the woods on the shore, and an hour was spent there very profitably, several of the men enjoying a swim off the rocks. At Salem a slight halt was made for refreshment at the Essex House, and we then proceeded to Swampscot, where we had intended to dine, but finding that the most desirable hotels were full, and did not take transients, we wheeled on to the Red Rock House in Lynn, and made our arrangements for dinner. At this point two of our party failing to show up, a detachment of three volunteers started back to look them up, found them at the Lincoln House, in Swampscott, and restored them to the bosom of the club. We were much pleased with the house and surroundings, and passed four hours there.

At 4.35 we again mounted and rode through Lynn (where we were joined by a member of the Chelsea Club), Saugus, and into Linden, where a rest of half an hour was taken, and nearly two buckets of water were absorbed. This statement will be received, perhaps, with a smile of incredulity by our members who were not with us, and I suppose the Massachusetts men would scoff at it, but it is partly accounted for by the fact that we were in a very thinly settled country and nothing was obtainable. A little farther on, however, our worthy ex-secretary was found seated on a wall with the Chelsea man, and a huge earthen pitcher full of cider, which we immediately got away with. From that point only one delay (which I will refer to later) occurred until we reached Porter's Hotel, in Cambridge, where we took a parting smile, as from there our men took different roads to their respective homes. The incident to which I refer was a little scrimmage with a man in Malden, who pretended to be an officer, but who could exhibit no badge.

He made an attempt to order two of our men off the sidewalk where the street was in a wretched condition, acting, apparently, for two young ladies, who had made no complaint, and actually pushed Mr. Craigan off the sidewalk and off his machine. The man escaped with his life, but was pretty thoroughly frightened and will not, I venture to say, make any such attempt in future. The subscriber, finding when he arrived at the scene that the two largest men were handling the case, made it all right with the girls. I should have mentioned that one of our men came home by train from Lynn, and another from some station this side. The run was, as far as I am informed, very successful and pleasant, and marred by no accidents to men or machines. As stay-at-homes will realize, our journey home was pursued with more regard for comfort than for speed, and we have therefore no time which we care to put on record, but, as far as I can figure, the riding time to Cottage Farms was about five and one half hours.

ARTHUR L. WOODMAN, *2d Lt., pro tem.*

THE MONTREAL BI. CLUB. — The much-looked-forward-to trip of this veteran body of "Revolutionists" or "Revolvers," on Dominion Day, came off under the most favorable conditions of weather and roads that could be wished for. The start was made at 6.25 from the club house, and at 8.30 St. Vincent de Paul was reached, 11½ miles, after a short halt at the Black River, riding time 1.45. Here breakfast was discussed, and the road was retaken at 10 o'clock for St. Martin's, 21½ miles, which loomed in view at 11.48, 20 minutes having been consumed in stoppages, to inquire the way, etc. Lunch came in very nicely here, and, much refreshed, the riders of the "steel steed" bowled along through St. Laurent to Lumpkin's, 31 miles, where a detachment of fresh men was waiting. In spite of the miles already covered the next 9 to Hanna's, at Lachine, 40 miles, were done in 40 minutes, as fast as the race last Saturday, some lovely coasting being done down Cote St. Luc. After a hearty dinner, the return to the city was made. Total distance, excluding fractions, 50 miles per cyclometer; net riding time 6 hours 29 minutes, making a very fair average for a whole day's ride on Canadian roads. On Saturday afternoon the same members who did the day trip on Friday, accompanied by one other, rode to Point-aux-Trembles and back, a distance of 23 miles, pretty conclusive proof that bicycling is as easy as "rolling off a log," when you know how. The evening rides on Monday, Wednesday, and Friday are very delightful, and should be patronized by a much larger number than they are. There is no reason why twelve or sixteen should not turn out every time, considering that there are over thirty riders in the club.

HORSE ACCIDENT RECORD

[We desire readers and correspondents to inform us for this department of every horse accident, from any cause, which may come to their notice, either in the public press or by personal observation.]

ON 4 July, Matthew Nolan, while driving along Berkeley street, was thrown from his carriage by turning too short into Beacon street. He suffered a concussion of the brain, and was taken to the city hospital. The horse becoming frightened ran through Beacon street, and William O'Keefe, in attempting to stop the animal, was thrown down and sustained a cut on the head, which was dressed at the Massachusetts General Hospital. After demolishing the vehicle by running against a lamp-post, the horse continued along Beacon street, and was stopped at West Chester park by mounted officer Bates of division 14.

MISS DORA CHASE was thrown from a carriage by a runaway horse at Westfield, Mass., Sunday afternoon, and very seriously injured.

A TEAM belonging to Hale's Mattapan express was standing, Saturday afternoon, on Federal street when a United States mail wagon, driven at a rapid rate, ran into it, knocking the horse down and fracturing one of the fore legs. The horse will have to be killed.

BY falling from the back of a horse, Sunday afternoon, on Pearl street, William Dacy, of 227 Federal street, received a fracture of the left leg. He is at the City Hospital.

MILLER HOBBS, of 56 Bartlett street, Charlestown district, was knocked from the front platform of a Middlesex horse-car at Fitchburg Railroad Station by a passing team, and, falling under the car, was quite severely injured. He was taken to his home.

GEORGE B. WHEATON is at the general hospital with a broken leg, the result of being thrown out of his carriage on the bridge between Cambridge and Longwood. His horse was frightened by a moving bicycle.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

BRANTFORD BI. CLUB, BRANTFORD, ONT. — S. W. McMichael, president; R. W. Leeming, captain; Dr. G. H. McMichael, hon. secretary; D. S. Sager, first lieutenant; T. M. Harris, second lieutenant; Henry Yeigh, W. D. Jones, Alfred Jones.

OMAHA BI. CLUB. — Additional: Frank Schneider, Omaha, Neb.

CRESCENT BI. CLUB OF BOSTON. — Additional: Frank A. Shaw, at Lawrence, Wild & Co., Boston: Frank A. Whitney, Watertown, Mass.

ESSEX BI. CLUB, NEWARK, N. J. — Additional: H. C. Rommel, at Firemen's Insurance Company, Newark, N. J.; Wm. Beech, Orange Bank, Orange, N. J.; Wm. R. Keene, 281 Broadway, New York; Fred. Faitoute, 99 Lincoln avenue, Newark, N. J.; Wm. H. Hastings, at Maitland, Phelps & Co., 24 Exchange Place, New York; H. C. Elliot, Elizabeth, N. J.; Robt. K. Clark, Mount Pleasant avenue, Newark, N. J.; Fred Browning, P. O. box 3,410, New York; Jas. Timpson, P. O. box 194, New York; W. S. Benedict, Montclair, N. J.; W. Campbell Clark, Mount Pleasant avenue, Newark, N. J.

MONTREAL BI. CLUB. — Additional: Rollo Campbell, 10 Phillips place, Henry Macculloch, 8 Phillips square; Henry Plow, at Mileage Department, G. T. R.; Percy Barclay, 10 Macgregor street; Horace Joyce, 6 Cathcart street, — all of Montreal.

UNATTACHED. — E. H. Ames, Titusville, Pa.; Frank T. Hoover, 78 Fifth avenue, Pittsburgh, Pa.; H. Le Baron Smith, Frederickton, New Brunswick, Canada; Jas. B. Buch, P. B. C. and R. C., B. T. C., 2 Russell street, Southsea, Hauts, England; J. Alwyn Ball, box 185, Charleston, S. C.; Frank L. Bates, Albion, N. Y.; Arthur L. Bristol, Charleston, S. C.; Richard Garvey, 407 Chestnut street, St. Louis, Mo.; Chas. A. Johnson, Niles, Mich.

FRAMINGHAM BI. CLUB. — Additional: Frank C. Manson, Framingham, Mass.; Jno. E. Fitch, Cochituate, Mass.

CONSULS APPOINTED. — H. S. Livingston, corner Third and Vine streets, Cincinnati, O.; W. F. Dewey, at Taylor, Rodgers & Co., Cincinnati, O.; W. F. West, at Taylor, Rodgers & Co., Cincinnati, O. All other consuls for Ohio reappointed. Jos. W. Gavet, Plainfield, N. J.; Jas. Dunn, Rahway, N. J.; C. Julian, Wood, Hackensack, N. J. Other consuls for New Jersey reappointed.

FREMONT BI. CLUB. — James M. Osborne, President (already a member of the L. A. W.); John G. Nuhfer, John W. Pero, Frank P. Miller, Isaac Miller, Nathan I. Dryfoos, Geo. W. Lesher, — all of Fremont, Sandusky Co., O.

UNATTACHED. — E. T. Williams, Waltham National Bank, Waltham, Mass.; Lawrence Fletcher, B. T. C., 26 Exchange street, Liverpool, England; Andrew G. Kraus, Attica, N. Y.; Wm. C. McComas, Box No. 291, Hagerstown, Washington Co., Md.; Wm. Gilbert Clark, Mt. Vernon, Westchester Co., N. Y.

HARTFORD BI. CLUB. — Additional: C. Adams, Jr., Hartford, Conn.

PROVIDENCE BI. CLUB. — Additional: Julian Jordan, Providence, R. I.; W. H. Goodwin, Providence, R. I.

HEIDELBERG BI. CLUB, OF HEIDELBERG, GERMANY. — A. Lloyd Tower, care of F. H. Jackson, New Haven, Conn.

RACES

THE ARLINGTON BI. CLUB held races at Iowa Circle, Washington, D. C., 30 June, resulting as follows: Quarter-mile heats, two in three — Stewart first, in 44 seconds for each heat; Davis second. Slow race, one hundred yards — Davis won. Half-mile race, for boys under fourteen — Stewart first, in 1 minute 53½ seconds; Dinwiddie second in 1 minute 54 seconds. Two-mile race — Borden first, in 6 minutes 52½ seconds; Stewart second. One mile race — Stewart first, in 3 minutes 37 seconds; Davis second.

AN exciting bicycle race was run on the Lockport, N.Y., fair grounds 4 July. About 2,000 people were present. The race was for two gold medals, free for all, best two in three, mile heats. There were seven entries, Forbush, Gard, Walker, and James of this city, Barras of Attica, Smith of Rochester, and Chase of Hamilton. The first heat was won by Smith in 3.18, Barras being second, Walker third, Forbush fourth, Gard fifth, Chase sixth, and James seventh. The second heat was the slowest of the afternoon, 3.21, and was taken by Barras, who led Smith and Walker, Gard, Forbush, Chase, and James in the order given. Walker would have been second but for a "header" he took near the wire, which came near proving serious in its results. Forbush then won the next two heats in 3.19 and 3.17 respectively, showing that he was the best "stayer" in the crowd. Chase drew out after the second heat. Smith carried off the second prize, by beating Barras on the last run. Considering the condition of the half-mile track and the head wind, the time was remarkably fast.

Editor Bicycling World: — At the Exposition Grounds here, 4 July, among other entertainments of the celebration, occurred bicycle races, the prizes medals, which proved very interesting, and were witnessed by nearly 15,000 people. The first race was between bicycles, the riders being Dr. G. L. Henderson, Frank Moody, Harvey Phelps, H. B. Martin, and G. W. Strope, and was won by Dr. Henderson, and the distance was half a mile. The second was a slow race of 600 feet, and was won by the Doctor also; and the same gentleman took the prize for the next, — a handicap of half-mile race, scratch start, — the Doctor giving his contestants nearly a quarter-mile advance, and coming home but a foot behind. The fourth race was by Dr. Henderson against a horse, — the bicycler for one mile, and the horse one mile and a half. The horse had the inside track, but the bicycle easily beat, making over a mile in 4.25. The track was a half-mile one, heavy and soft, and wet from recent rains, and under the circumstances the bicycle made a good showing, and created a favorable impression on the public. The bicycle is a new feature here, and there will be many riders added ere the summer passes, although this is the roughest city for the wheel I ever saw.

FRANK EDWARDS.

KANSAS CITY, 6 July, 1881.

COMING EVENT. — 5 October. Brockton bicycle races; full particulars of Secretary Brockton Bicycle Club, Brockton, Mass.

NEW ENGLAND FAIR. — Bicycle races, at 2.30 P. M., open to amateurs only, at Worcester, Mass., Tuesday, 7 September, 1881. The committee offer the following prizes: —

First Race. — Distance two miles. First prize, gold medal, valued at $50.00. Second prize, silver medal, valued at $20.00. Third prize, bronze.

Second Race. — Distance one mile. First prize, gold medal, valued at $40.00. Second prize, silver medal, valued at $15.00. Third prize.

Third Race. — Distance one half mile. First prize, gold medal, valued at $30.00. Second prize, silver medal, valued at $10.00. Third prize, bronze. Best two in three heats.

Entries Free, and should be made with Edward F. Tolman, 424 Main street, Worcester, Mass., by 5 September. The track will be in good order, and ample provision made for the convenience of wheelmen. S. Salisbury, Jr., J. L. Ellsworth, G. C. Rice, New England Fair Committee.

The races will be managed by the resident bicycle clubs, and take place upon the same track which made so distinguished a record last fall. An invitation is soon to be extended in due form to all the New England clubs to join in a parade of wheelmen, and become the guests of the Worcester and Æolus Clubs at an entertainment previous to the races. An attendance at least double that of last year is confidently expected.

WHEEL CLUB DOINGS

A BICYCLE club has been formed at Santa Cruz, and we soon expect to hear of runs on the beach *a la* Coney Island.

At the tournament of the Olympic Athletic Club, of San Francisco, 24 June, Mr. Leonard, of the San Francisco Bicycle Club, gave a very pleasing exhibition of the capacities of the wheel, and during the same week Merrill showed the people of Quincy, Plumas County, what he could do.

WORCESTER BI. CLUB. — At the semi-annual meeting of the Worcester Bicycle Club, held 7 July, 1881, the following officers were elected: Dr. John F. Adams, president; Fred S. Pratt,

captain; Waldo Lincoln, sub-captain; Edward F. Tolman, secretary and treasurer. As a general committee of arrangements for the parade and race at the New England Fair. Messrs. F. S. Pratt, Waldo Lincoln, E. F. Tolman, of the Worcester Club, and F. P. Kendall and F. W. Blocker, of the Æolus Club were selected. E. F. TOLMAN, *Sec'y*.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

WILL the inventor or proprietor of the Marine bicycle send his address to the BICYCLING WORLD?

WE request our readers and correspondents to inform us of each and every horse accident, from *any* cause, which may come to their notice, either in the public press or by personal observation.

THE Corresponding Secretary of the L. A. W. is blameless for our omission to publish applications received for our last number, they having been mislaid and overlooked by us.

WILL some one send us a description of the "Overman" tricycle, recently tested in Hartford, Conn.? We should also be pleased to have correspondents send us at any time accounts of any new inventions in bicycles, tricycles and velocipedes, or parts of them.

PHILADELPHIA, 8 July, 1881.

Editor Bicycle World: Dear Sir, — I notice in your issue of 1 July an article crediting Mr. Chandler, of the Providence Club, with being the first in this country to accomplish the feat of riding on one wheel. I enclose you a postal, which shows that it was done in Philadelphia the 26th of March last, by C. F. Cope, Jr., and the longest distance four hundred and fifty-nine feet. Please inform me if Mr. Chandler *was* the first, and has ridden the above distance. I would add that Mr. Cope rides on one wheel with both hands off the handles. Has this ever been equalled? H. B. HART.

REPORTS from California show that wheeling was very active in that State last month.

Editor Bicycling World: — I notice in your publication of 8 July, a series of words in the form of a poem, in which the word "bicycle" is supposed to rhyme with "icicle." I admire your paper very much, and was sorely grieved to find that so large a rock should be officially thrown in our path when we have always found it at best up-hill work to persuade the unenlightened public, not to mention a few riders, that bi-cycle which signifies, orthographically, two cycles, should not be pronounced as though meaning two sickles, as the machine has nothing in common with those implements except that it may be instrumental at times in cutting down some of the flower of our American youth.

In Providence, at least, the bicyclist is not necessarily suggestive of two sicklists, although some of them may be already upon one.

I think that if the BICYCLING WORLD will use its influence in establishing the correct pronunciation of the name of our graceful machine, that it will result largely in doing away with the erroneous pronunciation now in general use.

C. G. H.

PROVIDENCE, 11 July, 1881.

[We heartly sympathize with the grief of our correspondent, and hasten to assure him that we, ourself, hesitated at that grave error in our contributor's manuscript, but concluded to let it pass to the score of poetic license. As Byron says,

"Sometimes
Kings are not more imperative than rhymes."

EDITOR.]

NEW YORK, 24 June, 1881.

Mr. Editor: — In your issue of this date, "H" speaks of the Brighton Club at the great Hampton Meet appearing in straw hats, and expresses the hope that "some clubs will take this to heart." Allow me to say that the summer uniform of the Essex Bicycle Club includes the straw hat, and was adopted when choosing the uniform as being the most comfortable summer head gear.

"PRO TEM."

[We would add that the regular summer uniform hat of the Chelsea Bicycle Club is of white straw. — EDITOR.]

GLANCES ABROAD

(*From the Cyclist.*)

THE Sutton Bicycle Club held their annual race meeting during splendid weather, at the Crystal Palace Grounds, on Saturday, 18 June, and out of eighty entries, fifty-seven faced the starter. The handicap, which was a very fair one, was compiled by the "Demon," and turned out a grand success, the winner turning up in John Horn, Pickwick Bicycle Club, 95 yards. Time, 2 minutes 50½ seconds.

WHO says bicycling is not growing? Let such a one read the following advertisement, which is culled from the London dailies of the 18th inst.: —

BICYCLE. — THE BICYCLING SOCIETY of ALTONA (Altonæ Velocipedent Club) requests Manufacturers of Bicycles to SEND their PRICE LISTS, TERMS, etc., to MR. HUGO LACHMUND, Ottensen, near Hamburg."

Manufacturers who scan our pages will be glad to send special detailed particulars of their machines.

ONE of the fathers of the bicycle and tricycle trade has gone to his long home. Mr. Starley, senior, of the firm of Starley Brothers, of Coventry, died on Friday evening last, of a painful internal complaint, which only developed itself a few months ago, but which subsequently carried him off with great rapidity. Originally an engineer at Penn's, the well-known marine engineering establishment at Greenwich, Mr. Starley came to Coventry in the early days of bicycling, and when with the Coventry Machinists' Company invented a number of improvements in connection with the wheel trade. Latterly he has made tricycles only, of the well-known and successful "Salvo" pattern. Quiet and unassuming, but genial and clever withal, Mr. Starley will be missed and regretted by all who knew him.

A RATHER important case came before a county court judge in one of the country districts last week, in which a chemist's assistant, who was running down hill on a bicycle on his proper side of the road, met a traction engine which was on its wrong side. The cyclist just managed to dismount, but dropped his bicycle in front of the steam Juggernaut, by which it was crushed to flatness. The traction engine people tried the old plea of "contributory negligence," but this was disallowed by the judge, who ordered payment to the bicyclist to the tune of £15 odd.

At the invitation of Mr. R. P. Hampton-Roberts, the well-known honorable secretary of the Belsize, a deputation with Mr. Shirley Fussell as representing the Pickwick, and Messrs. W. Turner and W. Pye-English, the captains, respectively, of the Stanley and Canonbury B. C.'s, attended at the Alexandra Palace to try and induce the new lessees to improve the racing track by separating it entirely from the trotting ring, and also bringing it round in front of the refreshment pavilion, so as to avoid the hill and dangerous corner now existing. One of the adverse arguments used was that cyclists were not paying visitors, and that ("greatly to their credit as men," said the lessee) they did not liquor up to the tune of trotting men.

MR. BALGUY, the Stipendiary at the Greenwich Police Court, last week committed a carman, named Henry Thompson, for twenty-one days, with hard labor, for racing along the Lewisham High Road, near Catford, and upsetting Mr. Bathby, of Penge, and a fellow bicyclist, who were out riding.

DEALERS in bicycle sundries have gone in extensively for a simple arrangement of white cover, either with or without a peak, for putting over the ordinary polo cap, and protecting the nape of the neck, which is *the* vulnerable point in sunstroke.

AT a meeting held at Frankfort-on-the Main, for the purpose of promoting bicycling in Germany, to which all German clubs were invited, it was decided to form a Bicycle Union under the provisional management of the Munich Bicycle Club, with the object of bringing the many clubs in Germany together, of holding races, etc., and to start a monthly circular to be edited by Mr. Walker, captain of the Berlin Bicycle Club.

A MEETING of bicyclists and tricyclists took place on Saturday, 18 June, at the Lower Grounds, Aston, Birmingham. On account of the unfavorable state of the weather the muster was not a very large

one. There were between seventy and eighty machines on the ground. A novel feature was introduced by the execution of a bicycle maze, which was very effective. After this, an exhibition of bicycles and tricycles took place in the Rink. Sixteen bicycles were exhibited. Mr. Chamberlain, first prize, gold medal (Rudge, maker); Mr. O. C. Goodwin, second prize, gold medal (Singer & Co.); Mr. P. Heathcote, third prize, silver medal (Rudge). Five tricycles were put up for competition. Mr. Taylor, first prize, gold medal (Coventry Machinists' Co., makers); Mr. Hawkins, second prize, gold medal (Bayliss & Co.); Mr. Asbury, third prize, silver medal (Allport, Birmingham). It is a noticeable fact that, of the prize-gaining machines, the "Rudge" bicycle, which obtained first prize, had been ridden some 2,000 miles; whilst the "Excelsior" tricycle, which secured the second prize for that class of machine, had been in constant use for eighteen months.

A Challenge Answered.

Editor Sunday Courier: — I notice in the BICYCLING WORLD of Friday a challenge from Albert Pierce (colored) to race any man in America from 100 to 200 miles for any amount. If Pierce means business, and will send a deposit of $10 as a guarantee of good faith to the *Sunday Courier* or the BICYCLING WORLD, I will instantly cover it, and terms, time and place can be mutually agreed upon. I mean business, and hope Pierce means the same. Respectfully yours,

F. S. ROLLINSON,
Champion of America.

PERSONAL

MR. MORRIS, of the Baltimore Club is in town, *en route* for Mount Desert.

L. A. W. TREASURER DILLWYN WISTAR is summering at Bethlehem, N. H.

CHARLES L. PALMER, of Albany, is at the Ocean House, Watch Hill, R. I.

F. S. ROLLINSON responds promptly to the challenge of Albert Pierce, the colored bicyclist.

WILL. S. SLOCUM, of the Chelsea Club, has gone on a pleasure trip to Chicago, and left his wheel behind.

L. A. W. COMMANDER C. K. MUNROE is at Staten Island, N. J.; and there also may be found Secretary K. N. Putnam.

F. W. FREEBORN, of the Boston Latin School, goes to Europe, and his address at present will be: "American Exchange," London, Eng.

MR. GEORGE B. WOODWARD, of the Bostons, tried his new "Columbia" on the road from Gloucester Sunday, and was much pleased with it.

ON 25 June, Mr. Hermann C. Eggers, the captain of the San Francisco Bicycle Club, celebrated his birthday with a large party of friends at Germania Hall, in that city.

COL. ALBERT A. POPE sails for England on the steamer Richmond, of the Inman Line, the 23d inst., on a mingled business and pleasure trip. Col. Pope was one of the first to use the bicycle in Massachusetts, and is identified with the very earliest movement for its introduction here, and probably no man has practically done more to popularize the institution; a fact which ought to insure him a hearty welcome by and the generous courtesy of our bicycling cousins "over the way." He is a prominent and valued member of the Massachusetts Bicycle Club, which he was one of the most active in projecting and organizing.

A WORCESTER correspondent, referring to a recent episode in that city, says: "Perhaps the most novel and startling trick in wheeling is to be credited to Worcester. To perform it successfully, requires the removal of the large wheel of your machine from the fork, a flight of stairs, a wide street, and a $100-plate-glass window on the opposite side. Practice should begin with trundling the detached wheel, guiding it with delicate applications of thumb and finger. Too much attention cannot be given at this point, as it all depends upon the touch. Having acquired this point, now try your ability on the stairs, and the chances are that the accomplishment of the entire trick will be found remarkably easy; indeed, so simple is the rest of the performance that no further instructions are required. The papers say the originator of this trick will postpone his vacation indefinitely. Any one wishing to attempt this great feat, and fearing the conditions may not be suitable, will be glad to learn that a new pane has been put in the window."

J. H. TAYLOR, captain of the Harvard Bicycle Club, of Cambridge, Mass., writes us from Oakland park, Bayside, L. I., that he and Secretary A. Thorndike intend to take a bicycle trip through Europe this summer, sailing from New York on the 20th inst. They spend a few days in London, invest in new machines of the latest pattern, and start for the continent *via* Newhaven. The route will be London, Newhaven, boat from thence to Dieppe, Rouen, Paris, Dijon, across the Jura range, Geneva, Chamounix, over Tête Noir to Maligny, Chilae, Villeneuve, Vevey, Lausanne, Fribourg, Berne, Bâle, Strasbourg, Baden-Baden, Carlsruhe, Heidelburg, Frankfort, Mainz, Coblenz, Cologne, Aix-la-Chapelle, Liege, Waterloo, Brussels, Antwerp. The course through France will be along the *route nationale* which is kept something like a racing track. Along the Rhine they travel over the Roman road, perfectly level, and considered one of the finest in Europe. From Antwerp they take steamer for London. The route as planned, is about 1,300 miles, and the tourists expect to cover it in about five weeks' travel.

MISS ELSIE VON BLUMEN gave an exhibition in Syracuse, N. Y., on the 4th, under the auspices of the Greenway Guard. There were about 5,000 spectators present. The lady rode in two races against running and trotting horses. There were no entries for the gold badge and consequently there was no race.

GLEANINGS FROM EXCHANGES

GIL. OSMUN, of the Detroit Club, is on a pleasure trip "down east."

THE members of the Detroit Club and their ladies were pleasantly entertained Thursday evening by Miss Smith, of Ledyard street.

MESSRS. HOWARD AND STANDISH, of the Detroit Bicycle Club, rode from this city to Chatham last Saturday and had a very enjoyable trip, going by way of Leamington, Essex Centre and Buckhorn.

MESSRS M. AND E. RICHARDS rode their bicycles from Toledo to Detroit, leaving Toledo at 9 o'clock Saturday morning, staying over night at Rockwood, and arriving here on Sunday morning.

H. VAN ALLEN, of Ionia, has joined the great army of bicyclers.

OTIS FULLER, of St. Johns, was in the city last week. He has the idea that St. Johns needs a bicycle club, and says they are going to have one. With their excellent roads they should be able to fully enjoy the sport.

IT is probable that the Michigan Bicyclers' Association will hold a race meeting this season, with valuable personal prizes, in addition to the slow one and five-mile championship badges, in which all the fast men will compete. A bicycle race, with Allen, of the Grand Rapids Club; Wood, of the University Club; Eddy, of the Genessee Club; Woodcock, of the Lansings, and Howard and Varney, of the Detroits, would be interesting. — "*Chaff*" *notes.*

At the London Athletic Club meeting on the 25th, when Myers will make his *d but* in England, there will be a race for boys under sixteen who are sons or brothers of members, and, to make it fairer for the very young ones, the starters will be handicapped according to age. Now, boys, persuade the "governor" and your big brother to join the club and give you a qualification. — *Boys' Illustrated News, London.*

THERE are now over 200 bicycle clubs in London, England. The "Pickwicks" are the oldest, having been formed in June, 1860. The "Press" Club are confined to members of the press. H. L. Cortis, the amateur champion of the world, is a member of the "Wanderers" club. — *Detroit Chaff.*

THE bicycle Meet recently in London was the most successful they have yet had. The spectators were far in excess in numbers than at any time heretofore. Close upon 2,500 bicycle riders were on the ground, and nearly 1,900 joined in the procession, which was in far better order than last year, and the ride was concluded

with hardly a single hitch or break. The "Temple" headed the list of metropolitan clubs, with forty-eight. The "Moulsey Niggers" were a conspicuous portion of the parade, and very nearly, if not quite, the best riders there. No less than 141 clubs, represented by 1,554 riders, filed in procession, and 811 unattached of all sizes, shapes, and vehicles brought up the long tail.

IT is high time this piece of picnic poetry was circulating again, so we give it a start:—

Beneath a shady tree they sat,
He held her hand, she held his hat,
I held my breath and lay right flat;
They kissed, I saw them do it.
He held that kissing was no crime,
She held her head up every time,
I held my peace and wrote this rhyme
While they thought no one knew it.

BICYCLE RIDING COATS.

Stylish, comfortable and easy fitting. Made of the best quality indigo blue, dyed-in-the-wool flannel.
A large stock, lined and unlined, ready for delivery.
Special terms to Clubs ordering quantities.
Write for particulars to

PITKIN & THOMAS,

No. 45 South 2d Street, Philadelphia, Pa.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.



NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

JUST ISSUED!

"INDISPENSABLE."

TRICYLISTS' HAND-BOOK,

Orders taken at this Office.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO.
OSBORNE & ALEXANDER, **628 Market Street.**

CONNECTICUT.

HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO. **98 Crown Street.**

ILLINOIS.

CHICAGO.
JNO. M. FAIRFIELD, **Cor. State and Van Buren Sts.**

MASSACHUSETTS.

BOSTON.
CUNNINGHAM & CO. **6 and 8 Berkeley Street.**
C. R. PERCIVAL, **96 Worcester Street.**
THE POPE M'F'G. CO. **597 Washington Street.**
ELASTIC TIP CO., **157 Washington Street.**

MONTANA.

HELENA.
W. E. NORRIS.

NEW YORK.

NEW YORK.
WM. M. WRIGHT, **160 Fulton Street.**
SCHUYLER & DUANE, **189 Broadway.**

OHIO.

LIMA.
GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA.
H. B. HART, **813 Arch Street.**
PITTSBURG.
COLUMBIA BICYCLE AGENCY, **Cor. 5th Ave. and Smithfield St.**

RHODE ISLAND.

PROVIDENCE.
CHAS. F. HANDY, **336 Westminster Street.**

How to Train in Archery.

Being a Complete Study of the York Round.

Comprising an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the

Grand National Association Meetings.

BY

MAURICE THOMPSON, WILL H. THOMPSON.

PRICE - - - - 50 CENTS.

Can be obtained at this Office.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

WM. M. WRIGHT

791 5th Avenue,

NEW YORK CITY.



BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.

Send 1-cent Stamp for Circular.

THE BICYCLING WORLD.

A Weekly Newspaper

DEVOTED TO THE INTERESTS OF BICYCLING.

Edited by - - - LOUIS HARRISON.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water St., Boston, Mass.

Gentlemen:

I herewith enclose Two Dollars, for which please send "The Bicycling World" for one year from ..... 188 , to be mailed postpaid to the following address:—

Name, ...

Address, ...

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF

BICYCLES & TRICYCLES,

96 WORCESTER STREET, BOSTON,

SAILS FOR EUROPE JULY 16, and will return in SEPTEMBER, with a full line of the leading makes of BICYCLES and TRICYCLES.
Address while in EUROPE, care of

COVENTRY MACHINIST CO., COVENTRY, ENGLAND.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

GOY, THE ATHLETIC OUTFITTER,

For Bicycling, Tricycling, Cricket, Football, Lacrosse, Yachting, Boating, Canoeing, Gymnastics and Camping Out.

GOY'S CALENDAR OF SPORTS, PUBLISHED MONTHLY.

GOY'S ATHLETIC CLUB DIRECTORY, PUBLISHED QUARTERLY.

Forwarded FREE, on receipt of Addressed Postal Wrappers, as may be required.

GOY, 21 Leadenhall Street, 54 Lime Street, } LONDON, E. C. England.

THE TRICYCLING JOURNAL

AND

MANUFACTURERS' ADVERTISER.

Edited by R. C. N. BRITTAN.

Subscriptions received at this Office.

ONE YEAR . . . . . $2 25.
SIX MONTHS . . . . . 1 15.
THREE MONTHS . . . . . 60.

Specimen Copies sent from

146 Fleet Street - - London, E. C.

Subscriptions to both the BICYCLING WORLD and TRICYCLING JOURNAL only $4.00.

E. C. HODGES & CO.

40 WATER ST., BOSTON.

SUGGESTIONS TO BICYCLERS.

IT IS A MISTAKE *to consider all English bicycles as the best.*
IT IS A FACT *that a less percentage of Columbia Bicycles break or come to repairs than of any other make.*
IT IS A MISTAKE *to regard all the latest modifications of English bicycles as improvements.*
IT IS A FACT *that many of them are trade catches, and are abandoned before a season is over.*
IT IS A MISTAKE *to infer that the Columbia Bicycle is always the same style of machine.*
IT IS A FACT *that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.*
IT IS A MISTAKE *to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.*
IT IS A FACT *that the Columbias are the only bicycles that are warranted throughout by the manufacturers.*
IT IS ALSO *a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.*
IT IS A MISTAKE *to suppose that either the Special or Standard Columbia is the same now that it was six months ago.*
IT IS A FACT *that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.*
REMEMBER *that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.*
REMEMBER *that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.*
REMEMBER *that the Columbia nickel plating is the handsomest and most durable of any.*
OBSERVE *that the prices of Columbia Bicycles range from $80 up to $147.50.*
OBSERVE *that the Mustang is a cheaper grade for boys, in price from $50 to $65.*
REFLECT *that the Columbias offer choices of more value for less money than any other make of bicycles.*
REFLECT *that most of the older riders, and many whole clubs, are this season taking Columbias in preference to every other machine.*
EVERY *rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price lists.*
NOTICE *that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at 597 to 601 Washington Street, Boston, Mass.*

PHOTOGRAPHS

—OF THE—

AMERICAN WHEELMEN

At Boston on May 30, 1881.

Large Size - - - - - - - - - - Price, $2.00.

They show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Sent postpaid to any address on receipt of price.

E. C. HODGES & CO.

40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 22 JULY, 1881.

Volume III. Number 11.

[VOL. III. CONTENTS No 11]

Currente Calamo 122
To One of the Bicyclists 122
Editorial 123
Excursions, Runs, etc. 123
Ixion Conquers the "Star" 125
Battle of Bicycle Lane 126
L. A. W. 126
Wheel Club Doings 126
Personal 128
Horse Accident Record 129
Notes, Queries, etc. 129
Leading Wheelmen. II. 129

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address
A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.

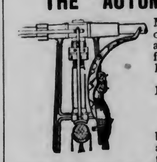
BICYCLERS' RIDING SUSPENSORY. The Bandage consists of a Silk Sack, made of the Best Hand-Knit Silk Netting, which will not interrupt the action of the respiratory organs of the skin, with an Elastic Band which encircles the body, and Elastic Straps passing over the Hips, and attached to the sack beneath, which keeps the sack in position, no matter in what position the person may put himself, the straps yielding to the movements. The Bandage is made in three sizes, Small, Medium and Large. In ordering, state which size is wanted. Sent by mail on receipt of price, $1.00. Elastic Hose Company, Highlandville, Mass.

BICYCLE RIDING COATS.
Stylish, comfortable and easy fitting. Made of the best quality indigo blue, dyed-in-the-wool flannel.
A large stock, lined and unlined, ready for delivery.
Special terms to Clubs ordering quantities.
Write for particulars to
PITKIN & THOMAS,
No. 45 South 2d Street, Philadelphia, Pa.

NEW MARLBORO'.
A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

DO NOT BUY A BICYCLE
Of any kind until you have sent a **3-cent Stamp** to GUMP BROS., DAYTON, OHIO, for price list of New and Second-hand Bicycles. It will pay you.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.
A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

WE MAKE
SPORTING GOODS
A SPECIALTY
And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

THE ONLY BICYCLE SHOES.
Suitable for Fast Riding or Long Journeys.
Made to conform to natural shape of the foot, and soled with undetachable, serrated rubber.
Can be had of
THAYER, McNEIL & HODGKINS,
22 Temple Place - - BOSTON.


COLUMBIA BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS.
Having accepted the agency from the Pope Manufacturing Company, we are now prepared to sell their *Bicycles* on *Easy Terms* of *Payment. Purchasers Taught to Ride.* Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H. HERVEY & CO.,
5-UNION STREET-5
Furniture and Carpet Warehouse.

CURRENTE CALAMO

STILL at the wheel — Ixion.

THE Milwaukee run was a brilliant affair.

BOLD BRITONS abbreviate bicycle to "bike."

"LEGS OVER!" he shouted, and went heels over.

"CARAMEL JOE" is after the man who called him "fresh every hour."

WE often hear the expression, "Rubber tires!" Seriously, now, does it? and if it does, why should it?

MR. "ITEM" KEMPTON, B. B. C. can be seen at City Point any squally afternoon looking for news.

REVOLUTIONARY survivors having about ceased surviving, 1812 heroes' obituaries are now in order.

THE BICYCLING WORLD can be had at the Nantasket Hotel news stand, Nantasket Beach.

MR. FRED. N. BOSSON'S accident at Ipswich Hill should serve wheelmen as another warning against reckless coasting.

THE *Golden Rule* has the portraits of two celebrated women facing each other on the same page, — Mrs. James A. Garfield and Mrs. Lydia E. Pinkham.

BURLEY'S Adjustable Skeleton is a pretty live saddle, as our readers may infer from a glance at his advertisement in our columns this week.

WE have some interesting communications received too late for this issue but which we shall publish in our next.

A YOUNG lady, of Exeter, N. Y., sustained injuries from the frightening of her horse by four bicyclers, and sued them, but the Supreme Court of the State gave a verdict in favor of the wheelmen.

DETROIT "*Chaff*," you 're another! If you scan our columns a little more closely you 'll find that we give you full credit for anything we *know* to be yours. We may have stolen from another thief, — which makes us the best owner.

THE "new departure" of Hervey & Co., by which they sell "Columbia" Bicycles on instalments, opens an easy way for those who cannot spare the money for full payment down to procure a machine at once. See their advertisement on preceding page.

A HORSE belonging to Mr. Lewis, of Marblehead, has been twice frightened by a bicycle lately, the last time damaging his owner's carriage: and it is evident that that horse should either be formally introduced to his steel nightmare or withdrawn from the public highway.

THE Massachusetts Bicycle Club is very proud of its Aldens; of the senior, because of his mature years, united with youthful spirits and enthusiasm, and of the younger, because of his glorious record, which won the race from the Bostons, as well as for his general good qualities.

WE understand Director Lamson of Maine, had a little ten and a half pound fellow take a header into his family one day last week. They say he has a rigid backbone, and is very cranky in his notions. His father prefers direct spokes, but the boy lustily blows his bugle in favor of nipples. As soon as he is named, his father will propose him for membership in the L. A. W.

To One of the Bicyclists.

COME forth on your bicycle, Charlie,
And ride, while I gaze and admire;
But if you won't think it presuming,
I wish you would change your attire.

Your legs are a trifle too thin, dear,
To be so exposed to the light,
So won't you just pull down your trousers,
And keep them wrapped up out of sight?

Your face is so noble and manly,
Your shoulders are well set, and square,
And with such a splendid beginning,
Those spindles but poorly compare.

You just make me think of a story
(You see I must tell you the worst),
About the old man in the Bible, —
Whose last end was worse than the first.

So take my advice now, dear Charlie,
And keep those legs nicely concealed,
And people won't dream they 're so scraggy,
In judging by what is revealed.

But come on your bicycle, Charlie, —
Your riding I really admire,
And when you have wrapped up those pipe-stems,
You 're all that my heart could desire.

CARRIE P. RICHARDS.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

ALL BICYCLERS SHOULD READ

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters.

EDITED BY

HENRY STURMEY, *Author of "The Indispensable."* and C. W. NAIRN, *Author of "The Bicycle Annual."*

PUBLISHED EVERY WEDNESDAY. PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from

E. C. HODGES & CO. - - - 40 WATER ST., BOSTON, MASS.



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

The following are a few of the many testimonials received, and a perusal will show you how much they appreciate it: —

PORTSMOUTH, N. H., 6 July, 1881.

D. W. HYDE, ESQ.:

Dear Sir, — I have owned and used the past three seasons eight or nine saddles, not one of which was satisfactory on my longer day trips of thirty and sixty-five miles; but the use of your "Feather-bed Saddle" (as one of our club calls it), the past fortnight, convinces me that for comfort, ventilation and adjustability to the form, it is the best and most sensible I have used or seen. Truly yours,

C. A. HAZLETT.

P. S. — The party for whom I sent check for saddle makes daily inquiries "if it has come."

NEW HAVEN, CONN., 11 July, 1881.

D. W. HYDE, Esq.:

Dear Sir, — Burley's Skeleton Saddle is certainly the most thoroughly comfortable seat that can be imagined. I like it, and shall recommend its use.

Quires of paper have been consumed in the endeavor to prove that this or that device would prevent vibration, all to little purpose. It was left for your saddle to make the rider independent of it. Respectfully,

F. A. JACKSON, *Consul L. A. W.*

BOSTON, 18 July, 1881.

MR. D. W. HYDE:

Dear Sir, — I have used the "Burley" Saddle almost constantly for four weeks, and I like it better than any saddle that I have ever used, and I take great pleasure in recommending it to all bicycle riders.

Respectfully yours, G. W. FULLER,
Crescent Bicycle Club.

PROVIDENCE, 13 July, 1881.

D. W. HYDE, Esq.:

Dear Sir, — The saddle arrived all right. I rode it yesterday about twenty-five miles, and I must say it is the greatest improvement in bicycling that I have seen. It takes away all vibration and jar, stops perspiration (it is so well ventilated), and does not chafe. Every wheelman will have one. Yours truly,

CHAS. F. HANDY.

BOSTON, 21 June, 1881.

D. W. HYDE, Esq.:

Dear Sir, — 17 June I rode your saddle fifty-two miles over ordinary country roads. I experienced no galling, no soreness; in fact, none of the disagreeable effects I have always felt on other saddles. The ease and comfort which I derived by changing position is a great advantage. I found your saddle all and even more than you claim for it. Truly yours,

W. B. EVERETT,
Boston Bi. Club.

In ordering, state whether Cradle spring or otherwise. Send for circular.

Price, $3.50. Nickel Plated, $5.25

Send money order or registered letter.

D. W. HYDE,
Box 1133. Brighton, Mass.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising see announcement of Rates and Terms in another column.*

BOSTON, 22 JULY, 1881.

THAT there is ample room for improvement in the construction of tricycles was evident to those who witnessed the Boston 4 July race, when three varieties were on the track; and although the riders exerted every effort, not one of the machines developed speed enough to awaken even the mildest kind of enthusiasm among the spectators. The machines used were Bayliss, Thomas & Co.'s "Excelsior," Singer's "Challenge," and a "Special Salvo." The last two kept a nearly even race throughout the mile, and the rider of the winning "Excelsior" was so manifestly superior to his competitors in physique that even his 65¾ seconds beat cannot be credited wholly to the superior excellence of that machine. The tricycle is understood to be not only a foot-propelled machine, which a lady may ride with perfect propriety, but one which elderly or health-seeking men can use with ease as well as safety. Whether under the guidance of a careful rider it is more safe than the bicycle, will certainly admit of some question, but there is certainly *no* question that it is very much harder to propel and to guide than the two-wheeler; and it is just these two obstacles (the first especially) which must be overcome by manufacturers before the tricycle can even begin to compete in popularity with its rival. Yet this is a "consummation devoutly to be wished," and we should hail with much satisfaction an earnest and thoughtful public discussion, through the bicycling and tricycling press, of present and possible methods of developing a more practicable tricycle.

THE London *Cyclist*, referring to an American wheelman's use of the expression "hoodlums," may not be aware that it is a term peculiar to San Francisco, and is applied to its young society rowdies, just as "Mohawks" defined a similar class in London in the last century and earlier part of this.

EXCURSIONS, RUNS, ETC.

The Milwaukee Run.

BY boat, rail, and on the wheel gathered a jolly lot of bicyclers on Saturday afternoon, 2 July, to celebrate the second annual run of the Milwaukee Bicycle Club, in a three-days' tour.

There were nearly one hundred of us as we drew up in Prospect Park to be photographed. The Oshkosh Club led off in glory of costume — drab corduroy knee-pants, with seal brown jacket faced with drab. The Ariel Club in gray corduroy and black stockings. Columbus, light gray and blue hose. Chicago and Joliet, plain dark gray throughout. Lafayette, blue-gray. Hartford, white duck. Waltham and Kankakee, rebel gray. Elgin, Fond du Lac, and Neenah, dark blue. Streator and Watertown, mixed.

The line then formed for the run, under command of road captain, A. A. Hathaway; sub-captain, D. T. Rogers, Jr.; first lieutenant, A. S. Hibbard; second lieutenant, H. W. Rogers; third lieutenant, E. A. Chapman; fourth lieutenant, F. L. Pierce; fifth lieutenant, H. C. Reed; first bugler, F. G. Stark; second bugler, C. H. Moses; third bugler, T. K. Barkhausen: and after a grand sweep in double file down the avenues that were lined with enthusiastic spectators, we drew up at the foot of Grand avenue to throw off our coats, gird up our loins, and prepare for business. Here Angus Hibbard, the leading spirit and originator of the run, was obliged to leave us, being unable to proceed on the wheel on account of a sprained wrist, from a fall sustained two weeks previous while laying out the course of the run.

Stripped for business, the entire line now presented a uniform appearance, as nearly every one wore white woollen shirts, the Ariels looming up grandly in the fore, with their red and black striped jerseys. Single file was formed, and the long line rolled out into the country.

The first difficulty was the descent of a long, steep hill, covered with loose stones hidden in the dust. A premium was offered for the first header, and the initiative was taken on this hill by Mr. Temple, of the Milwaukees, who suddenly resigned his saddle for the cool shades of the deep ditch, in which he was soon joined by a numerous company. Nobody hurt. After a grand brush all around at the bottom of the hill, we again formed, and swept gayly on to tune of bugle, jangle of bells, and merry song, over high culverts and brawling creeks, winding from the smooth road along hard, narrow footpaths, that plunged us now and then from the bright sunlight into deep and woody shades, down one hill in wild coast, "beefing" it up the next, to the first grand halt, Wauwatosa, five miles. The tavern keeper surrendered unconditionally, and we helped ourselves. Pop, Cincinnatis, and lemonade flowed like Niagara, until the supply was wellnigh exhausted, when off we sped again to perform a like visitation on the next tavern, with occasional swigs at rustic farm house wells, *en route*, whose owners cheerfully placed their premises at our disposal. What a thing it is to create enormous appetites just for the pleasure of satisfying them!

After the first fifteen miles the line began to assume the character of a spelling school; some spelled down and went to the foot, or into the cool canvas-covered ambulance. The Standards of Messrs. Frie e and Whitmarsh buckled on the hills and laid them up. Of the long line of machines, the all-bright and nickelled predominated. Ball-bearing Standards and Specials were in the majority, with an occasional old-fashioned Pope, that has now got to be almost a curiosity; the latter seem to be as good as new, though somewhat noisy and battered. A Union and a Velocite were there. The light, rigid, and elegant D. H. F. Premiers and the heavier S. H. F., with the sturdy, solid, and beautiful Harvards, all in coats of nickel, were numerous; *en route*, a Harvard detachable crank, that had become bent, was taken off and straightened in less than ten minutes. Mr. White, of Hartford, had a full-nickelled 52-inch Standard, with parallel bearings, that was as much admired as the D. H. F. The Milwaukee Club run to Harvards and rubber handles. Chicago is almost exclusively D. H. F. and S. H. F. Premiers. The light Stanley Racer, which Mr. Fairfield rode, stood the occasional rough riding well. The cradle spring, though very ugly, was quite popular with some, while others objected to it on rough roads, where nice balancing was the only salvation. The new ball bearing of the Columbias was the source of much discontent. The principle and workmanship are unexceptionable, but the adjustment is pig-headed, — liable to take a notion any minute to tighten up and grind the balls to pieces.

The Pope Company have got up a new adjustment, and are now substituting same for old one. If they fix this all

right, it will be the most popular bearing in use.

Many of the faces of last year's run were recognized, and "bicycle friendships renewed." In many cases they had changed only in machine and manner of riding. Mr. Perrin, of Lafayette, still sticks to his Harvard. Secretary *pro tem*. Beaumont and Lieut. Chapman, of the Milwaukees, run the same old Standards. These hills stumped us last year, but now they are as grass, flattening out when the climb begins. The riders were nearly all old stagers, and the line was rarely broken, every one balancing skilfully over obstacles in a manner that was good to see. The old-fashioned header is getting obsolete. If perchance an involuntary dismount is had, it is taken gracefully, and the wheelman is still victorious even in his fall. 'T is thus we conq.er the steel horse, and make our runs exhibitions of skill and ease, instead of the tortuous display of muscle there used to be. Capt. Hathaway, on his 58-inch Harvard, was grand in the tenacity and ease with which he hung to his saddle. As a commander he is perfect. One who can climb a long angle of 48 degrees and still have breath to blow a bugle is worthy of praise, but Messrs. Stark, Moses, and Barkhausen did it every time.

Lakeside, 24 miles, a lttle summer resort, perched on a steep sidehill, overlooking Pewaukee Lake, was approached at sundown, and we halted at the gates, like a road circus, to brush up for the grand *entrée*, which was executed with a flourish and trumpeting fit to kill. We were welcomed to Lakeside in an elegant speech from the crowded veranda of the hotel, after which the Milwaukee Club were presented with a beautiful satin banner. After reciprocatory speeches and club songs, machines were stacked and the evening's festivities began. The hotel and grounds were decorated and illuminated in our honor. On walls of dining-room were elegant floral pieces, representing the various clubs, with an immense floral bicycle in the centre. Outside, on the lawn, glowed a fiery bicycle, such as the Colossus of Rhodes would fear to straddle, shaped in the grass with candles, while the trees and shrubbery were loaded with Chinese lanterns and decoration. In the great dining-room a grand piano and lot of fiddles make it lively for the dancers. Outside, under the direction of Angus Hibbard. the boys hold a summer-night concert of club and minstrel songs, remarkable for chorus effect, while refreshments for V-shape, U V, crescent, and hollow felloes are passed around by maidens in cool calico gowns.

The night was glorious, the wheelmen hilarious, and we arose early next morning, because we failed to go to bed the night before. Bathing, fishing, and sailing parties were formed, and so passed the heat of the day in luxurious loafing until four o'clock, when the assembly sounded, and we all fell in. With a parting song to Lakeside's lovely ladies, who had treated us so magnificently, we filed out again, and took up the run to Oconomowoc, — sixteen miles. Roading excellent, cool breezes blowing in our faces, — not too much, but just enough, as we pursued he setting sun over the hills with much glee and noise. Winding in and out as the wayward cow-path listeth, our line kept as straight as though running on a rail. In smooth intervals the full beauty of the scenery could be taken in, as rising to the brow of a hill, lake after lake would flash upon the sight embosomed in sleepy luxuriousness between the high tree-crowned banks. Then again, as the roads got stony, the principal object for reflection would be your neighbor's front wheel, while all the gorgeous robings of nature would have to gain admittance to the appreciative faculties, like a porous plaster, by absorption only. Now and then the path, sweeping down from the heights through marshy waste and among tall grasses, would get very narrow and stony, working carnage in our line. Oshkosh emerges with split uniforms. Chicago is divided between the wheel and the ambulance. Milwaukee by overpowering numbers holds steady. In the long line of white shirts a red and black striped Ariel in the fore is seen to go down to grass like a flashing meteor, to rise again phœnix-like somewhere near the rear. Still nobody hurt. The sun has disappeared, and fresh evening breezes blow over the waving fields of grain just commencing to turn yellow, as we sweep, with flourish of trumpet and song, around the bend of Lake LaBelle, a miniature Bay of Naples, up to the Townsend House, Oconomowoc.

Tired? Well, I should smile! But a bath, change of clothes, and an elegant supper made it all right. Next evening the grand ball was to come off, so all retired comparatively early, — say two o'clock.

Stark's legato and Barkhausen's staccato toots roused up the 'cycler, as well as everybody else in the hotel, at six o'clock of the third day. The sun poured down in terrific heat as our line formed at nine o'clock on the lawn, ready for the last twenty miles of the run. There was just a trifle of unwillingness in the ranks as it swung into line; but once mounted and away, the big wheels fanning a breeze below, and the wind blowing cool above, the usual *bonhommie* was restored. The run to Hopkins's, on North Lake, was made by noon, over a smooth road. Leaving machines stacked by the roadside, we marched half a mile through the woods to Mr. Hopkins's elegant grounds, on a high bluff over a bottomless lake. Dinner was served under the trees, *à la* picnic. Lounging under the trees, sailing, and bathing filled up the hours until noon heat was over, when the long line, with three cheers for Mr. Hopkins's hospitality, formed a Mulligan guard through the woods back to machines. An hour's ride through shady woods and by sedgy lakes, to the annoyance of sundry indignant cows, brought us to Mr. Sand's elegant grounds, who "set 'em up" to claret in princely style. At sunset we were back to Oconomowoc again, and the wheeling part of the run was over.

Then there was a big washing and scrubbing of everything. Most of the riders had provided themselves with extra uniforms, and after a bath, were in good trim for the grand ball. The big parlors of the hotel were elegantly festooned for the occasion, and with the halls, verandas, and lawn, were filled with a gay company who had assembled to do us honor. The sweet strains of the Sextet Club, of Milwaukee, awoke the Terpsichorean instinct of all; and forgetting the heat and toil of the day, one of the jolliest balls held high carnival. The victim of the first header, Mr. Temple, was caught upon the floor and decorated with the premium, a leather medal as big as a dinner-plate, with the deed stamped in gold thereon. At twelve o'clock, Quartermaster Haskins set off the fireworks on the lawn, composed of several very pretty pieces. At one o'clock, after a final grand chorus of the clubs, accompanied by the orchestra, the music died away, good-byes were said, and all retired, thoroughly tired out with three days and nights of jollification.

Next morning's early train bore most of us home. Some followed on later trains, while Secretary Beaumont, Bugler Moses, Lieut. H. W. Rogers, and W. Weller, of Milwaukee Bicycle Club, made the run to Milwaukee on the wheel in fine style, before a fine breeze, down-hill most of the way, in four hours, — thirty-eight miles.

Thus ended the biggest affair of the kind in the West, and to the Milwaukee Bicycle Club belongs the honor of carrying out the run exactly as planned, and which, as the participants unanimously agree, contained as much enjoyment as could be got into three brief, happy days.

STENO.

CHICAGO, 6 July, 1881.

To Lake George.

A LETTER from W B. Everett, of the Bostons, dated 12 July, at Holyoke, Mass., says: "Have proceeded thus far and stop to dine. Came from Windsor, Conn., this forenoon, thirty miles, and shall run to Northampton for the night. From Middletown to Meriden, and thence to Hartford, I found tolerable good roads, but hilly; but heaven save any man who tries to run from Providence to Willimantic by the Plainfield turnpike, or from Willimantic to Middletown! Our first day we made Providence all right, where the Providence boys gave us a good supper Next day it rained hard, but between showers we pushed on four miles, when it settled down to a fearful rain. not letting up till 11.30 A. M., when Mr. Shillaber took the train for Willimantic, and I plodded through mud and sand for twelve miles farther, when I was obliged to give it up and start for the nearest depot, seven miles. Took train at Centreville for Willimantic, where Mr. Shillaber had already arrived, and had decided to go back to Boston, being disgusted with Connecticut roads. I can't blame him, for the next day was worse still. Mr. Adams, an energetic wheelman of Willimantic, rode out ten miles with me, and we dined together. I pushed on to Middletown, arriving at 6 P. M., but of the thirty miles I know I walked twenty. It is the hilliest region I ever saw, some of the hills being too steep to ride down, and none could I ride up. Took tea at Middletown and went on to Meriden, eight miles, in the evening. My day of thirty-eight to forty miles took me just twelve hours, which, having one hour for dinner and one for tea, was a day of steady work. The run from Springfield here is delightful; road level and hard, as I learn it is for several miles farther up the river. I lost a good part of Sunday, being pretty tired after Saturday's work, and my run for the day was only to Hartford (eighteen miles) after 4 P. M. Monday I was blocked by rain at Hartford, where Mr. Penfield, ex-captain of Hartford Wheel Club, entertained me till 4.30 P. M., when, the rain stopping, I pushed through clay and mud to Windsor, six miles. Shall make Brattleboro' to-morrow and perhaps farther; Bennington Thursday, Saratoga Springs Friday, and Lake George Saturday, from whence, after a day on the lake, I shall return by cars. I have met very pleasant wheelmen all along the route, and am having a first-rate time."

A Run to Easton.

Editor Bicycling World: — I left home last Friday morning, 15 July, at 6.45, and started for Easton. I took Walnut avenue, Seaver, Columbia, and Washington streets, all good riding to Norfolk street (which, by the way, has just been graded to the railroad bridge); thence into Mattapan, and took Mattapan street on the left to Canton avenue direct to Canton; took the first left-hand road after you pass the marble works, and then direct to Stoughton, 4½ miles; all the roads are good to here; then from here on the right hand or new turnpike, they have piled on gravel and left it to be worked into a road by Providence and teams. I had almost 7 miles of this, which I got through with only a few dismounts until I reached my destination at 9.45 A. M., just 26 miles. In coming home, after I passed Blue Hill, I took Brush Hill turnpike; it is shorter, but not as good roading. I arrived home at 6 P. M., having made 50¾ miles in a riding time of 6 hours. I intend to take the same trip again this week if I can get company, and try the main road direct to Stoughton, and then another road from there to Easton. J. R. HEARD,

Capt. Roxbury Bi Club.

Missouri Roads.

Editor Bicycling World: — I notice an article published in your paper, written by a bicycler of this section, in which he advises the bicyclers of St. Louis to "get out and ride," intending, I suppose, to intimate that they should make a similar tour to the one reported by him. He also states that he has not heard of any having gone beyond Kirkwood. My object in writing is to inform him through your columns that bicycling in St. Louis and vicinity is quite a pleasure, pastime or exercise, as he may style it, and that several of our boys have made as extensive a tour as he has, and by selecting more favorable weather we increased our pleasure and diminished our toil very much. Our friend seems to have been punished with an extraordinary number of difficulties. I hope he will meet with a less number on his next tour. Our fellow bicycler has not, I should judge, found all the most popular resorts for wheeling. The best are Manchester road, Forest and Tower Grove parks, and the amphitheatre at the fair grounds. Manchester road is splendid riding for forty miles from this city. Forest park contains about 1,300 acres of ground. and about fifteen miles of fine gravel roads. Tower Grove park contains about three hundred and seventy-seven acres of beautifully laid out grounds, the finest botanical gardens in the country, and many other attractions. Bicycling in this park is most superb. At the fair grounds amphitheatre bicyclers are permitted to ride on the promenade. This amphitheatre is a circular building enclosing a race track, and in the second story, at the back and top of all the seats, is this promenade, about fifteen or twenty feet in width, and upon this promenade would be just the place for a ride against time. It probably measures about from two to four laps per mile. The Zoölogical Gardens and other attractions are here in the fair grounds with the amphitheatre, and when the bicycler finds riding monotonous, he can furnish himself plenty to amuse him without leaving the grounds. The Athletic Grounds (one square located in the central portion of the city) are also devoted to bicycling. Now I will not tell our friend to go and visit any of these places, for I am quite confident such an enthusiast as he will find them, sooner or later. W. E.

ST. LOUIS, 21 May, 1881.

Ixion Conquers the "Star."

I HAVE not fully decided whether it was loyalty to my much-abused native State, New Jersey, or a lingering faith in the superiority of American invention, that induced me to add to my stable of wheels one of these hump-backed animals. However, there it was one evening, nicely crated and looking as innocent and docile as a little boy's velocipede I gazed at it thoughtfully, then went in to don a particularly tough and ancient pair of trousers, and an old hat with stiff crown. This last precaution was, I soon discovered, superfluous; concussion plates were needed in another section of the human frame.

Having imprisoned the beast, I led him gently to the barn driveway, restraining an evident desire of the small wheel to rush between my legs, and upset me even before mounting.

Arriving in safety and trepidation at the drive, I awoke to a depressing realization of the fact that it was necessary to get aside that pig-skin, some fifty-seven inches in the air, before I did anything else. No 60-inch wheel with its saddle on a level with my nose ever looked half so unattainable as that. The step was hung on a bracket near the large wheel's hub, in front of it. Coming to the conclusion that it would have to be mounted from behind, I straddled the big wheel, took a firm grip on the insignificant handle bar, put my left foot on the step, and gave a vigorous hoist. The hoist was a grand success, but took effect on the wrong end of the combination. The animal reared viciously, punched me in the chest with both handles, then laid down alongside. However, I had the satisfaction of being the first one up. Awakening number two: it was evidently imperative that a bicycler who had just completed his 5,200th cyclometric mile, must have some assistance. Clubmates? Never! I called the coachman, informed him nonchalantly that the machine was very delicate, and would not bear a sudden mount, and requested him to "steady" the thing while I cautiously descended into the saddle. He steadied it with an immense amount of exertion, I thought, while I mounted and put my feet on the treadles, — a pair of slippery steel stirrups. He prepared to let go, while Winkle's experience on ice with Sam Weller rose vividly before me. I gave a shove, the machine ran forward a few feet. When suddenly the diminutive steerer turned inside out, or upside down, or had some other terrible convulsion and we separated. First blood for the "Star." To coach's suggestion that it was "kinder delicate to manage," I gave no notice, but requested him to hold it again. This start was more propitious. I noted the wild desire for liberty of the little wheel, and controlled it by concentrating much muscle on the handles. Then the balancing was perfectly easy. An occasional downward kick carried us along finely, the ratchet gear singing away like a buzz saw, when we came to a gutter across the road. Now, I thought, the safety qualities of this new steed will become apparent. No necessity of leaning back to avoid headers. . . But unfortunately, habit was stronger than reasoning. I *did* lean back, the little wheel dropped into the depression, rose on the other side, and continued to rise as if commencing the ascent of Mount Washington. Two spokes out. Second round for Ixion.

After repairs to both parties, I went in to supper, where I was rewarded by being told that I resembled nothing so much as a skewered frog, straddling a ghostly scissors-grinding machine. I immediately remarked that the Star was not yet perfected, and that my ungracefulness was due entirely to that fact, — which state-

ment was *not* taken in with the other viands.

The next time I wrestled with this metallic menagerie, I made the discovery that claim fourth — "the step being at the side *near the saddle*, the rider steps easily to and from his seat" (*vide List*) — was intended for those who combine the agility of a kangaroo with the balance of a Blondin; no others need apply. I was then not a little gratified to be finally able to mount once in a hundred trials, and eventually to feel able to ride down to town and dismount and mount again at the post-office before a large audience. It is also a source of selfish but withal piquant gratification to sail around upon a machine which none of "the boys" are willing to risk their necks in trying to mount. They all prophesy a terr ble tumble some day, but I merely smile, give a double-barrelled kick and remark, "*Ad astra per aspera.*"

IXION.

The Battle in Bicycle Lane.

A sober young man in knee breeches
Trundled into our gossipy town;
In his heart had been numerous breaches —
'T is a paradise here for the *gown*.

The June air was cooling and bracing,
The gleam of his shimmering wheel
Mysterious flashes kept tracing
In air like a phantom of steel.

His head was well balanced and steady,
Was level, and clear was his brain,
But a sorrow had crossed it already,
With wrinkles of grief in its train.

In his calf was a quiver of anguish,
In his eye lurked the demon of wrath;
His thoughts took a turn of the languish
As he crossed a macadamized path.

"Tooth-inserter," sweet angel of healing,
A bulldog of cannibal mien,
Had claimed his acquaintance with feeling;
And the size of his grip could be seen

Marked in red on the young athlete's stocking,
As the hero, with never a word,
But with thoughts that were perfectly shocking,
Sped on like a shot-peppered bird.

Straight on, neither right nor left turning,
He hied to an armorer's shop.
And his bosom with vengeance was burning
As he entered that door with a hop

— And closed it. What farther, I knew not.
Three hours in the den did he plot;
Then emerging, to right or left threw not
A glance [on his cheek was a blot!]

. . . . . .

"Tooth-inserter" sat up in the twilight
As a bicycle swept into sight.
He smiled, with a yawn like a skylight,
And murmured, "I like that taste, quite!"

He rose and walked slowly to meet him,
The wheelman had turned rather white.
With fear? ah never-r-r! to greet him
His vengeance arose in its might.

From his shoulder [just where the crusader
Once wore his dread weapon of woe]
He unclasped a non-patent persuader,
And grimly confronted his foe.

'T was a foil. Three feet was its measure,
On the point was a round ball of steel,
Like a two-per-cent apple — a treasure
To all devotees of the wheel.

"Ho! ho!" grinned the demon, approaching;
"Ha! ha!" hissed the bicycler, low:
And steeling his soul 'gainst reproaching,
He dealt him one lightning-like blow.

With a yell of wild maniac cadence,
He dashed down the shadowy lane,
As the farmer came out with a rail fence
And wailed o'er the fate of the slain.

Up and down that broad turnpike we wheelmen
Oft whirl on our jubilant way.
"Tooth-inserter" lies buried! we feel men
Set free from demoniac sway.

J. PARK STREET.

NOTE. — Seriously, why would not this be a capital idea? A three and one half foot foil, with a ball of steel on the end the size of an English walnut, to be worn over the shoulder at the back, precisely as the crusaders wore their five-foot swords. It would be out of the way, easy to get at if hung with a clasp, and not at all awkward looking, especially if nickel plated; and it would be a terrible weapon to strike with; one well-delivered blow would settle the toughest sample of caninity I ever met with. Furthermore, it could be used to salute with. I think all bicyclers should have a general salute, *especially league men.* One question more. Would it not be well to pass a league ordinance against carrying revolvers other than those under us? Think of having some one inverting himself behind us as he investigates the texture of the ground with myopia eyes, with a seven shooter emptying itself all around the compass! It is enough to make one swear to devote himself to solitude.

J. P. S.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

NEW HAVEN BI. CLUB. — Additional: F. H. Plant, 122 Wooster street; Robt. Foote, at Tradesmen's Bank; A. S. Kimberley, with O. A. Dorman, — all of New Haven; Herman D. Clark, Mount Carmel, Conn.

MONTREAL BI. CLUB. — Additional: Frank Scott, 109 Union avenue, or Treasurer's Department, G.T.R.'y; James Robertson, Thomas Robertson & Co., 9 Cheuneville street, — both of Montreal.

NEW BRUNSWICK BI. CLUB. — D. H. Merritt, Peter Du Mont, William B. McGinnis, George Williams, Fred. Provost, John Acken, Fred Fisher, — all of New Brunswick, N. J.

SCRANTON BICYCLE CLUB. — Edward B. Sturges, president; Andrew J. Kolb, captain; James B. Fish, secretary and treasurer; George Sanderson, Jr., William B. Rockwell, James W. Pentecost, Leonard M. Horton, Fred. C. Hand, — all of Scranton, Pa Club organized 20 June, 1881.

ADDITIONAL. — E. Filch, Framingham Bi. Club, Cochituate, Mass.; Walter Edson, William B. Sweatt, Brockton Bi. Club, Brockton, Mass.; Arthur Curtis, Marlboro' Bi. Club, Marlboro', Mass.; T. Sedgwick Steele, Hartford Bi Club, Hartford, Conn.: W. C. Tufts, Columbia Bi. Club, North Attleboro', Mass.; F. B. Bemis, Crescent Bi. Club, of Boston, at W. C. Woodward, 156 State street, Boston; Aquila B. Rich, New York Bi. Club, New Brighton, Staten Island.

UNATTACHED. — Chas. F. Hoar, 135 Blackstone street, Boston; E. C. Thorne, Box 44, Yonkers, N. Y.; E. L. Bradley, West Walnut lane, Germantown, Pa.; E. H. Ames, Titusville, Pa.; Frank Schneider, Omaha, Neb.; Richard Crankshaw, 342 Adams street, Frankfort, Pa.; Clarence H. Dimock, J. Fred. Carver, Windsor, Nova Scotia.

DIRECTORS. — Mr. W. Noble Campbell, of Montreal, has been appointed director for the Province of Quebec, as the colleague of Director Tibbs.

CORRECTION. — Frank T. Hoover, Pittsburg, Pa., should have been published as "Additional Keystone Bi. Club." A. Lloyd Foiner, with T. A. Jackson, New Haven, should have been, "A. Lloyd Tomes. 126 High street, New Haven, Conn.

WHEEL CLUB DOINGS

BOSTON BI. CLUB. — Ed. P. Sharp has resigned his position as second lieutenant of the Boston Club, on account of a lame knee, which incapacitates him from riding. The total membership of the Boston Club is sixty, including one honorary and two associate members. This leaves three vacancies to be filled when the right men come along. It is the determination of the Bostons to admit into its active ranks only those who will be an honor to the club and keep up its present status.

HALIFAX BI. CLUB — Monday, 11 June, a number of young gentlemen interested in bicycling met and formed an association, to be known as the Halifax Bicycle Club. They elected the following officers: President, Mr. J. D. Shatford; secretary and treasurer, Mr. E. D. Leahy; captain, Mr. H. Lethbridge; sub-captain, Mr. C. McDougall; bugler, Mr. R. C. Peart. The uniform of the club will be blue serge knickerbocker suits, polo caps with turn-down peaks, and the letters H. B. C. embroidered on each cap. The colors of the club will be red, white, and blue, to be worn on the left breast. The passing of by-laws, rules, etc., was postponed till next meeting, which will take place next Monday evening, Capt. Lethbridge having furnished the club with a meeting room free of charge. The new association can credit themselves with being the second bicycle club formed in the Dominion of Canada.

ÆOLUS BICYCLE CLUB, WORCESTER, MASS. — The club had a most successful field day on Wednesday, 13 July, when the gold badge and set of colors which had been presented to them were contested for. Under the rules the contestants were confined to the list of performances as published in your issue of 8 July. On account of our inability to secure a good track on that day we were obliged to omit the two-mile race. Mr. J. C. Spiers and F. E. Higgins were the principal contestants. Spiers excelled in the fancy movements, while Higgins easily defeated him in the half-mile race, covering the distance in 1.40, with Spiers five seconds behind. Out of a possible 426 points, Spiers scored 316, or 74 per cent, and won the badge, while Higgins scored 238 points, or 56 per cent, and captured the colors. The attendance was good, and the afternoon was thoroughly enjoyed by all. The next contest will take place 24 August. ÆOLUS.

COCHITUATE BI. CLUB, COCHITUATE, MASS. — There has been a bicycle club formed here with eleven members, and the following are the officers: President, O. H. Burleigh; vice-president, W. L. Felch; secretary and treasurer, J. E. Felch; captain, C. Frossard; sub-captain, E. M. Bent. JOHN E. FELCH, *Sec'y.*

SAN FRANCISCO BI. CLUB. — At a special meeting, 28 June, A. M. Warschauer, Geo. H. Bragg, and G. A. Christensen were admitted to membership, and the resignation of G. H. Thompson was accepted. H. C. Finkler was elected on the club committee and committee on halls, in place of Mr. Thompson.

PHILADELPHIA BI. CLUB. — The present officers of the Philadelphia Bicycle Club, are: T. K. Longstreth, president; Jno. Fergusson, captain; H. R. Lewis, lieutenant; H. A. Bl kiston, secretary and treasurer; H. B. Hart, bugler. The president, captain, and secretary, together with Messrs. Blair, Bartol, and Hudders, constituted the club committee. The club occupied Room No. 60 North 13th street (under the St. George' Hall building) 1 June, 1881, as their headquarters and club room, and Messrs. Blair, Osborne, and Stokes have been appointed as the "room committee in charge." It is comfortable and conveniently fitted up, and has racks for twenty wheels. Twenty lockers (for clothes) with individual keys, water closet, stationery, wash-stand, gas, dead latch for front door, desk and chairs, and not a few appropriate pictures adorn the walls as contributi ns from members. The Philadelphia *Times*, the BICYCLING WORLD, *Cyclist*, *Quiz*, etc., are kept on file there, and the desk is replete with the necessary stationery for correspondence. A bulletin board hangs on the wall, where all club runs or party runs, newspaper notices, and anything of general interest are conspicuously posted. In the fall a more general use of the room is anticipated, and many of the men will, doubtless, start from the headquarters. Since securing a club room, nine new members have been added to the club, and now the members hardly know how they got along without it. The Philadelphia Club has been the chief instrument in getting whatever privileges have been accorded bicycle riders in the park here, and the prospects for further grants and privileges (?) are quite favorable, as the opposition on the part of both the public and the commission seems to be growing daily less. The Lancaster pike, since it has been macadamized, is the favorite road about here, and small parties frequenly run out to Bryn Mawr for supper. They charge each wheel twelve cents for the round trip of about fourteen miles, that being the rate for a sulky and horse.

This club sent the following to the Fairmount Park Commissioners on the 16th ult.: —

CLUB ROOM, 60 NORTH 13TH STREET,
PHILADELPHIA, 16 JUNE, 1881.

TO CHAIRMAN DEPT. SUPT. AND POLICE FAIRMOUNT PARK COMMISSION:

Dear Sir: At the stated meeting of the Philadelphia Bicycle Club, held at their club room under St. George's Hall, on the evening of the 14th inst., the resolution of the Park Commissioners, granting the use of the path north of the main drive, to bicyclers, until the hour of 12 o'clock noon, was read, and also the following reply of the secretary, under date of the 27th ult.

27 MAY, 1881.

TO F. M. DOUGHERTY, ESQ., SECRETARY COM. FAIRMOUNT PARK:

Dear Sir: Your communication of the 25th inst., enclosing the resolution adopted by the commissioners of Fairmount Park, relative to the use by bicyclers of the footwalk from Green street to Girard avenue, duly received. While thanking the commissioners for the above grant, we cannot but feel that, coupled as it is with the restriction as to hours, and from the fact that but *very few* wheelmen have any opportunity of riding until the afternoon, it will do but little towards removing the "serious inconvenience and danger" complained of, and which we deemed of sufficient import to justify our petition receiving your *most favorable* consideration. The members of the Philadelphia Bicycle Club will be notified in accordance with your resolution.

Very respectfully.

SECT. PHIL. BI. CLUB.

On motion it was "*Resolved*, That the above resolution of the Park Commissioner be received and entered on the minutes, and that the letter of the secretary in reply thereto is hereby indorsed, and that *the club respectfuly ask the Park Commission to reconsider their action as far as regards the limitation of time for the use of the path in question.*"

Respectfully yours,

SECT. PHIL. BI. CLUB.

9 July, 1881. The Park Commission passed the resolution as given below, but the majority of the newspapers jumped at the conclusion that the right to use the *whole* park was given, and therefore, to avoid any misunderstanding as to the late action of the Park Commission relative to the use of the park by bicyclers, we give the resolution as passed: —

"*Resolved*, That the restrictions as to the hours for the use by bicyclers of the *footwalk north of the main drive from Green street entrance past the ball grounds to Girard avenue* be removed from and after this date."

By this it will be seen that it is merely a withdrawal of the restriction as to hours on the footwalk between Green street and Girard avenue, and *refers to this walk alone.* In addition to this they have the asphalt walks around the main exhibition building all day, and those around the Lincoln monument, and also Belmont avenue till noon. There is a kindly feeling evinced toward the wheelmen by the commissioners, and the press severally takes their part, the *Times* in particular.

CRESCENT BI. CLUB. — *Editor Bicycle World:* In your issue of 8 July you give the Chelsea Club the honor of the largest wheel; now the Crescents can also boast of a wheel the same size as the Chelseas claim. The rider of this 60½-inch wheel, Mr. F. Shaw, of East Boston, is, I think, the same man in both cases; possibly I may be mistaken, but I know for a certainty that he is a member of the Crescents, and have heard him spoken of by Chelsea men as a member of their club. At all events the "60½-inch honor" must be shared with the Crescents. Perhaps in *one* thing the latter club may take the lead, that is in variety of machines. Having made diligent search during the past few days, I have been rewarded by finding thirteen different styles of machines distributed among thirty members, and ten yet to hear from. The thirteen styles are as follows: Harvard, Shadow, Pacer, Stanley, Matchless, Standard Columbia, Special Columbia, Special Challenge, Royal Challenge, 'Xtra Challenge, Duplex Excelsior, Acme, and last, but not least, a Star. Now can any club of our size as regards membership show as great a variety? The average size of machine is 53-inch; there are several 56, 54, and many 52's; the majority of the machin s are plated or bright finished, and we are conceited enough to believe that we have a good looking set of wheels. As for the riders — T. S. T. L. A. M. — so Madeline has it, and the average Crescent is too modest to dispute her so let it go at that. The club are soon to lose a valued member; the secretary, Mr. Duker, who has held this arduous position almost two years; and is not only a loss to the Crescents, but to Boston wheelmen in general, being well known to many of them during his residence in the city. At the last meeting of the club, Mr. Duker presented us

with a specimen of his handiwork that is truly a work of art, and will, I trust, some time grace the walls of a Crescent Club room. In his office of secretary he has given almost his whole attention to building up the club from the weak foundation upon which we commenced, and bringing it to the level we now hold. His willingness to work and ever-ready pen will be a loss felt by all, but by none more than his "companions in arms (or office)." THE CLUB FOOL.

BOSTON, 13 July, 1881.

ROCKINGHAM BI. CLUB, PORTSMOUTH, N. H. — At the recent second annual meeting, the following officers were chosen: President, P. J. Philbrick; captain, C. A. Hazlett; secterary and treasurer, C. F. Shillaber; first lieutenant and consul, C. A. Davis; second lieutenant, G. M. Ayers; buglers, C. F. Shillaber and G. M. Ayers.

MONTREAL BI. CLUB. — *Dear Editor:* — I neglected to send in my monthly report of club proceedings for May; so I send you a summary for the season to the end of June. Number of rides, 24; total attendance, 146 (16 men); largest, 10; smallest, 2; total mileage, 270; longest ride, 25 miles; shortest, 4; number of morning practices, 30; total attendance, 180 (29 men); largest, 11; smallest, 1. Two out of the five competitions for the club mile championship belt have been held. G. M. Smith won both; time, 4.06 and 3.57. Other events here have been reported in your columns. We have now 33 active riding members, 11 of whom are still wanting their mounts. We hope to have a race meeting in September, probably about the 21st, and if so, some handsome prizes will be offered to induce some of the flyers to come on and show us a thing or two. You will be sorry to hear that the bad example set by the Central Park authorities in New York has been followed by our local Solons, who have barred bicycles (but not tricycles) from our parks. We don't intend to stand that long, however; and if unable to right ourselves, shall appeal to the League to "come over and help us." We have divided our members into sections, under the five lieutenants, as an experiment; and I will let you know how it works. The idea is to produce emulation between the sections; in good riding, fast riding, and frequent attendance; in all of which I am free to admit there is room for improvement. By the way, those fellows who went to Boston appear to have completely misled President Bates. They *say* they 're real smart, and I can't understand that British drink business worth a cent; not one of 'em dare try those semi-temperance games on here. They asked me when writing to cordially thank all those who tendered them such a hearty and substantial welcome at the Hub; they think where all were so kind, it would be invidious to mention any. I hope they 're right. Caninely yours,

CLUB DAWG.

MONTREAL, 15 July, 1881.

From Montreal.

Editor Bicycle World: — You must have thought the Montreal Bicycle Club had collapsed, it is so long since you have heard anything of it. The fact is, my fellow members were so overwhelmed by the treatment they received in Boston and everything they saw at the League Meet that they have done nothing but talk about it ever since. One man is said to have spent all his time wandering about in a building where a fabulous number of machines of every conceivable make under the sun were stored; he was trying to make up his mind of what firm he would order his next. Another man talks of having "stood on a bridge at midnight," and wants all the time to know if any other fellow has ever done so; detractors allege that this was after a visit to a place I think he called Medford, in company with some gentlemen named Farrington and Butler, whom he met at the Brunswick. Then another man wants us to go in for fancy riding, and tells some tall tales about some fellow of the name of Smith, who appeared to be able to do anything with his machine, except to fall off it. However, I mean to go to the next League Meet, so that the fellows sha'n't come home and stuff us poor benighted creatures with tales of 940 men in line, banners, bugles, sixty-inch machines, and all that. Well, I was going to say something about the degeneracy of the Montreal Bicycle Club, but I think I won't, or our heavy man will be going round with a cowhide looking for KANUCK.

MONTREAL, 16 July, 1881.

PERSONAL

CAPT. E. W. POPE, of the Massachusetts Club, is at Andover with his family.

MR. C. E. PRATT was in Orange, N. J., last week, and was the guest of Mr. L. H. Johnson.

MR. W. NOBLE CAMPBELL, of Quebec, Can., has been appointed L. A. W. director for the Province of Quebec.

MR. LLEWELLYN H. JOHNSON, the amateur champion bicycler, keeps a full stable of the steel steeds of almost every breed.

MR. A. S. PARSONS, the genial ex-corresponding secretary of the L. A. W., has returned from his Western trip, and has recovered his health.

MR. GEORGE A. GARLAND and MR. FRED. REED started by rail for Portland, Saturday, 9th inst., taking with them their bicycles, upon which they proposed to ride to Bangor; but Mr. Garland met with a fall in Portland which disabled him, and he returned home, leaving Mr. Reed to proceed on his journey alone.

FRED N. BOSSON was thrown from his bicycle while coming down Ipswich Hill, Ipswich, Thursday, 14 July, in the endeavor to avoid a team; his thigh-bone was broken, and he was sent to the general hospital. The accident was caused by the tripping of the machine in loose gravel at the side of the road. He was coasting and landed on his feet, but so violently that he could not prevent a fall and its sad result. He is at the Massachusetts General Hospital.

CAMBRIDGEPORT mourns an excellent consul, and the Massachusetts Bicycle Club misses a most genial and enthusiastic member in the removal from Cambridgeport to Providence of MR. EDW. C. Danforth. Mr. Danforth is known as one of our pluckiest riders, he having been the only bicycler to ride *on* his wheel from Boston to the race meeting at Providence last fall, and he has twice ridden from Boston to Keene, N. H. "Providence permitting," he will still whirl his wheel.

L. A. W. DIRECTOR E. J. WARING, of Pittsburg, Pa., lost his little boy Walter, a bright and interesting child of four years, Tuesday, the 5th inst., by a kick of a horse. The lad, with some other children, was playing in a neighbor's yard where the horse was tied, and the animal was made restless by the attacks of flies, and Walter was passing behind him just as he kicked, the blow taking the little fellow directly on the back of the head, crushing in the skull, and severing a leading artery. Death ensued in a few hours. We extend our heartfelt sympathy to Mr. Waring and his family, and know that we but express the feeling with which all his bicycling friends will learn of his affliction.

CHARLES R. PERCIVAL and wife sailed for Europe last Saturday, to remain abroad until September. Mr. Percival's European address should be, in care of Coventry Machinist Company, Coventry, England.

MR. FRANK W. WESTON has been obliged to postpone his proposed English tour, owing to the requirements of business, until fall, when he hopes to be able to start under more favorable conditions. Five of the party already made up, however, will go immediately, and will be able to avail themselves of the reduced rates promised in Mr. Weston's circular.

MR. C. N. BARNARD and wife, of Malden, have gone to Woodstock, Conn., for a vacation, and will do the roads in that vicinity on the steel wheels. Mr. Barnard rides the new "Standard Columbia," and the lady a "Challenge" tricycle. She had been for some time in feeble health, and last April Mr. B. procured her a "Challenge," and as soon as it came home she mounted it in her usual dress, and rode about the streets for an hour without experiencing any fatigue; and since then she has made a practice of riding a couple of hours daily, and is much improved in health, appetite, and spirits, and is, from this time forth, an enthusiastic devotee of the tricycle.

MESSRS. BROWNING and JOHNSON rode from Orange to Long Branch on 3 July, a distance of fifty-five miles. They found fine roads to Elizabeth (ten miles), fair surface to Perth Amboy (twenty-four miles), poor and often unridable roads to Keyport (thirty-five miles), and good gravel pike to Long Branch (fifty-five miles). Wheelmen intending to make this run should start early, 5 or 6 A. M., and rest from 11.30 to 4 at Amboy in order to avoid the noonday heat, which is very oppressive when travelling through Jersey sands. On the 4th the two wanderers rode from the Branch to Seabright and Red Bank, and from Elizabethport home, making ninety-five miles for the two days. — *Orange (N. J.) Journal.*

THE fall race meeting of the L. A. W. will probably be held in New York City.....Capt. Hodges is alternating in his summer riding between a span of fine horses at Newport and a span of fine calves at Roxbury. ....It is said that the Boston Club is very restless under that eleven seconds defeat, and will soon invite the Massachusetts to a renewal of the contest....The collecting of old prints and engravings of the Draisine and early bicycling literature and art is becoming quite a matter of competition in England of late.....It is reported that President Pratt passed two days with the superintendent and foremen of the Columbia bicycle factory at Hartford, last week, dissecting bicycles and new specifications.....T. J. Emery, councilman from Ward 18, is a good wheelman, as well as a good "city father." Although his order relating to a path on the Common that might be used as a bicycle track failed to pass last Thursday, it is understood that a majority of the city government are in favor of something of the sort; and the order will probably come up again in another form and be passed. — *Boston Herald.*

MR. GEORGE F. FISKE, a graduate of Amherst, according to his own account, published in the Boston *Herald*, did some remarkable bicycling the 6th inst., starting from Amherst at four A. M., going through Belchertown, Ware, West Brookfield, Brookfield, East Brookfield, Spencer, Leicester, and Cherry Valley to Worcester (52 miles), which he reached at 11.30. He had to walk from seven to ten miles between Belchertown and Ware. He spent an hour in Worcester, and then started for Boston by way of Shrewsbury, Northboro', Southboro', South Framingham, Framingham, Natick, Grantville, Wellesley, Newton, Lower Falls, Newtonville, West Newton, and Brighton to Cottage Farm bridge. He rode down over the Mill Dam, and then back and out over the Cottage Farm Bridge to Cambridge, to visit some friends. He reached Cambridge at 5.45 P. M., and started back to Framingham at 6.30 P. M., and with one dismount for a drink, reached South Framingham at 8.30 P. M., and Framingham at 8.45 P. M., making a distance of between 120 and 125 miles in one day, between 4 A. M. and 8.45 P. M. He adds: "My long stops during the day were one hour at Ware for breakfast, one hour at Worcester for dinner, one half hour at Framingham for lunch, and three quarters of an hour in Cambridge with my friends. These and one other stop of fifteen minutes include 'most all the time I was not in the saddle or walking. I spent the night with Mr. Wilmot at Framingham, and when I started at four o'clock the next morning, Tuesday, he accompanied me as far as Northboro'. I rode slowly back to Amherst over the same route, and reached Amherst at 6 P. M. I was a little lame Monday night, but rode it off Tuesday, and was fresh when I reached Amherst, and could have gone right off Wednesday. The distance I made in the two days was a little over 200 miles. The machine I rode was a 48-inch Special Columbia, with pedals shortened. . . . I had not been on my machine for two weeks, which accounted for my lameness Monday night I should like to know how this ride compares with other road rides by amateurs."

HORSE ACCIDENT RECORD

[*We desire readers and correspondents to inform us for this department of every horse accident, from any cause, which may come to their notice, either in the public press or by personal observation.*]

4 July. In Amesbury, horse frightened by a performing bear, broke a boy's leg in three places.

12 July. In Boston, boy run over and severely injured by a team.

12 July In East Boston, man severely injured by horse frightened by a performing bear.

12 July. In Hopkinton, Fred. Phipps terribly hurt, probably fatally, by runaway horse.

12 July. In Quincy, Mrs. Martin and daughter thrown from carriage and severely injured.

14 July. In Boston, girl knocked down and leg broken by a team.

14 July. In Boston, boy's foot crushed by an ice team.

14 July. In Boston, man knocked down and hurt by horse car.

14 July. In Holliston, Miss —— had her skull fractured by the kick of a horse she was preparing to mount.

14 July. In Walpole, Geo N. Cole thrown from a carriage and two ribs broken.

14 July. In Philadelphia, Mary Cowen, twelve years old, and William Kischler, were severely injured by runaway horses, and another runaway horse killed C. W. Haines, a Board of Health officer

14 July. In Albany, a runaway horse threw William Page from his wagon some thirty feet over a stone wall, inflicting fatal injuries, besides doing other damage before he was stopped; and another frightened animal caused a collision and smashup.

15 July. In Newport, Frank Gray Griswold, thrown from horse, and knee-pan broken. Amputation probable.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

BROTHER WHEELMEN, how *do* you keep your stockings up? I have used a band around the waist with an elastic strap down both sides, but I fancy there must be a better way. Experiences desired.

LONG AND LANK.

[We have found the ordinary "safety-pin" everything to be desired in this respect; if drawers are worn the stockings can be secured to them, or the pins can be run through both breeches and stockings. The latter is perhaps the best method. EDITOR.]

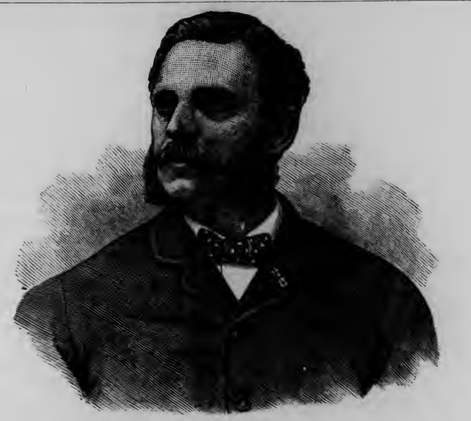
CAN any disinterested bicycler recommend the "All-around Oil," said to be good for lamps and lubricating? Is it "the best" for either or both? P.

Coming Events.

Sept. 7. Worcester, New England Fair bicycle races.

Oct. 5. Brockton, Brockton Bicycle Club races.

Sept. Sacramento, Agricultural State Fair, bicycle races.



Our Leading Wheelmen. II.

COL. ALBERT A. POPE.

SOME TIME since the readers of the BICYCLING WORLD were presented with a portrait of the amateur champion of America, and an account of him and his exploits. The subject of this sketch is known by name, at least to almost every bicycler in America. Those who know him personally will think his portrait here a very inadequate one, no doubt, missing the habitual geniality of expression, the twinkle of deep-brown eyes, and the glow of healthful color.

Col. Albert A. Pope was born in Boston, 20 May, 1843, and is therefore a comparatively young man still. At the breaking out of the Civil War he joined three volunteer military organizations, and devoted much attention to the study of tactics, in which he became exceedingly proficient. In 1862, at the age of nineteen, he entered the army as junior second lieutenant in the Thirty-fifth Massachusetts Regiment of Volunteers. Within two weeks of his enlistment he was in the battle of South Mountain, and afterwards he passed through those of Antietam, Sulphur Springs, Fredericksburg, Vicksburg, Jackson, the siege of Knoxville, the long siege of Petersburg, commanding Fort Hell, the nearest point to the enemy, and leading his regiment into Petersburg, and several other important engagements; he was promoted from time to time, and brevetted for gallant services, first as major and afterwards as lieutenant-colonel; was at Farmville when Gen. Lee surrendered, and received his honorable discharge at the end of the war in 1865.

That summer he returned to business in a prominent mercantile house in Boston, but soon left it and started in business for himself, under the firm name of Albert A. Pope & Co. By persistent activity and sagacious management he became within three years one of the largest dealers in shoe findings and trimmings in the United States. He was burned out in the great Boston fire of 1872, but quickly recovered, paying all his debts before receiving his insurance. In 1875 he organized and furnished the capital for the Pope Manufacturing Company, for the purpose of making and selling air pistols and other patented articles, of which he has been president and largest stockholder ever since.

In 1871, Col. Pope was married to Miss Abby Linder, and took up his residence in Newton, Massachusetts, where he still has his beautiful but unostentatious residence. He has had four children, three of whom are still living. He has been a member of the Newton city government, but his devotion to business affairs has compelled him to decline other offers of political preferment. He is president and director of several other corporations besides the Pope Manufacturing Company, and holds various positions of trust. It will thus be seen that Col. Pope has an honorable and successful record. He is robust in health, vigorous in the handling of resources, and of prompt and scrupulous integrity. In making himself (for he is one of the "self-made" men), he has generously helped to make others.

With the exception of Mr. W. M. Wright, of New York, who commenced riding the bicycle in France in 1872, Col. Pope was the earliest actual wheelman connected with the bicycle business in this country. He first practised riding on the roads of Newton, in August, 1877, under the instruction of an English guest at his house, who filled his ears with glowing accounts of the uses and enjoyments of the bicycle in England, and who showed him what could be done with the silent steed. He was stimulated also by seeing Mr. Chandler gliding about on his "Challenge," which after four years' service the Colonel now has at rest in an Acme stand for exhibition.

That Col. Pope had the usual tribulations of learning, may be inferred from an incident. His little boy, that fall, came up smiling to the house, from a tumble off of his three-wheeler, limping and brushing the gravel from his clothes. "Did you hurt yourself?" asked his mother. "Oh, no!" he replied, "I was taking a header, as my papa does"

Col. Pope at once set about arranging for the importation of bicycles, and the introduction of them here; he then projected the manufacture of them, and made that the principal business of the Pope Manufacturing Company, interested the Weed Sewing Machine Company, of Hartford, Conn., in the enterprise, visited England to learn what points he could about the various styles then made, and advanced thousands of dollars and became responsible for many thousands more to establish the industry here, and to create public sentiment in favor of the bicycle and a market for it, at a time when there was no other capitalist ready to do anything.

The name adopted for the first American bicycle was "Columbia"; and since the first were brought out in 1878 until the present time it has been constantly improved, until now, under the various names of "Columbia," "Standard Columbia," "Special Columbia," etc., there are upwards of 6 000 of them in use, and the factory where they are made has a capacity of turning out 1,200 machines a month. Col. Pope is not merely a business bicycler, however; he was one of the first to sign the roll for the formation of the first club, the Boston Bicycle Club; but for reasons less complimentary to others than to himself. he was not afterwards on its list of members.

He was one of the founders, and is an active member of the Massachusetts Bicycle Club, and was its president for the first year. He is honorary member of the Mercury Bicycle Club, of New York; is "No. 152" of the L. A. W., and "No. 3,733" of the B. T. C.; and has contributed largely to the various interests and enjoyments of bicycling in all its phases. Because of his early devotion and the greater resources he has commanded, he has been prominent amongst able pioneers, and done more to extend and perpetuate American bicycling than any other man.

Ed. Sunday Courier:— Bicyclers are hereby informed that the charges for bicycles on the Fall River boats are exorbitant. On my recent visit to Boston I was charged seventy-five cents on the boat for my bicycle, and after that $1.00 on the cars. In addition to this, as no one seemed to look after it, I had to pay some one twenty-five cents to hold my machine while I went to look after one of the officials, thus making $2.00 in all. My advice to cyclers about to go *via* the Fall River line is like *Punch's* advice to people about to marry, "Don't."

Yours fraternally, K. M. SNEATH.
PERTH AMBOY, N. J.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

DIRECTORY
OF
BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.
SAN FRANCISCO.
OSBORNE & ALEXANDER, 628 Market Street.

CONNECTICUT.
HARTFORD.
BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN.
AMERICAN BICYCLE CO. 98 Crown Street.

ILLINOIS.
CHICAGO.
JNO. M. FAIRFIELD, Cor. State and Van Buren Sts.

MASSACHUSETTS.
BOSTON.
CUNNINGHAM & CO. 6 and 8 Berkeley Street.
C. R. PERCIVAL, 96 Worcester Street.
THE POPE M'F'G. CO. 597 Washington Street.
ELASTIC TIP CO., 157 Washington Street.

MONTANA.
HELENA.
W. E. NORRIS.

NEW YORK.
NEW YORK.
WM. M. WRIGHT, 160 Fulton Street.
SCHUYLER & DUANE, 189 Broadway.

OHIO.
LIMA
GALE SHERMAN.

PENNSYLVANIA.
PHILADELPHIA.
H. B. HART, 813 Arch Street.
PITTSBURG.
COLUMBIA BICYCLE AGENCY, Cor. 5th Ave. and Smithfield St.

RHODE ISLAND.
PROVIDENCE.
CHAS. F. HANDY, 236 Westminster Street.

How to Train in Archery.
Being a Complete Study of the York Round.
Comprising an Exhaustive Manual of Long Range Bow Shooting, for the use of Archers who wish to become contestants at the
Grand National Association Meetings.
BY
MAURICE THOMPSON. WILL H. THOMPSON.
PRICE - - - - 50 CENTS.
Can be obtained at this Office.

STODDARD, LOVERING & CO.,
2 CUMBERLAND ST., MANCHESTER, ENGLAND,
10 MILK ST., BOSTON, MASS.,
IMPORTERS OF VARIOUS MAKES OF
English Bicycles and Tricycles
SOLE AGENTS FOR THE UNITED STATES FOR
SINGER & CO. - - Coventry.
THE TRADE ONLY SUPPLIED.

WM. M. WRIGHT
791 5th Avenue,
NEW YORK CITY.



BICYCLES
OF EVERY MAKE.
Bicyclers' Sundries.
SECOND-HAND BICYCLES
A SPECIALTY.
Send 1-cent Stamp for Circular; and length of leg, inside measure, to ball of foot under the shoe.

THE BICYCLING WORLD.

A Weekly Newspaper
DEVOTED TO THE INTERESTS OF BICYCLING.
Edited by - - - WILLIAM E. GILMAN.

SUBSCRIPTION FORM.

E. C. HODGES & CO., Publishers,
40 Water St., Boston, Mass.

Gentlemen:

I herewith enclose Two Dollars, for which please send "The Bicycling World" for one year from.....188, to be mailed postpaid to the following address:—

Name,.....

Address,.....

CHAS. R. PERCIVAL,
MANUFACTURERS' IMPORTER OF
BICYCLES & TRICYCLES,
96 WORCESTER STREET, BOSTON,
SAILS FOR EUROPE JULY 16, and will return in SEPTEMBER, with a full line of the leading makes of BICYCLES and TRICYCLES.
Address while in EUROPE, care of
COVENTRY MACHINIST CO., COVENTRY, ENGLAND.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

GOY, THE ATHLETIC OUTFITTER,
For Bicycling, Tricycling, Cricket, Football, Lacrosse, Yachting, Boating, Canoeing, Gymnastics and Camping Out.

GOY'S CALENDAR OF SPORTS, PUBLISHED MONTHLY.

GOY'S ATHLETIC CLUB DIRECTORY, PUBLISHED QUARTERLY.

Forwarded FREE, on receipt of Addressed Postal Wrappers, as may be required.

GOY, 21 Leadenhall Street, 54 Lime Street, } LONDON, E. C. England.

THE TRICYCLING JOURNAL
AND
MANUFACTURERS' ADVERTISER.
Edited by R. C. N. BRITTAN.
Subscriptions received at this Office.

ONE YEAR . . . . . $2 25.
SIX MONTHS . . . . . 1 15.
THREE MONTHS . . . . . 60.

Specimen Copies sent from
146 Fleet Street - - London, E. C.

Subscriptions to both the BICYCLING WORLD and TRICYCLING JOURNAL only $4.00.

E. C. HODGES & CO.
40 WATER ST., BOSTON.

SUGGESTIONS TO BICYCLERS.

IT IS A MISTAKE *to consider all English bicycles as the best.*
IT IS A FACT *that a less percentage of Columbia Bicycles break or come to repairs than of any other make.*
IT IS A MISTAKE *to regard all the latest modifications of English bicycles as improvements.*
IT IS A FACT *that many of them are trade catches, and are abandoned before a season is over.*
IT IS A MISTAKE *to infer that the Columbia Bicycle is always the same style of machine.*
IT IS A FACT *that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.*
IT IS A MISTAKE *to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.*
IT IS A FACT *that the Columbias are the only bicycles that are warranted throughout by the manufacturers.*
IT IS ALSO *a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.*
IT IS A MISTAKE *to suppose that either the Special or Standard Columbia is the same now that it was six months ago.*
IT IS A FACT *that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.*
REMEMBER *that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.*
REMEMBER *that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.*
REMEMBER *that the Columbia nickel plating is the handsomest and most durable of any.*
OBSERVE *that the prices of Columbia Bicycles range from* $80 *up to* $147.50.
OBSERVE *that the Mustang is a cheaper grade for boys, in price from* $50 *to* $65.
REFLECT *that the Columbias offer choices of more value for less money than any other make of bicycles.*
REFLECT *that most of the older riders, and many whole clubs, are this season taking Columbias in preference to every other machine.*
EVERY *rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price lists.*
NOTICE *that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at* 597 *to* 601 *Washington Street, Boston, Mass.*

PHOTOGRAPHS

—OF THE—

AMERICAN WHEELMEN

At Boston on May 30, 1881.

Large Size - - - - - - - - - - Price, $2.00.

They show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Sent postpaid to any address on receipt of price.

E. C. HODGES & CO.

40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 29 JULY, 1881.

Volume III. Number 12.

[VOL. III. CONTENTS No 12]

Currente Calamo. — Personal 134
A Bicycle Prize Competition 134
Editorial. — Excursions, Runs, etc. . . . 135
Glances Abroad 136
Gleanings from Exchanges 138
Clubs and Clubbing 138
Club Life from a Back Window 139
Races. — Correspondence 140
L. A. W. — Notes, Queries, etc. — Wheel Club Doings 143
A Wheeling Adventure in Mexico 143
Coming Events. — Bicycle Club Directory . . 145
The Instalment Plan. — Horse Accident Record . 146

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

BICYCLERS' RIDING SUSPENSORY. The Bandage consists of a Silk Sack, made of the Best Hand-Knit Silk Netting, which will not interrupt the action of the respiratory organs of the skin, with an Elastic Band which encircles the body, and Elastic Straps passing over the Hips, and attached to the sack beneath, which keeps the sack in position, no matter in what position the person may put himself, the straps yielding to the movements. The Bandage is made in three sizes, Small, Medium and Large. In ordering, state which size is wanted. Sent by mail on receipt of price, $1.00. Elastic Hose Company, Highlandville, Mass.

DO NOT BUY A BICYCLE

Of any kind until you have sent a **3-cent Stamp** to GUMP BROS., DAYTON, OHIO, for price list of New and Second-hand Bicycles. It will pay you.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

WE MAKE

SPORTING GOODS

A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,

OAK HALL,

BOSTON - - - - MASS.

BICYCLERS' SUNDRIES.

*The "TAKE-ME-TOO," for carrying a coat, etc., does not interfere with mounting or coasting: universally liked. Send size of waist	$ 90
Wright's Anti-Rust	25
Wright's Illuminating Oil	25
Acme Stands	1 75
Hub Lamps, nickelled, small size	3 50
" " " large like "King of the Road"	4 00
*Leggings, send size of calf	1 50
*Saddle Bags, similar to "Handy Tool Bag"	1 25
Bugles, brass	2 00
" nickelled	4 00
Rubber Handles, in ordering mention make of bicycle	2 00
*Horn Whistles	60
Shoes, canvas with corrugated rubber soles	3 25
*Gong Bells	75
*Nickelled Oil Cans	25
*Wrenches, Blue Monkey	70
*The Wright Standard Holder, for Club colors, torches, etc.	1 50

Articles marked thus * can be sent by mail.

Remittances may be made by P. O. Order on Station H, or check.

W. M. WRIGHT, 791 5TH AVE., N. Y.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.



COLUMBIA BICYCLES

SOLD ON

INSTALMENTS

ON EASY TERMS.

Having accepted the agency from the Pope Manufacturing Company, we are now prepared to sell their *Bicycles* on *Easy Terms* of *Payment. Purchasers Taught to Ride.* Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*

W. H. HERVEY & CO.,

5-UNION STREET-5

Furniture and Carpet Warehouse.

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

The following are a few of the many testimonials received, and a perusal will show you how much they appreciate it: —

PORTSMOUTH, N. H., 6 July, 1881.

D. W. HYDE, Esq.:

Dear Sir, — I have owned and used the past three seasons eight or nine saddles, not one of which was satisfactory on my longer day trips of thirty and sixty-five miles; but the use of your "Feather-bed Saddle" (as one of our club calls it), the past fortnight, convinces me that for comfort, ventilation and adjustability to the form, it is the best and most sensible I have used or seen. Truly yours,

C. A. HAZLETT.

P. S. — The party for whom I sent check for saddle makes daily inquiries "if it has come."

NEW HAVEN, CONN., 11 July, 1881.

D. W. HYDE, Esq.:

Dear Sir, — Burley's Skeleton Saddle is certainly the most thoroughly comfortable seat that can be imagined. I like it, and shall recommend its use.

Quires of paper have been consumed in the endeavor to prove that this or that device would prevent vibration, all to little purpose. It was left for your saddle to make the rider independent of it. Respectfully,

F. A. JACKSON, *Consul L. A. W.*

BOSTON, 18 July, 1881.

MR. D. W. HYDE:

Dear Sir, — I have used the "Burley" Saddle almost constantly for four weeks, and I like it better than any saddle that I have ever used, and I take great pleasure in recommending it to all bicycle riders.

Respectfully yours, G. W. FULLER,

Crescent Bicycle Club.

PROVIDENCE, 13 July, 1881.

D. W. HYDE, Esq.:

Dear Sir, — The saddle arrived all right. I rode it yesterday about twenty-five miles, and I must say it is the greatest improvement in bicycling that I have seen. It takes away all vibration and jar, stops perspiration (it is so well ventilated), and does not chafe. Every wheelman will have one. Yours truly,

CHAS. F. HANDY.

BOSTON, 21 June, 1881.

D. W. HYDE, Esq.:

Dear Sir, — 17 June I rode your saddle fifty-two miles over ordinary country roads. I experienced no galling, no soreness; in fact, none of the disagreeable effects I have always felt on other saddles. The ease and comfort which I derived by changing position is a great advantage. I found your saddle all and even more than you claim for it. Truly yours,

W. B. EVERETT,

Boston Bi. Club.

In ordering, state whether Cradle spring or otherwise. Send for circular.

Price, $3.50. Nickel Plated, $5.25.

Send money order or registered letter.

D. W. HYDE,

Box 1133. Brighton, Mass.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

CURRENTE CALAMO

OUR horse record is getting quite too quite.

IT is an indication of "freshness" when a journalist habitually complains of unredited paragraph appropriations from his columns.

"BICYCLES FOR MINISTERS," by Rev. H. D. Weston, in *Zion's Herald* for 14 July, should be read by laymen as well as the clergy.

THE *Wheel* gives an interesting account of its editor's and Mr. H. H. Walker's ten days' bicycle trip to and through the Catskill region, wherein they covered about 268 miles.

A DISTINGUISHED bicycler, stopping with his wheel at Bethlehem, N. H., intends to ride it through Dixville notch soon. A congenial companion would be most welcome. Particulars at this office.

ONE of the prettiest rides about Boston is from East Boston or Chelsea, through Winthrop and Ocean Spray to Point Shirley. There is a fine road all the way to Taft's. The return can be made *via* Beachmont and Revere Beach if desired.

BICYCLERS who are stopping at the summer resorts should have their wheels with them, and *use* them. People at such places are in the mood to be interested and amused, and the sight of the graceful wheels mingling with the usual turnouts cannot but result in making friends for the wheel.

AMONG the many little conveniences that are being constantly invented by bicyclers, one of the most useful is the "Take-me-too," which is an ingenious combination of straps and belt to be attached to the waist or shoulders for the purpose of carrying a coat or other outer garment without discomfort, and is manufactured and sold by W M. Wright, of New York, for ninety cents.

PERSONAL

THE REV. MR DAY, of Cohasset, takes the Jerusalem road on wheel.

EX-CAPTAIN ARTHUR STEDMAN, B. Bi. C., is again one of the most active "veteran" wheelmen on the roads.

WILLIAM V. BURT, PERCIVAL S. HOWE, F. W. FREEBORN, and W. H. AMES, all of the Massachusetts, will summer in Europe.

MESSRS. BLISS AND ALDEN, of the Massachusetts, will wheel from Rockland, Me., to Bangor, and return by way of Mount Desert.

W. B. EVERETT, of the Boston, had some smooth as well as some pretty rough experiences in his wheel trip to Lake George. We shall give his report in full shortly.

MR. WALTER UNDERWOOD, of Dorchester, who recently met with quite a serious accident at Hingham, is slowly convalescing, and hopes to be able to ride about 1 October, 1881.

MR. CHARLES E. LORD, the genial sub-captain of the Roxbury Bicycle Club, is summering at Wolfeboro', N. H., where the sandy roads and rough hills are making hot work for him on the wheel.

MR. W. F. HALSALL, the distinguished marine artist, has taken up the bicyclic art, and will be seen wheeling about York this summer when the sand does not persuade or the water allure him from it.

THE removal of Director Hibbard from Milwaukee to Minnesota is a sad loss to Milwaukee bicyclers, but it ought to give the League a director for Minnesota, and is sure to result in a new interest in wheeling in that State. Mr. Hibbard's enthusiasm is contagious.

PRESIDENT PARSONS, of the Massachusetts Bicycle Club, is stopping at "Eagle Cottage," corner Crescent avenue and Wave Way, Ocean Spray, Winthrop, Mass. He rides back and forth on his wheel, and hopes for evening or Sunday calls from his bicycling friends.

WHILE Mr. James Underwood was indulging in his favorite pastime of base ball, at the Boston grounds, 15 July, having, as he thought, placed his bicycle in a secure position, near the fence of the Providence Railroad, some mean rascal "dropped" a huge rock over the fence, smashing in the wheel and otherwise damaging the machine, — a full-nickelled "Harvard."

MR. J. T. JOSLIN, of Newburg, N. Y., is the right man for L. A. W. consul. He was run into by a reckless driver of a horse and wagon, who sued him for being on the road with a bicycle; and as soon as he recovered from his injuries has prosecuted the incompetent and ill-natured wagoner, and will give the courts of New York another opportunity to enforce the rights of bicyclers on the highways.

Literary and Artistic.

A BICYCLE PRIZE COMPETITION.

THE Pope Manufacturing Company make the following offer of prizes for the best article on the uses of the bicycle, and for the best series of sketches of bicycling, under the following conditions:

CONDITIONS FOR PAPERS.

1. The article is to be written on one side of the paper, not less than 4,000 words nor more than 8,0 0 words in length.

2. The article drawing the prize to be the property of the Pope Manufacturing Company, and delivered to them by the judges without further payment; the others to be returned to the writers if the writers so request and forward the necessary amount of postage.

3. Each article is to be signed by an assumed name and accompanied by a sealed envelope bearing the assumed name on the outside, and containing the real name and address of the writer on the inside, which will not be opened until prizes are awarded.

4. The articles are to be sent to Mr. W. E. Gilman, editor of the BICYCLING WORLD, 40 Water street, Boston, Mass., on or before Sept. 15, 1881.

5. Truthfulness of matter and dignity of treatment are qualities to be considered as well as literary excellence.

6. Awards are to be signed by all the judges. The judges are to fill any vacancy in the board, and are to render their decision on or before Oct. 1, 1881.

CONDITIONS FOR SKETCHES.

The competition for sketches is subject to the same conditions as above mentioned, except: —

1. The sketches must be original, and appropriate to bicycling, but may be of any style or any material, and are to be suitable for wood engravings.

2. The sketches shall not be less than four, nor more than eight in number.

3. Sketches to be four by six inches, and mounted on cardboard eight by twelve inches, and to be marked on the back by an assumed name, while the real name and address of the artist are to be enclosed in an envelope, and forwarded as before suggested.

THE PRIZES.

The prize for each of the foregoing competitions is to be a full-nickelled ball-bearing Columbia bicycle of any size and style, made by the Pope Manufacturing Company, to suit the choice of the winner.

JUDGES.

The following gentlemen have consented to act as judges: Mr. John Boyle O'Reilly, Rev. H. D. Weston, and Mr. W. F. Halsall.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 29 JULY, 1881.

To Our Readers who are not Subscribers.

As explained in detail, in the standing announcement at the head of this column, the BICYCLING WORLD is a journal "devoted to the interests of bicyclers generally"; and, naturally, its publishers look to bicyclers for its support and encouragement, and to no other class. And when we say bicyclers, we mean all those who love and practise bicycling for pleasure, for sport, for health, for practical use in locomotion, and not those who manufacture, sell and deal in bicycles as a means of livelihood. The publishers are in no way interested, financially, in bicycle trade nor manufacture, either in this country or in Europe, but its advertising columns are open to all alike, and on equal and impartial terms; yet, owing largely, perhaps, to the exclusiveness of rights of trade and manufacture, the number of bicycle dealers in the United S ates is so few that advertising, the chief source of newspaper profits, is of secondary importance in the support of a journal like this. Its financial success must depend entirely upon its paid circulation. To bicyclers, then, who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, travelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines, — in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests. Such a journal the BICYCLING WORLD aims to be; a moral, an intelligent, a fraternal link to bind bicyclers together for their common and individual interests and enjoyments. But in order to be this, it must have hearty individual as well as general support, both in its pages and on its subscription list.

EXCURSIONS, RUNS, ETC.

Notes from the Blue Ridge.

STARTED from Union Depot, Baltimore, *via* Western Maryland Railroad at 4.-5 P. M., Friday, July 1, 1881. Arrived at Frederick 7.22 P. M. Fare, $1.75. No charge for bicycles. Put up for the night at City Hotel, Patrick Street (said to be best hotel). Good rooms, good attendance, meals only fair. Supper, lodging, and breakfast, $1.75. Present only bicycler Mr. Keefer, editor of the *Examiner*.

Started from Frederick 10 A. M., Saturday, July 2, over the old National Pike. Two miles to foot of Catoctin Mountains. Good hard, smooth pike; nearly level. Same excellent road-bed continues to top of mountain, three miles, where opened to us the view of the famous Middletown Valley. The harvest was going on, and gave the scene much the appearance of an English landscape, so rich were the colors. This valley has a wide reputation for its good land and abundant harvests.

After viewing all the points of interest that were pointed out by the farmers' children met on the road, including the battle-ground of South Mountain, we put legs over handles, and coasted three miles into Middletown, in the heart of the valley. It is scarcely an attractive place, though to us its greatest fault appeared to be the absence of a hotel, caused, we were told, "by the prevalence of local option," as if an hotel must necessarily be a bar.

After ten minutes' stop, pushed on to foot of South Mountain, two and one half miles, the same excellent road continuing all the way. We walked nearly the entire way to the top, three miles, being very hot, and the ascent long and steep, where we stopped for one half-hour at Mrs. Admiral Dahlgren's house for water and to rest, as well to enjoy the magnificent views which opened to us from this point; Middletown Valley and Catoctin Mountains on one side, and Hagerstown Valley and Antietam battle-ground on the other.

From Mrs. Dahlgren's, at the top of South Mountain, into Boonesboro' (two and a half miles), was a continuous coast over as good, if not better roads than we had in Frederick County. Boonesboro' offered no inducements to stop, but hunger, that had overtaken us, *would* be satisfied, so we put up at what had possibly once been the village inn; but I should recommend the Ryman House, as nothing could be worse than the fare at the other.

To Hagerstown, ten miles, over a superb shell pike, hard as a rock and smooth as asphalt; we bowled along at a merry pace, stopping now and then to look at the scenery, which was of a rich and fertile country, all hills and valleys in a high state of cultivation. The views along this road were sufficiently attractive to induce many stops, where, lying on the grass by the roadside, under the shade of a tree, we revelled in the fresh country air, so diffe ent from the atmosphere of a merchant's counting-house. A few minutes before 6 P. M., we reached Hagerstown, the seat of Washington County, and put up at the Baldwin House, which I take great pleasure in recommending as the best hotel in Maryland at which I have stopped. Twenty-six miles, crossing two mountains, had been done during the day, with ease and comfort, barring the heat of the sun, and we were quite ready for a fresh shirt and the excellent supper served us. Mr. William C. McComas (P. O. Box 291), the solitary bicycler of the town, called on us shortly after arrival, and gave the full benefit of his experience of the roads in the neighborhood. After supper we took a short spin through the principal streets, creating no end of excitement and curiosity by our nickelled wheels and knee-breeches. The girls seemed to enjoy it immensely. By the same token, the Hagerstown girls fully sustain old Maryland's reputation for female beauty.

After a good night's rest and a comfortable breakfast (specially prepared, the charge for supper, lo iging, and breakfast being $1.50), we started, in company with Mr. McComas, at 7 A. M., for Williamsport, on the Potomac, distant seven miles, forty minutes, including three stops for horses, over the best road yet encountered, being about one fifth up grade, and four fifths jolly coasting. After viewing the scenery for ten or fifteen minutes, we took to the Chesapeake and Ohio Canal tow-path, which we stuck to for twenty-three miles, to Hancock. As we were in no hurry, we loafed at ease, stopping for

frightened mules, to see the boats go through the locks, and once to take off shoes and stockings and paddle about in the water. The tow-path between the points named affords most delightful riding, being smooth surface and very hard; indeed, just such a road-bed as rotten rock makes. It is much driven over by the canal engineers There was great want of shade along the tow-path, but the heat was somewhat relieved by a breeze blowing in our faces, which, however, was not enough to make the riding hard. I am told that this breeze may be depended on at all times. Here let me make a suggestion: There being no place to get a meal between Hagerstown and Berkeley, it is necessary for one to provide one's self with substantial luncheon. We experienced great discomfort for want of food.

At Hancock we crossed the Potomac in a skiff (fine bass fishing at this point), and were told that the road to Berkeley, after climbing the first hill (one half-mile), was all that could be wanted. We found it all that could be wanted — to make a bicycler swear himself red in the face. It was simply — condemnable. We walked nearly the entire six miles, — they seemed sixteen, — and reached Berkeley Springs at 4.30 P. M., having covered thirty miles of delighful riding, and six miles beastly walking.

The pool bath greatly refreshed us, but nothing could satisfy us until we got dinner at 6.30. So ended the run. Sixty-two miles over two mountain ranges; no end of pleasure; absolute relief from the cares of business; nothing in the whole trip to mar its thorough enjoyment.

From Berkeley to Sir John's Run, we put our wheels on top of the coach ($1.00, including wheel), preferring to do that rather than attempt a worse road than the one to Hancock. To Baltimore we came by Baltimore and Ohio Railroad (fare, $4.05, and wheel fifty cents). C. W.

Philadelphia to New York and Return.

Editor Bicycling World: — It seems to be customary to inform those interested in bicycle matters, of runs that are a little different from ordinary, so I wish to mention mine of last Saturday, the 16th. At about 4 A. M. I started from near the centre of this city on my 54-inch Royal Challenge, and ran through Trenton, Princeton, New Brunswick, Elizabeth, Rahway, Newark, and at 5 P. M. was at the ferry in Jersey City; crossed to New York, and ran the blocks of Broadway and Fifth avenue, to the headquarters of the different bicycle clubs of the city (791 Fifth avenue), and reported at about 6 P. M.; distance about 100 miles. This road is called turnpike for most of the way, but owing to dry weather there was a good deal of sand encountered. Yesterday, the 20th, I started at Ocean Grove at 5 A. M., and ran through Long Branch, Freehold, Heightstown, and Newtown, arriving in Trenton at 12 M.; roads were dry, and the latter part of the run quite sandy and soft. After dinner in Trenton I mounted and rode against a strong head wind, which continued till within about ten miles of this city, forcing very slow progress. It was 7 P. M. before I arrived here. About ninety miles, as near as I can tell. ABR. G POWELL, *of Germantown Bi. Club, Philadelphia Consul, L. A. W.*

PHILADELPHIA, July 21, 1881.

Long-Distance Riding.

Editor Bi. World: — I wish to call attention to some of this season's exploits of the Amherst College Bicycle Club, as recorded in the *Student*, the fortnightly organ of the undergraduates. On the last day of April, two of the club rode to Hartford, fifty-three miles, in 7½ hours. A fortnight later, two others went over the same road and completed their journey at New Haven, about thirty-five miles beyond, reaching that city on Saturday, about twenty-four hours after leaving Amherst. On that same second Saturday of May, several others of the club made the run to Greenfield and Brattleboro', and one of them (George F. Fiske. '81, of New Haven, the pioneer bicycler of the college) returned to Amherst before nightfall, having propelled himself eighty miles in the course of the day. The *Student* said, "This is the longest ride yet made by any of the club." But in its issue of June 18, it accredited the same gentleman with a still more notable exploit, saying: "A few days ago he rode his bicycle from Amherst to Boston and back as far as Framingham, a distance of 125 miles, in one day, and then back to Amherst the following morning." The same paper of June 4 said: "On the return from the Meet, our captain, Paul Blatchford, accomplished the distance between Boston and Amherst, 102 miles, between 5.30 A. M. and 8.30 P. M., making the first forty-five miles to Worcester in 4⅜ hours." A week or two later he "rode to Greenfield, eighteen miles, in an hour and twenty-five minutes."

None of the other undergraduate newspapers have mentioned any rides at all comparable with even the shortest of these; and the two longest seem to me the most creditable road records yet made in America. If other riders have done better, I wish their records might be published. The best I have recently noticed appeared in the *Sunday Courier* of July 3, for which W. M. Woodside, of Manhattan Bicycle Club, supplied an interesting report of his rides between New York and Philadelphia. Leaving the ferry in Jersey City at 4.12 A. M. on June 25, he reached North Philadelphia at 8 P. M., eighty-five miles by Excelsior cyclometer. Starting from Broad and Arch streets in Philadelphia at 6 A. M. on the 27th, he was stopped by the rain at Metuchen, N. J., at 7.45 P. M., 69½ miles.

When the English touring bicyclers arrive here in September, they ought to be at once blindfolded and hurried off to Girard, Pa., and their faces set towards Buffalo before the bandages are removed. Then, with 120 miles of smooth track ahead of them, let them see what they can do on our "best American long-distance race-course." My own September tour will probably take in some of the roads of Maryland, for a Baltimore rider has kindly sent me some rather attractive notes concerning his recent experiences in the Blue Ridge region (which, with his permission, I forward for publication), together with other alluring allusions to the "black-day roads of the Eastern Shore."

KOL KRON.

WASHINGTON SQUARE, N. Y., July 18, 1881.

GLANCES ABROAD

(From the London Sportsman.)

REMARKABLE as has been the advance in public favor of bicycling and tricycling as a rapid and inexpensive means of locomotion, it is no less curious to observe that a stupid kind of prejudice against the cyclist is still entertained in many quarters from which a more sensible and enlightened view of affairs might reasonably have been expected. One can understand the ignorant and the vulgar seizing upon aught that is novel as a butt for their ridicule; but as their gibes and sneers do no real harm, it is scarcely worth while taking them into account at all. Their coarse wit will be diverted to other channels in time, unless, indeed, they are set the example of continuing their antipathy by people who ought really to know better, and who should be patterns of decency, good breeding, and propriety rather than of meanness and contemptible rancor. So far as members of what is known as "the wheel world" are concerned, however, they suffer occasionally from the spite and aversion of persons who currently pass as respectable, and as this sort of opposition is now and again manifested in violent style, it is only right that the protection of the law should be afforded the sufferers. During the past week a party of bicyclists were subjected to gross outrage at the hands of a man named Batterworth, of Barnet, whose conduct was shameful to a degree. Not content with positively endangering the lives of five or six of the riders, he committed a disgraceful assault upon one, and for this he was very properly hauled before a magistrate. It is comforting to reflect that he received his deserts, and a sentence of two months' imprisonment, with hard labor, the option of a fine not being allowed, may teach him to act less like a maniac in the future. We certainly hope bicyclists will resolve to promptly resent any interference with their undoubted rights and privileges, and that should they be the victims of an outburst of idiotic spleen, they will take immediate measures to bring the offender to justice. This is a duty they owe not only to themselves, but to their brethren in all parts of the country. Bicycling is a healthful and profitable pastime, which we hope to see increase even more largely in the future than has yet been the case, and it is time that an end was put to the species of terrorism which has hung over the head of the "rider of the iron steed." At the same time, however, it is necessary that the fraternity of cyclists should exercise due vigilance to maintain their title to public respect. Unfortunately some exponents of the art are given to reckless and improper actions, and the conduct of those few tends to bring the entire body into contempt. Within the past day or two a couple of cases have come under our notice in which bicyclists were guilty of offences for which they have been adjudged worthy of correction. In the one case a bicyclist of Birmingham rode so carelessly through the streets that he knocked down and badly injured an elderly gentleman, to whom he has had to pay £45 compensation. In the other a gentleman of Tottenham has been fined for riding on the foot-path, of course to the danger of foot passengers. So long as these foolish and perilous practices are indulged in the cyclist will find himself utterly unable to live down the hostility that is manifested towards him It is the duty, we contend, of properly conducted riders to visit their displeasure very severely upon such offenders, and thus render them liable to a double retribution. Perhaps it would be well if clubs framed a rule providing for the expulsion of any member who conducted himself in such a manner as to tend to bring his fellows into disrepute. We would urge this matter strongly upon the attention of the various associations, for unhappily cases are continually cropping up of a detrimental character to bicycling, and they should be suppressed. We have already expressed our hearty sympathy with bicycling and tricycling, and shall always view with pleasure its extension and increased prosperity. Whilst, however, we demand for the cyclist all due consideration and respect we cannot in common fairness pass over unnoticed any of the errors of which he may be guilty, nor refrain from exhorting him to exhibit that scrupulous regard for propriety, and honorable and law-abiding conduct which he is anxious to meet with in others who are not members of his craft.

(From the Bicycling News.)

THOSE who paid a visit last week to the old Queen's Theatre, Long Acre, to inspect the 'cycle specimens there exhibited must have considered their small outlay more than repaid by the performance of Scuri, on the unicycle. To those who had not previously seen the display of the clever young Italian, it should prove an excellent lesson on what can be done by confidence and good judgment. His is simply the trick of balancing, and may, perhaps, bear little profitable instruction beyond this to the bicyclist, half of whose dangers centre in the hind wheel. Nor do I think that any amount of practice could endow some gentlemen with a like perfection on the unicycle. But this much, I think, can be deduced from Scuri's display, that when one wheel can be reduced to such obedience, and be made to travel with so little "wobbling," the more so should a stricter adherence to the laws of attraction than is now followed secure to the bicyclist a less devious course, and an almost immunity from accident. Indeed, there is, doubtless, more art in 'cycle riding than is at present apparent.

It seems that the police authorities at Coventry have been for some time in the habit of bringing the resources of the tricycle into play as a useful help to the proper discharge of their duties. Upon such a machine, the other day, a constable succeeded in apprehending a malefactor, when, under ordinary circumstances, he could have had no possible chance of doing so. When charged with his offence, the prisoner innocently remarked he had n't the least idea the tricycle rider was a policeman. One can quite believe him. But, truly, 'cycling is assuming a national importance. — *Correspondence.*

(From Tricycling Journal.)

TRICYCLING EXTRAORDINARY. — At 3.20 on 16 May, two members of the Gloucester Tricycle Club, Major Lysons and Mr. C. Robins, Jr., started from Gloucester for London on their tricycles (Devon and Salvo), arriving there at seven o'clock the same evening, feeling none the worse for the journey. The route taken was through Cheltenham, Northbeach, Burford, Witney, Oxford, High Wycombe, Beaconsfield, Ealing, etc., the total distance as registered by the cyclometer 113¾ miles, having been done in 12½ hours, three hours being used for refreshing the inner man and oiling machines, thus showing an average speed of over nine miles per hour. Neither of the above gentlemen were teetotalers.

(From the London Globe, 21 June, 1881.)

WE this week bring before the notice of our readers the "Flying Scud" tricycle, manufactured by the South London Machinist Company, Suffolk Grove, Great Suffolk street, Southwark, S. E., and Tower buildings, Moorgate street, E. C. It is undoubtedly a capital machine, and runs easily and well, being fitted with ball bearings to all three wheels, and has the rotary motion. The side wheels are of equal sizes, and have the great advantage of being speeded: for instance, 40-inch wheels can be made to drive equal to 50-inch ones, and 50-inch wheels can be made to drive equal to no less than the great height of a 64-inch machine, thus saving the extra labor which must be incurred in driving a high machine, and which it must be admitted a great number of both riders and intending riders aspire to do. It can be fitted either with chain gear or intermediate driving wheel, or both wheels can be made drivers, which will be found a great advantage in ascending hills. It also has an adjustable crank. The rear or guiding wheel is 20 inches in diameter, and is fitted with a spoon brake applied on to the back wheel by merely turning the right handle forward. The side wheels are fitted with 1-inch diameter India-rubber tires and ⅝ inch to back wheel. The width of this machine is varied to suit the taste of purchasers; but the usual sizes made are 31 and 34 inches, although, in some cases, they are made as wide as 41 inches. By an ingenious arrangement of unscrewing a nut, one of the side wheels can, without the slightest trouble, be instantly removed, thus reducing the width of the machine by 5 inches, which, of course, would be a great benefit to those who are pressed for space, or who have to take the machine through a narrow door or gate before it can be safely housed. It is light and rigid, being made entirely of steel; a 50-inch, weighing 56 pounds, and a 40-inch, 50 pounds. The seat can be a saddle or cushion, and can be lowered or raised as the rider may require. The prices are very reasonable: a 40-inch machine, half bright or painted, fitted with foot rests, pair of lamps, valise, oil can and spanner, costing £15, and rising 5 shillings in price for every two inches in size. These machines may be had on the easy term system. The South London Machinist Co. are about to bring out a patent double driving gear, which we shall also notice later.

"I NEVER THOUGHT HE WAS A BOBBY," said a thief, who unexpectedly found himself on Sunday night in Coventry police station, in explanation of his capture. He did not recognize the policeman because the latter had mounted a tricycle, upon which he followed and caught his man. Rogues in Warwickshire will probably after this take flight at the appearance of a tricycle, for it appears that the machine has been brought into regular use there for the pursuit of suspected persons.

A CORRESPONDENT writes: "In your number of the 1st instant, one of your correspondents calls attention to a matter of much interest. Your correspondent, referring to Mr. Scuri, the unicyclist, says that, as far back as 1876, S. T. Johnson, a well-known professional bicyclist, made and rode a unicycle in Birmingham. Your correspondent, from what he writes, it seems is quite unaware of the nature of Mr. Scuri's invention, and his remarkable equilibrium riding, which has lately attracted the wonder of the cyclist world and the public in general. Mr. Scuri has for the first time solved the long-thought-of problem of riding on a single wheel, and turn it at pleasure with great ease without the loading of an obnoxious weight, in some form or other, under the centre of the wheel for equilibriating the upper part. It must also be remembered that, as far as our recollection goes, it is not just now merely, or for the last few years that the cyclist world has been experimenting on the unicycle, but it is, at least, ever since the introduction of the bicycle that bicyclists and bicycle makers have been thinking of reducing the bicycle to a single wheel or unicycle. The reason

of the continued failure of the many experiments was, that every experimenter had the faulty idea that without the aid of counterpoises in some shape or other under the axis of the wheel, it was positively foretold to them the impossibility of obtaining equilibriation. This was the very cause of the increased difficulty in turning the wheel, while Mr. Scuri's invention, on the contrary, enables turning to be done with the greatest facility."

A YOUNG CHAMPION. — The maxim that "youth will be served" has received another proof. A young stripling of about eighteen, R. Howell, of Wolverhampton, has suddenly sprung to the highest eminence, and assumed the championship of professional bicycling, defeating, much to the astonishment of every one, those hitherto unvanquished veterans, John Keen and Frederick Cooper. It is true that Keen is said to be not in his best trim, and that Cooper has been suffering from rheumatism. Still, the manner in which young Howell has disposed of both of them, and the time he has made, prove his undeniable merit. At a great gathering at Leicester he won a mile championship prize of a belt and £15 in 2 minutes 59⅘ seconds. He followed this up at Wolverhampton, where bicycling is considered one of the high arts, by winning a mile championship in 2 minutes 51⅘ seconds. The record for a mile still rests with Cooper, namely, 2 minutes 46¾ seconds. The amateur record is the Hon. Ion Keith Falconer's, 2 minutes 46¾ seconds, made at Cambridge last year at the same time in a race with Cooper.

GLEANINGS FROM EXCHANGES

THE MARTELL FAMILY. — Hearing the Martell family spoken of as something phenomenal in the bicycle trick act line a *Courier* representative visited Volks Garden last Friday. On mentioning the nature of his business, he was courteously received by Mrs. Paul Falk, the proprietress. Shortly before the time for the Martell act the *Courier* representative paid a visit to the stage and there saw Mr. Harry Martell, who informed him that if he would wait to see the act he would be glad to see him after. As the bicycle act was next in order, the reporter returned to his seat. The Martells, Harry, William, and Minnie, appeared in very tasteful jockey costumes, and proceeded to do the usual preliminary riding, side saddle, without hands, step and pedal, etc. This introductory riding over, they executed some very intricate movements, riding at full speed while making evolutions of every description. William and Harry Martell then performed a very clever feat, William standing on Harry's shoulder, and while going at full speed, turning a somersault on to the stage. Miss Minnie Martell proves herself an expert and graceful rider, and also stands on two machines while being ridden at full speed. Shortly after the conclusion of their act, which was received with hearty applause, Mr. Harry Martell came to the reporter and said: "If you are going to say anything in your paper about our performance, you would greatly oblige me by mentioning that our bicycles were presented to us by Mr. Wm. M. Wright. He has treated us in such a gentlemanly manner that I would not care for any notice unless that were mentioned." The scribe, having faithfully promised, congratulated Mr. Martell upon the excellence of their performance. The other replied: "Well, I mean to reproduce all the tricks that I do in my carpet performance on the bicycle, and Mr. Wright is going to have the machines nickel-plated, so they will show up much better."

"Has your time been well filled?"

"Yes, splendidly; and I see no chance of a day's vacant time. I go next week to the National Theatre. Come down and see us."—*N. Y. Sunday Courier.*

ON Saturday, July 16, Messrs. Rawson Underhill and Irving K. Taylor, of the Manhattan Bicycle Club, made a trip to Hackensack.... An interesting half-mile bicycle race occurred at Chattanooga on the 4th inst., in connection with the town celebration on that day. A gold medal valued at $50 was offered as the prize. There were four entries: A. E. Howell, V. L. Cunnyngham, D. D. McMillin, and J. W. Madden. Howell won the race. Time, 1.45. — *Courier.*

THE Kings County Wheelmen have leased the old bicycle grounds, corner of Rutledge street and Bedford avenue, and it is their intention to rebuild the track and fit the place up for general headquarters. — *Wheel.*

WE beg to call the attention of our park commissioners to reports in the present issue of the doings of wheelmen in this city, in Oakland, and the position held by bicycle riders in the East and England. In Boston, recently, 1,000 riders formed line on one of the principal streets. At Hampton Court, London, 2,300 wheelmen took part in the annual procession. For a long time a marked prejudice was manifested in England against riders by owners of horses and drivers of vehicles, but it has died out, and all the roads of Merrie England have for a long time been open to the riders of the silent steed. In the East, opposition is fading away, and all restrictions, save the ordinary rules of the road, will soon be forgotten in New York, Boston, Chicago, Philadelphia, and other Atlantic cities, who have placed unjust limits upon the movements of bicyclers.

But we have a grievance at home. San Francisco is justly celebrated for its bad roads. No city in the Union can boast of more wretched streets and roads than our own. Hence, they are unfit to travel over on the bicycle. The only smooth streets are those with such steep grades that horse teams never attempt to climb them; the rest are so full of ruts that a bicycle cannot be ridden over them without serious risk to limb or life. But there is a spot eminently suited for bicycle riding: that is, Golden Gate park. The drives are broad and smooth, and they are long enough to give room to a thousand riders without crowding either horsemen or the drivers of buggies and carriages. Hence, why are bicycle riders limited to a few roads and stated hours daily? The park drives are broad enough to avoid all risk of collision. What then is the plea for keeping bicycle riders out of the park, except at early and late hours of the day? The risk to horsemen and those who drive buggies and carriages?

Now, why should our park commissioners be so careful, so solicitous of the welfare of all who ride or drive in the park? Surely they are not hot-house plants, that would wither if a cold blast should dash against either cheek. The same horsemen and drivers who would be imperilled if a bicycle met them in the park, run far greater risks when driving over the public streets where steam dummies, hay wagons, and other unusual objects come in view at every turn. The plea of danger to life and limb will not hold good. It cannot be that bicycle riders injure anything, for nothing can be more harmless than their rubber tires. If we could find a reasonable excuse for this unjust exclusion we should not write another line to have it removed. But on the plea of space, safety, and harmlessness, everything is in favor of admitting the bicycle club at all hours to the park, and over all its drives and roads.

Beyond this, the element of justice comes in, for while the San Francisco Bicycle Club is limited to a few hours daily, and only permitted to ride over specified roads, several riders, reported to be personal friends of the park commissioners, have permits given them to ride in the park when they will and where they will. This action of Messrs. McLane, Alvord, and Eldridge is unjust. If the park, which they esteem as holy ground, is not too sacred for their friends to desecrate with a bicycle, neither should it be tabooed to the San Francisco Bicycle Club. If the justice of this statement does not convince the park commissioners, we are sure the logic of it will show them that to continue to place limits and barriers before the gentlemen who compose the San Francisco Bicycle Club, as to when and where they shall ride in the park, will expose them to charges of unwarranted favoritism, which we shall not urge until they have had an opportunity to reconsider the matter. — *San Francisco Olympian.*

Clubs and Clubbing.

THERE is or was, in New York City or somewhere else (I don't want to locate this close enough to give foundation for a libel suit), a certain police captain who was seldom spoken of save in connection with his club. President Bates seems to think that this should be the desired fate of every bicycler. Now, I don't care to dispute the venerable president's assertions as to the benefits, mental, moral, and physical, to be derived from clubs. I am willing to admit, for the sake of argument, all that President Bates says in favor of clubs; but I desire to enter my very emphatic protest against the police-captain style in which he proposes the clubs shall be used. Of course, a club has a perfect right to decide who shall be invited or admitted to club rooms, club dinners, club races, and club runs. *Gentlemen*, whether club men or unattached, will not be likely to force themselves into company on such occasions uninvited, and no gentleman will be apt to find fault with a club for being as niggardly with its hospitality as it chooses. But when President Bates goes beyond this and says that a bicycle club is "a social organization which *controls* bicycle companionship within its district," he makes a foolish assertion which is not supported by facts, and puts forth claims which, if any club were to attempt to enforce, would make such club an organized impertinence and a social nuisance which would doubtless soon abate itself. As Dr. Watts remarks:

"Whene'er I take my walks abroad,
How many poor I see —"

poor chaps, who don't belong to my church, or my lodge, or my political party, and yet I make companions of them (some of them); and if my church, or my lodge, or my political party were to attempt to control *my* companionship, I'd kick over the traces in about a York minute, and I think any gentleman of spirit belonging to a bicycle club would do the same, if that organization were to attempt to "control bicycle companionship within its district," and to discipline him for taking a run, or many of them, with the publicans and sinners of the "unattached." I have no fears of any such attempt being made. Such seven-by-nine cliquishness is not likely to become prevalent outside of small back-country villages, even with the eloquent and witty president of the Detroit Bicycle Club as its advocate. I will say to President Bates that if he comes here the unattached will treat him just as well as though he was *not* a club president, and when we go to Detroit we won't go to his club-room or join his club runs without a special invitation, and maybe not even if we *are* invited.

As to the racing part of the business, if I am a League member in good standing, that is all the League can require, and the League has no more concern with my membership in a bicycle club than in a church or a Good Templar's lodge. The day that my L. A. W. badge and ticket are not the all-sufficient guaranties of my fitness and standing for entry into any contest or show or performance or festivity carried on under L. A. W. auspices, those dishonored bawbles will go back to the corresponding secretary by first express, and I will go to work for the winding up of a concern which shows itself to be bankrupt by dishonoring its own paper. The L. A. W. is the League of American Wheel*men*, not wheel *clubs*. Let it remain as it is, an organization to which all respectable aiders of the silent steed can belong, and can look for aid, comfort, and advice, whether they are club members or not, and in which every member has equal rights and privileges, and the unattached is just as good as the club member, even if he did pay twice as much as the aforesaid club member for the privilege of joining the League. I don't want to be clubbed out of the League, and object to any *ex post facto* rules to that end. CYCLOS.

DUNKIRK, N. Y., 15 July, 1881.

Club Life from a Back Window.

At first I was shocked. For four years I have lived in a quiet and decidedly unpretentious way, occupying a ten-by-twelve room on the third story. The view from my window is not one that would attract the artistic eye, nor are the breezes wafted in on summer nights what might be termed either fresh or salt. In fact, my only view is about forty square yards, — of sky, and a back yard which may be forty feet long, but is anything but square. This yard is the *entrée* and exit for marketmen, icemen, servants and the like, for some dozen families who live in true city fashion, on flats. As I said before, all these years have I lived in peace and quiet, with nothing to break the monotony but the perambulating canine, or occasionally a small child falling from a window or a servant slipping down the fire escape; when one day last winter, three young men appeared in the yard below talking earnestly with the landlord of the house backing up to ours, and in such a way that I thought the property must be changing hands, and visions came to me of a beer garden, a rat pit, or some such dreadful thing. But when, on second sight, I saw the young men seemed to be gentlemen, I mustered courage, and peeping through my blinds, listened, to gather, if I could, some reason for this unwonted intrusion. But although talking earnestly they did not raise their voices, and it was only now and then that I could catch a word; but "wheel" I did hear several times, then "captain" and "club" figured conspicuously. Next, the party went inside, and, after a few minutes, reappeared; but the only words distinguishable were "Massachusetts" and "no beer." This was comforting; but my curiosity was excited, and after the young men were gone I began to wish they would return, and the quietude of the place seemed greater than ever. I began to think it over, and to put the words I had heard together; "captain"! "club"! what might it mean? Not a police station, although I had read of them in connection with clubs and captains, but never with "no beer." Then what was the often-mentioned "wheel"? Thus I reasoned; but day after day went by, and no more young men came, and so I supposed my worry was for nothing. One might think it strange that I did not ask some of my numerous neighbors, or that I did not send round and inquire of the landlord himself; but this is not my way. I am of a naturally retiring disposition, and would not for the world let my neighbors — of whom I know very little — think I ever noticed what went on outside my blinds.

Winter passed, and spring threatened to come, and on one of those most promising afternoons in April, I was startled from a nap by an unusual hubbub in the yard below. Running to the window and looking out, I saw a bevy of — what? Boys or men? or men in boys' clothing? Certainly some of them were old enough not to be called boys, and yet they had on pants that came only to the knee, and wore funny little caps on their heads. My first impulse was to retire from the window, thinking they were not expecting to be seen, and that, perhaps, they were just going to continue dressing; but on farther thought I decided that could not be; at any rate I would stay and see it out. Just then a tall young man came in, wheeling before him a large spider-like wheel with a small one in the air and grasping a sort of cross-bar by which he wheeled them. One after another of the party went out to the street and soon returned, each bringing with him a set of wheels exactly like the first. Then, and not till then, the thought struck me that these were the famous bicycles which my cousin had written to me about, but which I had never seen before. So this was the meaning of the former visit, and these were members of a bicycle club. As I remarked at first, I was shocked! To think of having a club-room in my immediate vicinity and these undressed-looking men disturbing my solitude, perhaps at all times of the day and night! This was too much. I immediately sat down and wrote to the owner of my room, giving notice that I should vacate by the end of the month. But where should I go? Alone in the world, and seldom venturing on the street, the thought made me homesick, and I went back to my window. The bicycles had disappeared, but the men were standing talking in such a quiet, dignified way, that I began to think I had been hasty, and that, perhaps, a bicycle club was not the worst thing to have in one's neighborhood after all. The days went by and still I did not send my note of warning. Each day brought new men and new bicycles. Where did they all spring from? Some of the new arrivals wore large, gray, umbrella-like hats, while some went to the other extreme, their little round ones scarcely covering the tops of their heads. Some wore gray suits, and a few suits were of dark-brown; but the rule seemed to be that no two should dress alike. As the season advanced, I began to get acquainted with a few faces or figures, so that I knew them, either by names I had heard them apply to one another, or by some I had myself given them. There was the "fat boy" and the "shadow," who often came and went together, making a striking contrast; then there was

"Church," so called, I suppose, from his ministerial looks, and "Harry," who was quite a chip of the old block. My "Miss Prim" always took care of his own machine, and never put it away with a single spot on its nickelled surface. One old fellow, on the shady side of fifty, I christened "Old Grouty"; he never seemed to enjoy himself with the rest, but spent a long time oiling up and then put his oil can in a little leather bag strapped down side of the small wheel, — which I once heard him remark made him less likely to fall, — and trudged off more as if going to a funeral than on a pleasure excursion. This old fellow wore long boots nearly to his knees, which gave him, to say the least, a very unique appearance Many others I might mention, such as "too thin," "Dock," "sawed off," and a dozen more; but I will spare their feelings. All this excitement made me feel that there was something in life, after all, and that these healthy, merry-looking fellows got more out of it than I did. It happened about this time that my cousin sent me a copy of the BICYCLING WORLD, which had some notes in it from his hand in regard to his club's movements, and I became much interested to see the extent to which bicycling literature was carried: so I wrote my cousin for back numbers, which he accordingly sent. In these I picked up bits of news and gossip which helped me in sorting out my boys, as I call them; and I also found that my club, in which I had taken such an interest, was not one, but *two* clubs united, and that their rooms were called the "Bossachusetts." This was great news, and now I tried to separate the clubs; but to no purpose. There might have been forty clubs instead of two, by the variety of suits they wore. What was my surprise, one day, to see ten men come down stairs dressed alike, in handsome suits of dark-blue. I immediately referred to my WORLD, which my cousin now sends as a matter of course. Yes, there it was: "The Massachusetts Club will take a run, on Tuesday next, appeaing in their new uniforms." "Now I can tell them," thought I; "these are the blues; the many-colored ones will now be the Bostons. But my next paper stated that the latter were soon to break over their old rules of variegation, and would appear shortly in dark-green, throughout. And sure enough, one by one, "fat boy," "Old Grouty," and all the others appeared, looking as nearly alike as the differences of face and figure would allow. What a rugged-looking lot they are, always in a hurry, and always having a good time. I declare, my heart is with the bicyclers, and were I a man, no matter how old, I would ride the "festive" wheel or perish in the attempt. But my being destined to wear female apparel for my remaining days, the best I can do is to write my encouragement and good-will. But, boys, remember you need not look for me, for I am over forty, and I always keep my blinds closed. LYDIA P.

RACES

THE bicycle race, 2-mile heats, the first item on the programme of the Jockey Club meeting at the Bloomington, Ill., Fair Grounds, 30 June, was witnessed by a large number of persons, and was interesting, though a muddy track prevented fast driving. Theron Fell won the first heat in 5.45; Elmer Folsom the second and third in 5.15 and 5.19.

THE Chicago and Ariel Bicycle Clubs held their first inter-club race at Central Park. June 25. Nearly a thousand people were present to see the fun, which shows an interest in the sport here. Twelve of the Chicago Club were on hand, but only four of the Ariels, so the race was called off so far as prize was concerned, and a mile dash was run, Mr. L. H. Conkling, Chicago Bicycle Club, winning. Time not taken, the track being unfavorable.

THE annual race of the London Bicycle Club from Bath to London took place on Whit Monday. No less than 14 members ran the journey under 10 hours, but the winner, L. B. Reynolds, finished in 7 hours 56 minutes; A Barrett was 30 seconds only behind, and H. R. Reynolds, the third man, was 2 minutes under 8 hours.

"KOL KRON" contributes the following summary of college records to the New York *World:* The two-mile races of Columbia, on the 3d and 7th of May, were both won by J. M. Stearns, '84, S. of M., whose times were 7m. 42s., and 7m. 13s. The latter race the *Spectator* called "the best event of the day. The three men kept very close and did the first mile in 3m. 30s. On the eighth lap Stearns forged ahead and won, with Clark and Reed well up. An exhibition half-mile run by L. G. Myers, the amateur champion, against G. H. Taylor, '81, who was to ride three laps on a bicycle, was changed to a race of a lap, which resulted in a dead heat in 39s." At the intercollegiate race of May 28, on the same track, Columbia was represented by three of the men just named; Princeton by W. Chester, '84; Harvard by S. Williston, '82; and Yale by C. K. Billings, '82, who won the two-mile Yale race of May 4, in 7m. 17s. The *Acta* said: "At the crack of the pistol Billings took the lead, but was soon passed by Taylor. Each of the men in turn had the lead. On the seventh lap Stearns had to retire with a broken pedal. Reed finally won in 6m. 51s., with Williston thirty yards behind. This is the best college record." The Harvard Bicycle Club held independent races on the 25th of May, the day after the regular field meeting, and the best times recorded were 3m. 45⅝s., 3m. 40⅛s., and 3m. 55¾s. for the mile; 47⅝s. and 51s. for the quarter-mile; and 7m. 37s. for the two-mile handicap. The two-mile race at Princeton was won by W. P. Field, '83, in 7m. 37s., with Chester, '84, second. At Pennsylvania University, "when the race was called, J. E. Le Conte, '81, was the only man that came to the scratch. Reath, '84, who was also entered, but was standing among the spectators, was induced to start and ride once around the course. Le Conte rode the two miles in 7m. 20s." At the Bowdoin meeting, according to the *Orient*, "the introduction of bicycles was something novel, but there was evidently no race in this respect, and the time made should have been much better. The record shows that Sewall, '83, covered the half-mile in 2m. 14s." At the Syracuse University sports, W. H. Olmsted, a non-collegiate rider, was given a gold medal for doing the half-mile in 1m. 38⅘s. At Michigan University, the mile race, on a poor track, was won in 3m. 57s. At California University "the bicycle riding was undoubtedly the best thing on the programme, and the skill and daring of the riders excited the admiration of all present. The mile race was won in 3m. 52s." At the Beloit meeting, "a large concourse gathered to witness the bicycle races. In the first race of a quarter mile, Clark and Hall came in ahead. In the two-mile race John Knapp won in 7m. 51s., Clark coming in second."

CORRESPONDENCE

Ten-mile Bicycle Races.

Editor Bicycling World: — A short time ago I noticed an article in the BICYCLING WORLD against ten-mile bicycle races; it compared them with the seven-day walking matches in New York, as being races merely for endurance. Now, let us look at both sides of this question. A ten-mile bicycle race is not a very long nor fatiguing race for a person in good health to ride. I was told by a somewhat celebrated athlete, a few days ago, that he had rather ride a ten-mile bicycle race any time than run a five-mile race. On the other hand, a rider of a small bicycle has not near so good a chance in a short as he has in a long race. For instance: My measure is 46 inches, but by stretching I can ride a 48 inch machine; now, a wheel 48 inches in diameter goes about twelve and a half feet every revolution, while a 58-inch wheel goes about fifteen feet every revolution; consequently a rider of a 48-inch must work his feet much faster than that of a 58-inch to go at the same rate of speed. When I try to spurt with my 48-inch. my pedals fly around so fast that it is almost impossible to keep my feet on the pedals; and yet I have plenty of strength left, could I find any way of using it to advantage. But in a ten-mile race I can start off at a good pace, yet not so fast but that I can keep my feet on the treadles, and at the same time fast enough to win the race if I keep it up to the end. Although the 58-inch will at first, perhaps, spurt ahead, it finally will have to come down to a good substantial pace, which in a ten-mile race would be about a four-minute gait. A friend of mine, who rides a 58-inch, can always beat me in any bicycle race short of five miles, yet in either a mile running or walking match, I can easily

distance him; which shows that, for some reason or other, I cannot use my powers to the same advantage in both sports. Now I say, give the "shorties" a chance. and when you get up a lot of races, either have once race open only to 48-inch machines and under, or else have it a long race, and you can count on my entry every time. A 48-INCH RACER.

Editor Bicycling World: — The event of this season in bicycling circles was the exhibition of bicycles and sundries made by Mr. W. C. Scribner, on opening his Bicycle Agency and Riding School at Tallmadge Hall, in this city. About thirty machines of different makes were shown, from a new nickelled 56-inch "Challenge" with oval backbone, ball pedals, etc., to one of Calvin Witty's ancient boneshakers. The comparison was suggestive. Among the machines shown were the "Royal," "Imperial," and "Xtraordinary Challenge," the "D. H. F. Centaur," the "D. H. F. Premier," the "Yale," and Harvards too numerous to mention. There was a "Columbia" also which is getting to be quite a curiosity in Washington.

Mr. Scribner has a fine hall with plenty of room, and as he is well and favorably known to the business community and is popular with the clubs, there is a general opinion that the business, which has long been dull here, will have a "boom." Messrs. J. M. Lewis, Jr., sub-captain of the Capital Club, and Max Hausmann, L. A. W. director, start from here Aug. 1, for a month's tour, *via* Baltimore, Philadelphia, New York, up the Hudson, etc. COLE DAY.

WASHINGTON, D. C., July 22, 1881.

Editor Bi. World: — Thinking that perhaps small items would be acceptable to you, I beg leave to offer a small contribution to your excellent paper. I am sorry that I cannot state that we have a club here, although I am working hard to organize one. We have three cities here in a radius of four miles; viz., Davenport, Iowa, Rock Island, and Moline, Ill., aggregating 60,000 population. There are two riders in Davenport, two in Rock Island, and one besides myself here. Our object now is to organize a "Tri-city" club, and the prospects look very favorable, as the sport is growing in this vicinity, and the wheel is becoming more and more popular all the time. Both the riders in Davenport use Columbias, 50-inch; those in Rock Island, 48-inch; and I am now riding a 51-inch Star, which I received last week. I am much pleased with it, and think I shall like it better than my old crank machine. I intend to join the L. A. W. soon, as I don't wish to be out in the cold; although it would make wheeling very pleasant, as the thermometer has stood at about 110° in the sun for nearly two weeks. I shall endeavor to keep you posted in regard to our doings around here, as we wish the East to know that we have as ardent overs of the wheel here as you have in the "Hub." Directly opposite our city, in the Missi sippi River, is the Government Island, upon which is situated the United States Arsenal. Many of the drives on this island are splendid for bicyclers, and being well shaded and kept in repair, by "Uncle Sam," afford the pleasantest places we have for wheeling, and we would like to see some of our Western wheelmen here at any time. I trust that you will get at the drift of this disconnected letter, and that it may find a small pl ce in one of your columns.

E. H. SLEIGHT.

MOLINE, ILL., July 18, 1881.

Editor Bicycling World: — Allow me to submit to you for publication the names of officers of our club for six months ending November, 1881: President, C. H. Walbridge; secretary and treasurer, B. B. Barney, Jr.; captain, W. F. Dewey; sub-captain, H. M. Kelsey; bugler, B. B. Barney, Jr.; executive committee, C. H. Walbridge, B. B. Barney, Jr., W. F. Dewey, M. F. Richards, Jonathan M. Kelsey. These also comprise our entire membership.

B. B. BARNEY, *Sec.*

TOLEDO, O., July 19, 1881.

MR. W. H. REID, of Rochester, N. Y., writes us, under date of 18 July: I have just received a new "American Star" wheel, which I find a splendid machine, and am rapidly learning to ride it; but nothing beats the "Matchless" I have also just purchased. A great fault in the "Star" is the short handles; when I get some long ones I have ordered I shall ride with much greater ease. We are talking of getting up a grand tournament for Western New York the coming fall, and hope to bring 200 wheels together here.

MR. H. L. DWIGHT writes from New Bedford, July 17: Previous to purchasing my machine, about a month ago, a bicycle was unknown to th majority of our citizens. Since then about a dozen gentlemen have procured machines. Our members are very much interested in the success of the club, and hope soon to join the L. A. W. with twenty members. We look forward with a great deal of pleasure every week to the publication of the BICYCLING WORLD, through the columns of which we are kept well informed of the doings of our wheelmen.

THE MANHATTAN BI. CLUB. — *Editor Bicycling World:* — For the WORLD'S information, I herewith give you a list of the officers and members of the Manhattan Bicycle Club, of New York City: President, Edward H. Wales; vice-president, Fred. G. Bourne; treasurer, Charles W. Minor; secretary, J. Frank Burrill; captain, B. Fred. Bruner; first lieutenant, P. D. Johnston; second lieutenant, Rawson Underhill; members, Robert Barril, C. B. Barril, W. C. Bates, Charles T. Bininger, Fred. G. Bourne, P. Fred. Bruner. William Buchanan, J. Frank Burrill, F. A. Coleman. Valentine Cook, Jr., Edgar L. Davenport, J. May Duane, Joseph L. Falk, George W. Falk, Frank W. Fullerton, Charles W. Graham, Francis K. Grain, Nathan Hobart, William D. Hobart, Charles J. Howard, Randolph Hurry, Fred. Jenkins, Edward H. Jewett, Phil. D. Johnson, Henry S. Jones, J. H. Joslin, Joseph Lafon. Dr. G. F. Marsden, H. H. Meyer, Charles W. Minor, Benjamin Nicoll, R. V. Schuyler. Louis Sledge, W. A. Sherman, H. W. Stroub. George H. Taylor, Irving K. Taylor, Phil. T. Timpson, E. B Underhill, Jr., Rawson Underhill. E H. Wales. H. H. Walker. James G. Wallace, W. P. Wight. William M. Woodside, E. H. Plunkett, — making forty-six names in all.

Messrs. William M. Woodside, George H. Taylor, Rawson Underhill, and Philip T. Timpson are the racing men of the club, and generally hold their own against representatives from other clubs. Before the next annual meet of the L. A. W., we expect to have over one hundred members, as applications for membership are constantly being sent in to us. Club meetings have been dispensed with till after September, on account of the absence from the city of many of our boys. It is under consideration among our members to give a series of bicycle races on the polo grounds in this city for Manhattan Club medals; one of these races to be for club members only. the remainder *free for all*. Races to come off during the fall. During the summer period there is a scarcity of news in bicycling matters in this part of the State; but such matters as come to knowledge from time to time, which are of any value at all. I shall forward to you, if it is agreeable, for publication. J. F. BURRILL, *Sec*,

23 Park Row, New York City.

NEW YORK, 25 July, 1881.

Our Montreal Letter.

Editor Bicycling World: — I am glad to see that the Montreal "Club Dawg" has overcome his habitual reticence and barked a little in your last issue. I must confess, though, that his communication was very dry reading; so I will endeavor to give you something of a lighter nature.

I see by the papers that a deputation from the Montreal Bicycle Club waited on the Park Commissioners on Friday last, and obtained permission for bicyclers to use the park roads during the morning, until ten o'clock. I presume they thought it better to be content with this slight concession, rather than quarrel with the city fathers.

Certainly there is this to be said: if an accident did occur through an ill-trained horse being manipulated by an unskilled driver, the results would probably be fatal, as most of the roads have quite a precipitous descent on one side with solid rock on the other, being cut out of the mountain side; consequently it is perhaps wiser to prevent all chance of such a disaster, which would tend to unpopularize the wheel, which is at present very favorably looked upon here by the many who do not ride.

I am glad to see that in spite of the

quadrupled subscription, which it was foretold by some would kill the Montreal Club, the active membership is more than double that of last year.

By the way, your Halifax correspondent of last week was quite in error in saying that that city has the second club in the Dominion; there being already two clubs in Toronto, one in Brantford, London, Quebec, and St. John each, besides the Honorable and Ancient Montreal.

The citizens' committee for providing attractions at the Exhibition in September are talking of making a suitable track for bicycling on the exhibition grounds, and have acquired an extra piece of land for that purpose; they will, I expect, offer very handsome prizes as an inducement to the cracks to come on and compete, which I hope they will do. The Montreal boys are itching to return some of the hospitality that was shown to their representatives at Boston.

It is rumored that press of business has caused the fourth lieutenant of the Montreal Bicycle Club to decide on resigning his office, as he finds himself unable to devote any time to his club duties Speculation is rife as to whom the committee will appoint to fill the vacancy.

I regret to say that our worthy secretary, who has up to the present been most constant in his attendance at the club meets, has contracted an evil habit of going to visit his family from Saturday to Monday, at Richelieu (a lovely place, but unattainable on the wheel). where they are summering.

Joe DeSole, the wealthy provision merchant, has returned to the city with his charming bride, and has ordered a D. H. F. Premier, with all the latest improvements and ball bearings to every conceivable part thereof.

Jack Trotter has got his head shingled, and looks like a billiard ball out for a holiday. That same young man has the makings of a splendid fancy rider. He does not know what "funk" means.

Jim Miller, who got his arm hurt in the first competition for the club championship, when he rode over Tibbs, whose machine (which was a stranger, I believe) threw him unexpectedly, had taken out an accident policy in the Travelers about a fortnight before, and collected a week's indemnity, equal to a whole year's premium, for the time he was disabled. *Verbum sap.*

The third monthly competition for the Montreal Club Championship Belt (one mile) is advertised for next Saturday, when. I believe, Smith, the present holder, will meet one or two new competitors.

KANUCK.

MONTREAL, 25 July, 1881.

Michigan Notes.

CHARLOTTE, MICH., where a purse of $125 was offered last year to professional bicyclers, proposes this year to offer a $100 medal to the amateur riders of the State. The date contemplated is Aug. 20, distance four miles.

THE Grand Rapids Fair Association have voted $250 for prizes to amateur bicyclers at their fair the last of September. A $100 gold watch and a $75 tea set. both appropriately engraved, are to be among the prizes. Day and distances not yet definitely fixed.

LAST year Michigan was in the front in the number of bicycle races held, and the elegance and variety of prizes bestowed. So far, this year, she bids fair to keep her place. Already agricultural associations are making arrangements for races, and unless resident bicyclers are careful, there will be the same conflict of dates that made some of the runs fizzle out last year to the disgust of both riders and people. A good bicycle race is a most interesting sight, but a poor one is a farce, and there are not enough riders in the State who care for racing to fill more than one race on a day.

Chicago Notes.

WHILE the steamship "Arizona" was being reported lost, there was considerable "blueness" about Mr. Fairfield's establishment. About $2,500 worth of "Premiers" and sundries were on board, uninsured.

We are talking up a big run here for this fall about exposition time. Our forces are being summed up, and if everything is agreeable, we shall get up a programme so our friends from outside can take in an enjoyable run over our boulevards. The roads about Chicago are perfect in the fall. A spin of about thirty-five miles can be taken over splendid drives, and we will not tire you out with hills.

We are watching the progress of the Central Park test case with much interest. It means as much for us as riders in New York; for should a favorable decision be reached, the restrictions placed upon us here will of course be removed, and then one of the finest bicycling grounds in the country will be open to us.

Dr. G. L. Henderson, now of Kansas City, and Fred. H. Browne, ex-captain, have been placed upon the honorary list of the Chicago Bicycle Club

Mr. Browne is n't going to be a bachelor any more, and therefore quits active bicycling *for the present.*

A. B. Holt, of Kankakee, W. T. Eldredge, of Columbus. O., Ed. S. Monroe, of Joliet, J. D. Cummings, of Waltham, and Elmer M. White, of Hartford, were among the "foreigners" who centred here in attendance upon the Second Annual Run of the Milwaukee Bicycle Club.

THERE was recently some disposition on the part of Chicago and Milwaukee bicyclers to start a Northwestern League. The basis upon which this was founded was the fact that our Western wheelmen are practically shut out from the advantages of the L. A. W., as enjoyed by our Eastern brethren, and that the cementing influence of the League had little effect upon us; that if we desired a unity of thought and action on matters of mutual interest to bicyclers, we would have to organize a separate institution from the L. A. W., including such territory in the organization as would enable all members thereof, or at least a good majority. to get together once or twice a year for a discussion of wheel topics, comparison of notes, races, and for the purposes which go to make the bicycle meet a sort of exposition or fair for the exhibition of progress of the art of wheelmanship. But when the matter came to be seriously considered, and the basis for a constitution figured out, it occurred to us that the benefits we sought to gain were already embodied in the L. A. W., so far as the general interests of wheelmen were concerned; that the existence of one supreme body in the country was necessary to a thorough unification of ideas, and as that body was now in existence, it was but right for us to give our allegiance to the same. On the principle of strength and unity, and for our mutual interest, we should heartily co-operate and sympathize with the objects of the League of American Wheelmen, making its support paramount to any local organization which may be formed to suit the peculiar requirements of Western riders.

"Cads on Casters" is much appreciated by our riders as a name.

Mr. Workman has bought Mr. Aldrich's 52-inch "S. H. F. Premier," it being too small for the latter, who has bought the 54-inch full-nickelled "Stanley," ridden by Mr. Fairfield, and which is well known in Milwaukee.

Vice-President Fairfield now rides a "Harvard" tricycle altogether; says he can get to the office with less exertion than on a bicycle, though of course slower time is made.

Messrs. Miller, Nichols, Packard, Olds, Johnson, Conkling, and Ayer have struck a "Garden of Eden" at Hyde Park. This is what the *Sun* says of their last visitation: "You are welcome, boys, but you must n't stay so late and make so much noise!"

A host of strange 'cyclers are running around evenings. The "unattached" have got to be so numerous here that there is no use keeping track of them. Three new "Special Clubs" have arrived recently from England with their owners. Our impression of the "Club" is that it is "too utterly utter," — very light, but ungraceful. But we are wedded to the 'D. H. F.," and judge everything by it. Wish somebody would bring around a "Humber," or that the "Special Columbia's" head was cut down low spindle lengthened. more spokes put in big wheel to make it steadier, hollow forked, and a 17-inch back wheel attached. The "Special" would then be a "daisy," and "take the cake."

Mr. I. W. Johnson, Chicago Bicycle Club, weighs one hundred and seventy-five pounds, and rides a 52-inch forty-pound "Special." He has just had it full-nickelled. to make it heavier.

L. J. C. Spruance, secretary Ariel Club, has just returned from Lakeside, whither he tarried after the big Milwaukee run. We noticed he looked "all broke up," at the time.

George D. Hoffman, one of the founders of the Chicago Bicycle Club and its former secretary, leaves Chicago soon to take up a business location elsewhere.

Ed. T. Ide, secretary Elgin Bicycle Club, was loafing around the streets the other day.

Capt. Pierce, "all the way from Elgin," passed through on his way home from the Milwaukee meet. The captain says the Milwaukee boys are the quietest fellows he ever saw! STENO.

JULY 18, 1881.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

CHAMPION CITY BI. CLUB. — A. M. Crothen, Roscoe Bean, J. C. Oldham, Frank Cook, W. S. Huffman, J. G. Jacobs, J. Aaron, J. S. Crowell, T. J. Kirkpatrick, F. M. Bookwalter, D. E. Barnum. Baldwin McGrew, — all of Springfield, O.

ADDITIONAL. — Omaha Bicycle Club, Thomas Kimball, Omaha, Neb. Ariel Bicycle Club, Fred. C. Aldrich, 2100 Calumet avenue, Chicago. Hermes Bicycle Club, John F. Allen, 450 Friendship street: J. C. Harris, 213 Greenwich street; William E. Walton, 9 Messer street. — Providence, R.I.

UNATTACHED. — H. J. Foulks, Vincennes, Indiana; A. E. Swartwout, Auburn, N. Y.; William V. Gilman, Nashua, N. H.; William Lytle Foster, Cincinnati, O.; Edward H. Harding, 28 North Sixth street, Philadelphia, Pa.; J. Fred. Stetson, Brighton, Mass.; Alfred E. Smith, Broadway, Somerville, Mass.; Wayland M. DeLand, Fairport, N. Y.

CONSULS — The following consuls have been *reappointed* for 1881-2, for New York State: C. W. Minor, New York; A. P. Cobb, Flushing, L. I.; M. Wrigley, W. T. Wintringham, Brooklyn; D. Vaux, New York; R. O. Osborn, Poughkeepsie; F. B. Hubbard, Albany; En. Schermerhorn, Schenectady; D. J. Mears, M. D., Greenport; G. E. Dorr, Greenwich; M. C. Smith, Yonkers; J. S. Allen, Garden City; J. T. Joslin, Newburg; G. A. Mosher, Troy; W. B. Gage, Saratoga; G. H. Simons, Potsdam; F. A. Ferris. Harlem; E. F. Hill, Peekskill; E. K. Austin, Brooklyn; D. A. G. Coleman, Canandaigua; D. F. L. B. Chapin, Glens Falls, N. Y. The following have not been reappointed: Curtis H. Veeder, Plattsburg, and L. Delmonti, Sing Sing.

W. F. GULLEN,
Director L. A. W.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

Editor Bicycling World: — In answer to a query in last WORLD as to keeping the stockings up, I would say that the best way possible, I think, is to sew a rubber loop on each side of the shirt at the bottom, and then take a piece of tape about a foot long and sew the middle of it to the outside top of the stocking. By this means you can tie the tape through the rubber loop on the shirt; it not only keeps the stockings up, but also keeps the shirt from rolling up around the waist.

H.

NEW YORK, 22 July, 1881.

WHEEL CLUB DOINGS

THE NEW ORLEANS BI. CLUB now numbers over forty active members. The officers are: Dr. W. R. Mandeville, president; John F. Mintken, vice-president; R. P. Randall, secretary; John P Roche, treasurer; A. M. Hill, captain; C. H. Genslinger, first lieutenant; Charles Wirth, second lieutenant; J. D. Patterson, bugler. — *Wheel.*

EDGEWATER WHEELS, of Bergen Point, N. J., were organized the latter part of May, with the following members: J. K. Green, president; N. H. Day, captain; W. J. Duane, secretary; D. K. Este, lieutenant; J. M. Duane, bugler; R. V. R. Schuyler, J. H. McKinnell, A. H. Harris, and S. L. Davis. Uniform is blue serge coat, gray corduroy knee-breeches, blue stockings, and blue polo cap with letters E. W. in front. Instead of coats, gray flannel shirts are to be worn in summer. — *Wheel.*

A Wheeling Adventure in Mexico.

BY ROLAND.

IN the fall of 1880, my friend Rupert and I made a successful beginning of a trip through Mexico. We left Galveston by boat for Brownsville, 4 September, to start from there for a two months' excursion, and at the time my narrative opens, had reached Monterey, a thriving town of some 14,000 inhabitants. As yet we had not been troubled by the noted Mexican "Greasers." These fellows will take a wanderer in, feed, clothe and share with him the best he has, but should he find his guest to be the possessor of a *poco dinero* (a little money), sometimes even the small amount of fifty cents, he will do his best to cut the throat of the very man he has befriended, and will free his conscience by going to the *padre*, who, for a few cents, will absolve him from his sins.

We had done the city as well as we could since morning, intending to push towards Saltillo the next day. Many of the streets of Monterey are well paved, the houses mostly of stone in the Moorish style, with flat roofs. We had just finished lunch at a *posada*, and were each enjoying a fine manilla cheroot, which the *casero* had given us, when Rupert pulled out his watch with "Eight o'clock! I say, old boy, can't we take a moonlight spin to-night to Guadalupe? How far is it? Do we want a guide? Is the road good?" and numerous other questions, all in a breath, and before I could give any answer, he turned to a rakish-looking fellow standing near the porch and made several inquiries (Rupert could speak a little *Mexican* Spanish), but either the fellow did not know much about the road, or did not want to convey the idea that he did, and referred us to *el proprietario.* We at once sought this distinguished personage, and learned that Guadalupe was about twelve miles distant, in a southeast direction, with a good road for a greater part of the way. Thanking our host for his information, we passed to the rear of the house for our machines. As we were looking them over, carefully oiling the bearings and seeing that everything was in good trim, a pretty Mexican girl, whom I had noticed several times about the place (perfectly natural I assure you), stepped up

to Rupert and said something to him which I could not understand. He laughed and replied to her in Spanish, at the same time pointing to me and drawing the but of his revolver from his hip pocket. We soon had everything in readiness, and trundled our bicycles around to the front of the house.

Quite a crowd gathered; in fact we had been the "observed of all observers" wherever we had gone during the day, with our tight-fitting knee-breeches and short coats. We were about mounting, when I saw our rakish-looking friend (?) push his way through the crowd, and heard him ask Rupert if he wanted a guide; if he did he could get us one. Ah! thought I, he speaks a little English Rupert made some reply, I could not hear what, and directly we were in the saddle, and bumping along over the pavements of the city. Soon we struck the road to Guadalupe and found it a good one. Here the splendor of the night burst upon our vision in all its grandeur, before us stretched a beautiful valley, and just at our feet coursed the waters of the Tigre. It was by far the most magnificent night I ever witnessed. The moon seemed showering down a golden fluid all around, bringing out with great distinctness every object within our view. Even the stars seemed vying with each other, as it were, for brilliancy. We bowled along on our 56 "Standard" Columbia at a ten-mile pace, singing snatches of song or smoking cigarettes, as we felt inclined. It was our first moonlight ride in Mexico, principally because we had been cautioned against it. Everything seemed in keeping with our thoughts and surroundings, and little did we dream of what was in store for us; but I must not anticipate.

We had long since crossed the Tigre, and now entered the little village of Guadalupe, seemingly before we had accomplished one half the distance. We rode up to a ranch, dismounted, went in and regaled ourselves with some very poor *aquardiente* (a Mexican beverage). Something was evidently going on in one of the adjoining rooms, for music and sounds of dancing were heard. We learned that a fandango was the entertainment of the hour, and as we were "in for it," the time being not yet 10 o'clock, we bethought ourselves that we would enjoy some of the sport, and so entered a long, low-ceilinged room, filled with merry dancers, all masked. The women dressed in fancy costumes, short skirts, bright-colored stockings, and some with large bandanas over their heads, — and dancers they were. If one wishes to see fine dancing he must witness it by a Mexican woman; for ease and gracefulness of every motion, I have never seen them surpassed. Most of the men were arrayed in short frocks, with breeches tight to the knee, and from there down cut very loose, generally split and elegantly embroidered. Nearly all had on fancy shirts. The events of the evening I will pass over until some future time; let it suffice to say, the moments passed so rapidly that we were much surprised when we learned it was close on to 12 o'clock. As we had an hour's ride before us, we hurried from the house, lit our lanterns (for the sky was overcast and threatened a storm), leaped into the saddle and started on our return. Having come over the road once, we felt comparatively safe.

We had, perhaps, gone half the distance, when I heard hoofs rapidly approaching from behind. At first we thought nothing of the matter, but concluded it best to quicken our speed and keep ahead. The sky was every moment growing more and more threatening, and the elements betokened one of those severe rain storms which at certain seasons of the year come up very suddenly in this part of the country.

A slight bend in the road brought us to a down grade. Just at that moment a vivid flash of lightning made the brightness as intense as the darkness had been before. Slightly turning in the saddle, I made out three horsemen not a quarter of a mile behind. On we sped, our lanterns doing us good service in the almost impenetrable darkness. Our riders in the rear steadily gained on us, but our thoughts were so occupied by the road and what was before, that we gave them little consideration. The lightning soon became more frequent, and so blinding that, with the great darkness following each successive flash, it was with difficulty we could make out our way. I was beginning to feel somewhat uneasy, and at the next flash ventured to look back. An exclamation burst upon my lips, and I nearly lost my balance. Not more than thirty rods behind were the three horsemen, and I at once recognized by the long streamer on his sombrero, he who had offered to procure us a guide. I appraised Rupert of the fact; he simply replied, "Ah! I smell mischief," and instantly increased his speed. O, how we flew over the ground! but still our pursuers were coming nearer. Our lanterns were of no practical use to us now; in fact, between the flashes of lightning they only served, by their red light in the rear, to mark the course of our flight. Another blinding sheet, followed almost instantly by "bang, bang, bang, whiz-z-z!" and a deafening peal of thunder. I shut my teeth hard and put all my strength into the pedals. If our lanterns were only out we could have thrown ourselves from our machines, and thus endeavored to let the "greasers" (for such we were positive they were) pass us. The storm had now broken upon us, the rain was pouring in torrents, and we were drenched to the skin. No more shots were fired; our pursuers evidently intended to run us down, and had undoubtedly thought of having an easy chase, not knowing of the wonderful merits of our steel steeds. On, on, we sped: could we hold our own till we reached the river? It was up-hill grade from there, to be sure, but we could then avail ourselves of a turn in the road and dismount. On, still on; it seemed as if our very wheels had wings; but the hardy Mexican mustangs were drawing closer; I could hear their heavy breathing and almost feel their hot breath. Rupert was slightly in advance of me. All at once his light vanished, accompanied by a heavy fall, and I dashed ahead. Instantly realizing the situation, I sprang backward from my machine, letting it pass from under me. At the same moment I heard the crack of a revolver, followed by a yell that would have done credit to a Comanche, and the horsemen flew past. A flash of lightning showed me the three mustangs, but only two riders. I had fallen to the ground. Picking myself up, I sent a bullet after our flying foes, but with no visible effect. Where my bicycle was I did not know, neither did I care. I knew that Rupert could not be far behind and immediately retraced my steps. I was satisfied that the bandits had not stopped, as I could hear their horses' hoofs growing fainter and fainter. At last I ventured to shout, "Rupert!" "Hello!" was the immediate response, close at hand. Directly I found him, and learned that he had run into a ditch or gully at the side of the road, which occasioned a rather sudden dismount, but the force of the fall was greatly spent by his pitching into some brush. His shoulder was hurt and pained him considerably, otherwise there was nothing wrong. He said that he had fired the shot at random, as the horseman passed, but knew it had hit its mark. I pulled his machine out of the brush and pushing it before me, we started to walk the remainder of the way. The storm was dying away, with longer intervals between the lightning flashes. We had gone but a few steps before Rupert tripped and fell in the road. "Ah!" exclaimed he, "here's the cutthroat!" We stopped, lit the lantern (which by its fall got extinguished), and saw lying before us our *ladron* with the long streamer, dead as a stone. The bullet had entered his left side at the back, and probably penetrated the heart. At his side lay a short, bell-mouthed shaped gun, called an *escopéta*. It is oftener the exception than the rule that a bullet from one of these fire-arms hits its intended mark, though they make a great noise. The best phrase I can use in describing them is to say they are like shearing *hogs*, "great cry and little wool." "The dog, let him lie; he has been paid with interest," was all that my chum said. We extinguished the light and proceeded cautiously. A little farther on I saw the light of my own lantern, and fully expected to find my bicycle well battered up. On going to where it lay, I resigned the charge of Rupert's machine into his own hands, raised my fallen but faithful steed, and to my great satisfaction found (as well as I could then make out) that no harm had come to it, with the slight exception of a bent handle-bar. Not caring to risk ourselves in the saddle, we continued our walk (I first taking the precaution to put out my light), but we met with no further opposition, and reached our stopping place at 1.30 A. M., turning in as quickly as possible after seeing that our machines were safely stabled.

The next morning, as we were wending our way towards the Government House, to notify the authorities of our little skirmish, I exclaimed, "Say, old fellow, how do you enjoy moonlight rides?" "Well," said he, "taking the latter part of ours as a sample, I prefer mine in the daytime; but if we are to meet such rascals as we so recently fell in with, we have the satisfaction of knowing that there is one less of their number to lay for us," and continued drawing away at his cheroot as if such occurrences were nothing more than every-day affairs.

Coming Events.

Sept. 7. Worcester, New England Fair bicycle races.

Oct. 5. Brockton, Brockton Bicycle Club races.

Sept. Sacramento, Agricultural State Fair, bicycle races.

Sept. 22. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade, and tournament. All wheelmen with bicycles are invited to be present and parade on the track at two o'clock. Tickets of admission and for dinner will be furnished all on application to D. D. Grant, superintendent of Class 25. Those wishing to compete for prizes must notify James Miller, secretary, or D. D. Grant, superintendent, on or before the first day (Sept. 21) of the fair. The prizes will be of elegant design and apropriately engraved. The contests and prizes are as follows: First event — For the best riding; prize, solid silver cup. Second event — For the best time for one mile; prizes, first, silver medal; second, diploma. Third event — Slowest time for 100 yards; prize, nickel and gilt clock, bicycle pattern. Judges, the Mayors of Oil City, Franklin, and Emlenton.

Sept. 1 and 2. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society. Bicycle races. Sept. 1, one-mile dash: first prize, $50 bicycle; second prize, silver medal. Sept. 2, one-mile dash (open to all previous day contestants except winner of first prize): first prize, $40 gold medal; second prize, silver medal. Entrance, free; three contestants required for each race. Same day, Miss Elsa von Blumen will race a bicycle one mile against a trotting horse one and a half miles, and will also race one mile against a running horse two miles.

Bicycle Club Directory.

[The names of League clubs are printed in SMALL CAPITALS; the non-League in *italics*.]

Amherst Bi. C., Amherst, Mass. Sec. and Treas., C. M. Bardwell.

ARLINGTON BI. C., Washington, D. C. Sec., Howell Stewart, 426 Sixth street, N. W.

Aquilo Bi. C., Brooklyn, N. Y. Sec., E. Emery.

ALBANY BI. C., Albany, N. Y. Sec., C. L. Palmer, 274 State street.

ARROW BI. C., Richmond, Ind. Sec., H. J. Miller.

Atlantic Bi. C., Salem, Mass. Sec., G. B. Harris, 123 Lafayette street.

ARIEL BI. C., Chicago, Ill. Sec., L. J. C. Spruance.

Ann Arbor Bi. C., Milwaukee, Wis. Sec., M. P. French.

Atlanta Bi. C., Salem, Mass. Sec., C. F. Webb, 135 Lafayette street.

Æolus Wheel Club, Worcester, Mass. Sec. G. H. Murray.

Adventure Bi. C., St. John's School, Sing Sing, N. Y. Sec., J. M. Thomas, 294 Fifth ave., New York City.

BROOKLYN BI. C., Brooklyn, N. Y. Sec., E. A. Caner, P. O. box 2,806, New York City.

BOSTON BI. C., Boston, Mass. Sec., J. S. Dean, 935 Broadway, South Boston, Mass.

BROCKTON BI. C., Brockton, Mass. Sec., F. B. Howard.

BUFFALO BI. C., Buffalo, N. Y. Sec., J. O. Munroe, 18 W. Eagle street.

BALTIMORE BI. C., Baltimore, Md. Sec., G. F. Hussey, 142 Lanvale street.

BRATTLEBORO' BI. C., Brattleboro', Vt. Sec., W. S. Underwood.

BUCKEYE BI. C., Columbus, O. Sec., W. B. Waggoner.

Bremen Bi. C., Bremen, Germany. Sec., Warren Leete.

Brunswick Bi. C., New Brunswick, N. J. Sec., Elliott Mason.

Burlington Bi. C., Burlington, Vt. Sec., Henry H. Willard.

Canandaigua Bi. C., Canandaigua, N. Y. Sec., Frank Watson.

CHAMPION CITY BI. C., Springfield, O.

Charleston Bi. C., Charleston, S. C. Sec., L. M. Beebe.

Cleveland Bi. C., Cleveland, O. Sec., A. Ely, Jr., 393 Prospect street.

Columbia College Bi. C., New York, N. Y. Sec., R. H. Sayre.

CRESCENT BI. C., Boston, Mass. Sec., H. H. Duker, 60 Devonshire street.

Chauncy Bi. C., Boston, Mass. Sec., Edw. Rose, 100 Washington st., Charlestown.

CINCINNATI BI. C., Cincinnati, O. Sec., H. G. Wilshire.

CAPITAL BI. C., Washington, D. C. Sec., L. W. Seely, Box No. 1.

CENTAUR BI. C., Philadelphia, Pa. Sec., R. D. Baker, 1,414 Arch street.

Challenge Bi. C., Pittsburgh, Pa. Sec., J. L. Cate, 284 Penn. avenue.

CHICAGO BI. C., Chicago, Ill. Sec., Burley S. Ayers.

CHILLICOTHE BI. C., Chillicothe, O. Sec. C. D. Duncan, P. O. box 235.

CHELSEA BI. C., Chelsea, Mass. Sec., W. P. Yerrinton.

COLUMBIA BI. C., No. Attleboro', Mass. Sec., E. C. Stanley.

City Bi. C., Brockton, Mass. Sec., F. M. Bixby.

DETROIT BI. C., Detroit, Mich. Sec., A. F. Merell, 51 Shelby street.

Edgewater Wheels, Bergan Point, N. J. Sec., W. J. Duane.

Elite Bi. C., New York, N. Y. Sec., L. F. Gautert, 812 Broadway.

ESSEX BI. C., Newark, N. J. Sec., E. R. Bellman, 584 High street.

ELGIN BI. C., Elgin, Ill. Sec., E. T. Ide.

ERIE BI. C., Erie, Pa. Sec., A. Gregory.

East Boston Bi. C., East Boston, Mass. Sec.

FRAMINGHAM BI. CLUB, Framingham, Mass. Sec., W. D. Wilmot.

Fitchburg Bi. C., Fitchburg, Mass. Sec., G. A. Wilson.

Falls City Bi. C., Louisville, Ky. Sec., F. A. Dunekake.

GRAND RAPIDS BI. C., Grand Rapids, Mich. Sec., H. T. Stanton.

Genessee Wheelmen, Flint, Mich. Sec., C. H. Wisnet.

GERMANTOWN BI. C., Philadelphia, Pa. Sec., D. Wistar, 233 No. Tenth st.

HARTFORD WHEEL C., Hartford, Conn. Sec., E. M. White, box 73.

HAWTHORNE BI. C., Salem, Mass. Sec., Henry Bowie.

HAVERHILL BI. C., Haverhill, Mass. Sec., J. F. Adams, box 81.

HERMES BI. C., Providence, R. I. Sec., G. C. Allen, 56 Broadway.

Hermes Bi. Club, Poitsdam, N. Y. Sec., Geo. H. Simons.

HARTFORD BI. C., Hartford, Conn. Sec., W. J. Hickmott.

HARVARD BI. C., Cambridge, Mass. Sec., A. Thorndike, 1 Hilton's Block.

Hope Wheel Club, Providence, R. I. Sec., C. T. Howard.

Hill City Bi. C., Hillsboro, O. Sec., W. D. Ayres.

INDIANAPOLIS BI. C., Indianapolis, Ind. Sec., Fremont Swain.

KEYSTONE BI. C., New York, N. Y. Sec, E. J. Waring, 40 Fifth ave.

Knickerbocker Bi. C., Orange, N. J. Sec., E. H. Snyder.

KING'S COUNTY WHEELMEN, Brooklyn, N. Y. Sec., E. K. Austin, 55 Putnam avenue.

LA FAYETTE BI. C., Easton, Pa. Sec., W. S. Harlan.

LENOX BI. C., New York, N. Y. Sec., F. F. Ames, 791 Fifth avenue.

LOUISVILLE BI. C., Louisville, Ky. Sec., B. S. Caye.

LAWRENCE BI. C., Lawrence, Mass. Sec., F. Coggswell.

Lansing Bi. C., Lansing, Mich. Sec.

Lockport Bi. C., Lockport, N. Y. Sec.

MIDDLESEX BI. C., Malden, Mass. Sec., Sylvester Baxter.

MANHATTAN BI. C., New York, N. Y. Sec., J. F. Burrell, 23 Park Row.

Melrose Bi. Club, Melrose, Mass. Sec., F. H. Bosson.

Montclair Bi. C., New York, N. Y. Sec. T. S. Snyder, box 496.

MONTREAL BI. C., Montreal, Can. Sec., H. S. Tibbs, box 1,733.

MERCURY BI. C., New York, N. Y. Sec., T. Brown, 337 W. 34th street.

MARLBORO' BI. C., Marlboro', Mass. Sec., F. W. Ellis.

MENOTOMY BI. C., Arlington, Mass. Sec., Henry Hornblower, 51 State street, Boston, Mass.

MOHAWK BI. C., Schenectady, N. Y. Sec.,

MILWAUKEE BI. C., Milwaukee, Wis. Sec., A. S. Hibbard.

Minneapolis Bi. C., Minneapolis, Minn. Sec., C. J. Brown.

MASSACHUSETTS BI. C., Boston, Mass. Sec., W. S. Slocum, 326 Washington street.

Meriden Wheel Club, W. Meriden, Conn. Sec., F. S. Fay, 9 No. Colony street.

MASS. AGRICULTURAL COLLEGE WHEEL CLUB, Amherst, Mass. Sec., C. E. Beach.

Mt. Pleasant Bi. C., Sing Sing, N. Y. Sec., J. B. Fletcher.

New Bedford Bi. C., New Bedford, Mass. Sec., H. L. Dwight.

Newport Bi. C., Newport, R. I. Sec., T. B. Bronson.

Northboro' Bi. C., Northboro', Mass. Sec., James Corey.

Nail City Bi. C., Wheeling, W. Va. Sec., R. W. Hazlett.

Nutmeg Bi. C., Hartford, Conn. Sec., W. M. Miller, Jr.

Norwich Bi. C., Norwich, Conn. Sec., C. R. Butts.

NEW HAVEN BI. C., New Haven, Conn. Sec., F. A. Jackson, P. O. box 429.

NEW YORK BI. C., New York, N. Y. Sec., K. N. Putnam, 54 Wall street.

Nashville Bi. C., Nashville, Tenn. Sec., L. W. Jesnnosky.

NEW BRITAIN BI. C., New Britain, Conn. Sec., J. O. Stivers.

New Orleans Bi. C., New Orleans, La. Sec., R. P. Randall.

OMAHA BI. C., Omaha, Neb. Sec.

Oakland Bi. C., Oakland, Cal. Sec., C. L. Goddard.

Orange Wanderers' Bi. C., E. Orange, N. J. Sec., W. E. Thatcher.

Peoria Bi. C., Peoria, Ill. Sec., H. G. Rouse, 110 So. Washington street.

PORTLAND BI. C., Portland, Me. Sec., F. W. Woodman.

PHILADELPHIA BI. C., Philadelphia, Pa. Sec., H. A. Blakiston, 3005 Chestnut street.

PROVIDENCE BI. C., Providence, R. I. Sec., John A. Cross.

Princeton Bi. C., Princeton, N. J. Sec., T. S. Clarke.

PITTSFIELD BI. C., Pittsfield, Mass. Sec., L. L. Atwood.

Pegasus Bi. C., Philadelphia, Pa. Sec., A. W. Hansell, 254 So. 16th street.

Phillips Exeter Academy Bi. C., Exeter, N. H. Sec., S. R. Varick.

PEQUOT BI. C., New London, Conn. Sec.

POUGHKEEPSIE BI. C., Poughkeepsie, N. Y. Sec., E. D. B. Baright.

PLAINFIELD BI. C., Plainfield, N. J. Sec., F. Milliken.

PEQUONNOCK WHEEL CLUB, Bridgeport, Conn. Sec., E. S. Sumner, P. O. box 1684.

ROXBURY BI. C., Roxbury, Mass. Sec., Chas. M. Clark, 43 Laurel street.

Rochester Bi. C., Rochester, N. Y. Sec., W. H. Learned, 147 State street.

ROCKINGHAM BI. C., Portsmouth, N. H. Sec., C. F. Shillaber.

REMSEN BI. C., Brooklyn, N. Y. Sec.

SEASIDE BI. C., Norfolk, Va. Sec., J. C. Carroll.

SAN FRANCISCO BI. C., San Francisco, Cal. Sec., Geo. J. Hope, 1633 Hyde street.

Scranton Bi. C., Scranton, Pa. Sec., James B. Fish.

STARR BI. C., Lynn, Mass. Sec., F. S. Winship, 255 Essex street.

Salem Bi. C., Salem, Mass. Sec., Dr. C. A. Buxton, 241½ Essex street.

SARATOGA BI. C., Saratoga Springs, N. Y. Sec., A. R. McNair.

Suffolk Bi. C., Cambridge, Mass. Sec., F. E. Cabot, 42 Thayer.

St. Louis Bi. C., St. Louis, Mo. Sec., G. F. Shepley.

STONEHAM BI. C., Stoneham, Mass. Sec.

Springfield Bi. C., Springfield, Mass. Sec., C. K. Ferry.

Syracuse Bi. C., Syracuse, N. Y. Sec.

Susquehanna Bi. C., Susquehanna, Pa. Sec., William Garner.

Southbridge Bi. C., Southbridge, Mass. Sec.

Tivoli Bi. C., Tivoli, N. Y. Sec.

Trenton Bi. C., Trenton, N. J. Sec., E. L. Anderson.

TOLEDO BI. C., Toledo, O. Sec., M. F. Richards, 218 Summit street.

Toronto Bi. C., Toronto, Canada. Sec.

Thorndike Bi. C., Beverly, Mass. Sec., F. W. Ober.

Union Bi. C., Elizabeth, N. J. Sec., E. M. Kempshall.

Utica Bi. C., Utica, N. Y. Sec., W. J. Walters.

WILKESBARRE BI. C., Wilkesbarre, Pa. Sec., G. R. Wright.

WALTHAM BI. C., Waltham, Mass. Sec., H. B. Colby, P. O. box 1,316.

WORCESTER BI. C., Worcester, Mass. Sec. E. F. Tolman.

Westchester Bi. C., Valhalla, N. Y. Sec. S. H. Pierson.

Wanderers' Bi. C., Boston, Mass. Sec.

WATERBURY BI. C., Waterbury, Conn. Sec.

YONKERS BI. C., Yonkers, N. Y. Sec.

The Instalment Plan.

THE system of selling bicycles on the monthly payment plan reminds me of the days when sewing machines were more expensive than now, and this scheme was devised by grasping agents and manufacturers to seize the hard-earned savings of poor sewing women, who, in default of payments to be made on a certain date, were obliged to give up their machines and be content with having had a few months' use of them at an enormous rental. The result would not be so disastrous if a bicycler neglected or was unable to pay an instalment, as he would not be deprived of the means of support, speaking in a bread-and-butter sense; but simply of a luxury for which he had no business to contract. The system is demoralizing, unmercantile, partakes of the character of Peter Funkism, and is alike hurtful to buyer and seller. It is dangerous to the buyer, because he does himself an injury who contracts for a luxury the cost of which is beyond his immediate means; and to my thinking, he shows himself to be a man of very little resolution who cannot save sufficient in three months to pay for a bicycle without being compelled to thrifty measures from a dread lest his notes should go to protest, or his word be forfeited. It seems to me also, he must be a very foolish and unbusinesslike person who indorses a note or stands security for a friend who desires to purchase a pleasure in this way. It injures the seller, because he loses caste with respectable merchants, who look upon such a method of disposing of goods as only fit for the smallness of a second-hand furniture dealer or pawnbroker; moreover, he has no right to place such a temptation before inexperienced young men, who cannot see the misery to which a number of such negotiations may lead. I can hear the pooh-poohs of the seller; but it is these very extravagances, these very desires for things beyond their means, that lead so many young men to finger in their employers' cash drawers.

To throw the moral point of the question aside, for this is no sermon, the seller has no legal right to dispose of his goods on a system of usury. He may call it a bonus, or what he likes, to soothe his conscience and hoodwink his customers, the principle remains the same. Take, for example, the third, or three-months' method: I contract for a $100 bicycle, pay one quarter down, and agree to pay one quarter in thirty days, one quarter in sixty days, and the remaining quarter in ninety days. For this I am charged $5.00. The legal interest, by averaging the payments at thirty, sixty, and ninety days, would be 75 cents. I am therefore charged an excess of $4.25, or at the rate of 40 per cent per annum.

If I purchase a machine of the same value on method No. 1, pay one half down, and in thirty days one quarter, it is to the seller's interest that I should not pay the last quarter, for he may then take back his bicycle with a clear profit of $75 for two months' rent. The answer to this may be, that the machine is then second-hand; very true, but my experience has shown that one rider cannot do a bicycle more than from $5.00 to $10 worth of damage in so short a time. Altogether it is a shrewd and unprincipled way of making money, and the two New York dealers who lately refused to countenance the plan deserve praise. If our ranks are only to be augmented by wheels sold in this way, we will soon be overrun by a horde of foolish youths who will do us more harm than good. I might say, in conclusion, that this article will not alter the existing state of affairs one iota; the impecunious clerk will continue to bite rapaciously at the bait held out to him, and will even look with eagerness to the day when he may buy his cigars or treat his girl to cream on the same plan, while the shrewd merchant,

"Dat 's foremost in de meetin' house for raisin' all de chunes,
But lays aside his 'ligion wid his Sunday pantaloons,"

will continue to wax opulent at the foolish clerk's expense. COCHITUATE.

SOUTH BOSTON, 22 W. 27th STREET.

HORSE ACCIDENT RECORD

[*We desire readers and correspondents to inform us for this department of every horse accident, from any cause, which may come to their notice, either in the public press or by personal observation.*]

16 July. In Quincy, a team ran into George Mitchell's carriage, badly damaging it; and another horse frightened at the lowering of a railway gate, smashed up his wagon.

16 July. In Montreal, a horse ran over and broke Angus Morrison's leg.

17 July. In Montreal, a horse fractured Peter Clarke's skull.

12 July. In Waltham, a runaway horse wrecked a wagon.

15 July. In South Orange, N. J., Mrs. Wentworth was thrown from her horse, arm broken, and other severe bruises.

18 July. In Salem, two runaway accidents, one serious.

22 July. In Boston, hack horses frightened, threw a lady out with injury.

14 July. In Sutton, Que., boy of eleven years killed by kick of a horse.

19 July. In St. Louis, Elwood Kirby, associate editor of the *Globe-Democrat*, died from injuries received by a kick from runaway horse.

20 July. In Woburn, Edward Shanley, foot crushed (necessitating amputation) by runaway horse.

15 July. In East Pikeland, Pa., Mrs. Hiestand dragged in a rake by frightened horse all over a harvest field, which scared another team, throwing out and severely injuring a boy.

16 July. In Peoria, Ill., a horse smashed up a sulky and severely injured his driver, Caspar Boardman, and himself.

18 July. In Providence, two runaways and four persons badly bruised.

19 July In Providence, runaway and three persons severely cut and bruised.

18 July. In New Bedford, frightened horse threw out and bruised his driver, and another horse, *frightened by a woman crossing* the street, smashed his wagon to flinders.

21 July. In Jersey City, N. Y., horse frightened by a train, ran, throwing out Miss Blitz and Mrs. Minks; the first killed instantly, and the other fatally injured.

21 July. In Saratoga, Miss Anna Springer was run over by a horse and severely injured.

20 July. In Frankfort, horse frightened by an umbrella, threw out Mr. and Mrs Pence, breaking bones and seriously bruising. Another frightened horse threw out another couple, seriously injuring them.

22 July. In New Britain, Conn., horse frightened by a bicycle, threw a lady from her carriage.

18 July. In South Manchester, Conn., Dennis Dunn, severely cut in trying to stop a runaway horse attached to a lawn-mower.

18 July. Near Gloucester, N. J., horse frightened at cars threw out C. F. Iseminger, badly injuring him; and at Honesdale, Pa., William Wick and wife were run into and upset and severely hurt.

24 July. In Newburyport, a horse was frightened by bicycles, and threw out Capt. Nicholas Varina, his wife, daughter, and two grandchildren, all of whom were more or less hurt, and the carriage wrecked.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO. OSBORNE & ALEXANDER, 628 Market Street.

CONNECTICUT.

HARTFORD. BILLINGS & SPENCER CO. WEED SEWING MACHINE CO.
NEW HAVEN. AMERICAN BICYCLE CO., 98 Crown Street.

ILLINOIS.

CHICAGO. JNO. M. FAIRFIELD, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. CUNNINGHAM & CO., 6 and 8 Berkeley Street; C. R. PERCIVAL, 96 Worcester Street; THE POPE M'F'G CO., 597 Washington Street; ELASTIC TIP CO., 157 Washington Street.

MONTANA.

HELENA. W. E. NORRIS.

NEW YORK.

NEW YORK. WM. M. WRIGHT, 160 Fulton Street; SCHUYLER & DUANE, 189 Broadway.

OHIO.

LIMA. GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA. H. B. HART, 813 Arch Street.
PITTSBURG. COLUMBIA BICYCLE AGENCY, Cor. 5th Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. CHAS. F. HANDY, 236 Westminster Street.

THE TRICYCLING JOURNAL

—AND—

MANUFACTURERS' ADVERTISER.

EDITED BY -- R. C. N. BRITTAN.

Subscriptions received at this Office.

One year.....$2 25
Six Months..... 1 15
Three Months..... 60

Specimen copies sent from

146 Fleet St. - - London, E. C.

Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

WM. M. WRIGHT,

791 5th Avenue,

NEW YORK CITY.

BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.



Send 1-cent Stamp for Circular.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES & TRICYCLES

96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

ALL BICYCLERS SHOULD READ

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by

HENRY STURMEY, Author of "The Indispensable,"

And C. W. NAIRN, Author of "The Bicycle Annual."

PUBLISHED EVERY WEDNESDAY.

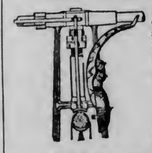
PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from

E. C. HODGES & CO., 40 Water St., Boston, Mass.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

SUGGESTIONS TO BICYCLERS.

IT IS A MISTAKE *to consider all English bicycles as the best.*
IT IS A FACT *that a less percentage of Columbia Bicycles break or come to repairs than of any other make.*
IT IS A MISTAKE *to regard all the latest modifications of English bicycles as improvements.*
IT IS A FACT *that many of them are trade catches, and are abandoned before a season is over.*
IT IS A MISTAKE *to infer that the Columbia Bicycle is always the same style of machine.*
IT IS A FACT *that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.*
IT IS A MISTAKE *to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.*
IT IS A FACT *that the Columbias are the only bicycles that are warranted throughout by the manufacturers.*
IT IS ALSO *a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.*
IT IS A MISTAKE *to suppose that either the Special or Standard Columbia is the same now that it was six months ago.*
IT IS A FACT *that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.*
REMEMBER *that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.*
REMEMBER *that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.*
REMEMBER *that the Columbia nickel plating is the handsomest and most durable of any.*
OBSERVE *that the prices of Columbia Bicycles range from $80 up to $147.50.*
OBSERVE *that the Mustang is a cheaper grade for boys, in price from $50 to $65.*
REFLECT *that the Columbias offer choices of more value for less money than any other make of bicycles.*
REFLECT *that most of the older riders, and many whole clubs, are this season taking Columbias in preference to every other machine.*
EVERY *rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price lists.*
NOTICE *that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at 597 to 601 Washington Street, Boston, Mass.*

PHOTOGRAPHS

—OF THE—

AMERICAN WHEELMEN

At Boston on May 30, 1881.

Large Size - - - - - - - - - - Price, $2.00.

They show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Sent postpaid to any address on receipt of price.

E. C. HODGES & CO.

40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 5 AUGUST, 1881.

Volume III. Number 13.

[Vol. III. CONTENTS No 13]

Currente Calamo. — Personal. — Miscellaneous . 150
Editorials: The Horse. — The Golden Rule. — Literary and Artistic 151
Excursions, Runs, etc. 151
To Lake George 151
In Connecticut 153
Races. — Correspondence 153
Wheel Club Doings 156
San Francisco. — New Britain Notes 157
Notes, Queries, etc. 157
L. A. W. 158

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

BICYCLERS' RIDING SUSPENSORY. The Bandage consists of a Silk Sack, made of the Best Hand-Knit Silk Netting, which will not interrupt the action of the respiratory organs of the skin, with an Elastic Band which encircles the body, and Elastic Straps passing over the Hips, and attached to the sack beneath, which keeps the sack in position, no matter in what position the person may put himself, the straps yielding to the movements. The Bandage is made in three sizes, Small, Medium and Large. In ordering, state which size is wanted. Sent by mail on receipt of price, $1.00. Elastic Hose Company, Highlandville, Mass.

JUST ISSUED!
"INDISPENSABLE."
BICYCLISTS' HAND-BOOK.
Orders taken at this Office.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.
A. J. PHILBRICK & CO.,
SALEM, MASS.

WE MAKE
SPORTING GOODS
A SPECIALTY
And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.

BICYCLERS' SUNDRIES.

* The "TAKE-ME-TOO," for carying a coat, etc., does not interfere with mounting or coasting: universally liked. Send size of waist	$ 90
Wright's Anti-Rust	25
Wright's Illuminating Oil	25
Acme Stands	1 75
Hub Lamps, nickelled, small size	3 50
" " " large like "King of the Road"	4 00
* Leggings, send size of calf	1 50
* Saddle Bags, similar to "Handy Tool Bag"	1 25
Bugles, brass	2 00
" nickelled	4 00
Rubber Handles, in ordering mention make of bicycle	2 00
* Horn Whistles	60
Shoes, canvas with corrugated rubber soles	3 25
* Gong Bells	75
* Nickelled Oil Cans	25
* Wrenches, Blue Monkey	70
* The Wright Standard Holder, for Club colors, torches, etc	1 50

Articles marked thus * can be sent by mail.
Remittances may be made by P. O. Order on Station H, or check.
W. M. WRIGHT, 791 5TH AVE., N. Y.



COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON INSTALMENTS
ON EASY TERMS.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENE. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS,
Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.



Patent Applied For.

DURLEY'S

ADJUSTABLE SKELETON SADDLE.

THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

In ordering, state whether Cradle spring or otherwise.

Price, $3.50. Nickel Plated, $5.25.

Send money order or registered letter.

D. W. HYDE,
Box 1133. Brighton, Mass.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

"THE AMERICAN GENTLEMEN'S MAGAZINE."

The only illustrated periodical published in America devoted exclusively to the promotion and advancement of all sports and pastimes, by field and water. Its contributors are amongst the best in the land, each article being written by the recognized authority on the subject. Every gentleman in any way interested in the growth of sporting matters in this country should not be without it, as it is invaluable as a safe and reliable record. Send 35 cents for specimen copy to

MARIUS LAZARE, 40 NEW STREET, N. Y.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

FOR SALE. Fifty-four-inch English bicycle, in excellent condition. Address "BICYCLE," 32 Park place, New York.

A 50-INCH ball-bearing "Standard Columbia" bicycle for sale, or to exchange for a 52-inch, same pattern. New; has not been run over 125 miles. Too small for the owner. Address "COLUMBIA," at this office.

TRICYCLE WANTED. I want to purchase, for cash, a second-hand tricycle. State style of machine, size, how long in use, and lowest price. Address THOMAS C. ORNDORFF, Columbus, Ohio.

A 50-INCH "Standard Columbia," in good order, with lamp, bell, etc., for sale at a bargain. Address "Standard," at this office.

CURRENTE CALAMO

OUR "Horse Accidents" are too much for us this week.

THE Atlantic City (N. J.) *Review* says: "Bicycles frighten very few horses here."

Two riders on one bicycle have been attracting attention in the streets of Chelsea, Mass., lately.

LOUISVILLE riders give their machines pet names, the latest, Mr. Dunnkake, christening his "Minnie."

WE learn from the New York *Times* that "a letter carrier in Cambridge, Mass., makes his rounds on a bicycle."

A STATE bicycle tournament will not be held at Albany 10 August; it is an advertising hoax.

AFTER the report of the referee in the Central Park test case, we shall expect *Puck's* artist to reproduce "The Judgment of Parris."

Two bicyclers in Newport lately had a collision, in broad daylight, in an open street. It smashed the vehicle of one and the ribs of the other.

Two Newburyport wheelmen intend to start from that city, 27 August, for Boston, *via* Salisbury Beach, Haverhill, Lawrence, Salem, Chelsea. They will return by a more easterly route, the whole distance laid out being 122 miles.

AND now bicyclers in New York are requested to refuse to pay any charge for transportation of their machines when riding on the Central Railroad, and if charge is persisted in, to take the number of the conductor or baggage master, and forward the same to Mr. Rawson Underhill, New street, New York City.

AFTER sitting seventy-two minutes looking at the ceiling, with his pen over his ear, and his hands behind his head, the other day, our Busy Man abstractedly asked if "Marblehead bicyclers ever took marble-headers?" and then became normal, and put two and a half hours' good work into the next hour, and thereby earned our forgiveness.

PERSONAL

EX-CAPTAIN H. S. MANN, of the Boston, has returned to his bicycling with newly awakened enthusiasm.

W. M. BAKER, JR., of Boston, bicycled from this city to Newburyport, 27 July, between the hours of 6 A. M. and 10 A. M.

BRO. REVELS, the wide-awake bicycling editor of the New York *Sunday Courier*, was in town this week and gave us a pleasant call.

JOHN BOLTON and F. W. SHERBURNE, of Barre, Vt., have been wheeling from that place to Albany, and intend taking Boston in their circuit before returning home.

E. F. BRADFORD and JOHN F. LOW, of the Chelsea Bicycle Club, started 29 July, *via* Portland steamer, for a wheel tour through West Maine and the White Mountain regions.

EX-CAPTAIN H. S. MANN is now on his famous cutter yacht "Enterprise," Rear-Commodore Peabody, commanding, on the Newport coast. Capt. Mann should remember that he now has a splendid opportunity for missionary work, and that commodores who can ride so gracefully and don't ride ought to be made to ride.

MR. FRANK W. WESTON is substituting for the proposed English tour a well-earned vacation on board his schooner yacht "Mist." The first visiting wheelman who does not find the latch string hanging over the taffrail should report the fact at this office; always remember that

"The night is uncertain, — and the morn perhaps, —
When a Mist settles down in the harbor."

WE called at the Massachusetts General Hospital, corner of Blossom and Allen streets, Boston, last week, and saw Mr. Fred N. Bosson, of the Massachusetts and Chelsea Bicycle Clubs, who, it will be remembered, we recently recorded as having broken his hip by a fall from a bicycle, at Ipswich. Mr. Bosson is convalescing as rapidly and comfortably as can be expected, and is in the best of spirits. He protests that his accident was not a result of reckless riding; that he had run the hill safely, and was on level road when he met the three trotting horses; that they crowded him too near the gutter, and that his rear wheel must have tripped, and his legs being over the handle, he came down with full force and weight upon his feet. He extends an invitation to members of his clubs and other friends to visit him. He is in Ward B, room 6, and is permitted to receive callers daily, Sundays included, from 7 A. M. to 9 P. M.

THE painful suicide of Fred. H. Browne, ex-captain of the Chicago Bicycle Club, and more recently sub-captain of the Milwaukee Bicycle Club, at Oconomowoc, last Tuesday, excites much regret from his many friends in Chicago and vicinity. He was a most genial fellow, and one would suppose him to be the last man to commit such an act. Mr. Browne was the pioneer bicycler in Chicago, and was celebrated in this section of the country as the most graceful, elegant, and skilful rider. Considering his bright, cheerful disposition, connections, and many friends, his sad death is all the more shocking. STENO.

WE are just informed by the publishers that "Sturmey's Guide to Bicycling" is out of print but that a new edition will be issued in a few months. A new edition of the "Indispensable Bicyclists' Handbook" has just appeared.

THE bicycle is harder to break than a two-year-old colt. The way to break it, though, is to get right on and ride; most anybody will help you up and call a doctor. — *Lowell Journal.*

CINCINNATI is the slowest city in the country to become "enthused" over bicycling. Other cities of its size number their riders by the hundreds, and do all they can to encourage the exercise; while here the riders, besides having the poorest streets and roads to overcome, are attacked on all sides by authorities who are too narrow-minded and prejudiced to see that bicycling has come to remain, and is certain to become as popular in this country as it is in England, where over 250,000 bicycles are in use, over 50,000 being owned in the city of London alone, where they are ridden by all classes of people in every branch of business. — *Cincinnati Enquirer.*

THE LONGEST DAY'S TRICYCLE RIDE ON RECORD. — Mr. W. T. Cunningham, of the Temple Bicycle Club, and Percy G. Hebblethwaite, of the Dewsbury Bicycle Club, left Wisbech on Friday morning, 8 July, for Barnet, where they had supper with Mr. Turner and Mr. Fox, respectively captain and secretary of the Stanley. Afterward they left for Hitchin *via* Biggleswade and Henlow, arriving there at 6.10 on the morning of the 9th. This made 139 miles in less than twenty-four hours. Hebblethwaite was mounted on the 60-inch "Omnicycle," on which he rode second in the T. A. Championship; Cunningham on a "D. H. F. Premier." This is record distance for a tricycle, the previous best being by Frank Allnutt, of Redhill, also on an "Omnicycle."

FINCHLEY TRICYCLE CLUB. — Four members and two lady tricyclists rode to Shenley on 13 July. The somewhat hilly journey was made by the whole party without a dismount, the ladies riding all the ascents, including Barnet Hill, in splendid style.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are thoughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 5 AUGUST, 1881.

THE HORSE.

ALL the testimony given in the Central Park test case, 19 July, in relation to the effect produced on horses by the appearance of the bicycle, goes to show the urgent necessity of some law regulating the use of those animals in public thoroughfares. In the first place, no livery-stable keeper ought to let a spirited horse to a lady or a stranger, without adequate vouchers for the person's courage and competency in the management of the animal. Second, a severe penalty should be incurred by the owner or driver of any horse which has exhibited unmanageable fright at any harmless object on the highway, who again brings the animal upon the public thoroughfare. The average horse is a stupid beast, at best; and that quality, combined with his activity and wonderful strength, makes him especially dangerous under the guidance of a timid or unskilful driver. When frightened, he can only be governed by fear, — fear of his driver; and in nine cases out of ten the driver himself is too scared to quell the animal by the counter-fright. Another source of danger from even tractable horses lies in the recklessness of drivers. The New York *Herald*, of 26 July, published a strong article in relation to this matter, showing that the hospital ambulances are kept in constant active service daily, bringing in the victims of careless and reckless driving alone; and in nearly all the cases the perpetrators of the crimes are teamsters and expressmen, and drivers of cars and other public conveyances.

The use of the horse in cities for business purposes, labor, expressing, and public conveyance, should have been abolished at the advent of steam locomotion. In this age of steam and electric invention, there is no longer any excuse for retaining the horse as a motor and force in practical business economy. Except for sport or pleasure, he is a nuisance. He keeps our streets in a filthy condition, producing an unwholesome stench in moist weather, and a poisonous dust in dry weather.

Maudlin sentimentality has too long paraded the beast as the "noblest" of the animal kingdom. Romance, as in the case of the "noble red man," has clothed him with mythical virtues and deluged the centuries with fables about his gratitude and intelligence; in the last he is below the camel and the elephant, and in both qualities the dog far surpasses him, as he does in courage. In short, the horse, like the hand fire-engine, has outlived his usefulness in the city, and like that once popular institution, should be relegated to the historical department of centennial parades.

THE *Golden Rule*, Boston, contains an account of a lady in Prospect Park, Brooklyn, N. Y., having been knocked down and seriously injured by some reckless bicycler, with attendant circumstances very discreditable to the latter. The driveways in the park are not open to bicycles, but they are allowed on the foot-paths; which condition of things is just the reverse of what ought to be. If the circumstances of the accident as we have the account are correct, that wheelman, if a club man and League member, should be expelled from both organizations.

LITERARY and artistic bicyclers have now an opportunity to both distinguish and enrich themselves, as well as the community, by entering into the prize bicycle essay competition announced in our last issue. It is the intention of the Pope Manufacturing Company to publish the prize article and sketches in some standard periodical, something in the style of President Pratt's "Wheel around the Hub," in *Scribner's* last year; the object being, of course, to enhance and spread the knowledge of and interest in bicycling in this country From the fact that Mr. John Boyle O'Reilly is on the board, we infer that articles in verse may be admitted to the competition.

EXCURSIONS, RUNS, ETC.

Boston to Lake George.

A REQUEST has been sent me to give through your columns a description of my trip to Lake George, with distances, condition of roads, and so forth The ride was not taken with the idea of reaching my destination either by the shortest route or in the quickest time possible; it was my vacation, and my idea was to take it easy and enjoy the country, and to make plenty of stops at places of interest, so my running time would be of little interest even to any one intending to take the same journey. The start was made from Boston, on the morning of 7 July, the first day's run being to Providence, which was taken in a rather roundabout manner, making a distance of fifty miles. These roads are so well known that nothing need be said of them. The next day being rainy, a run was made to Cranston, four miles, between showers, and later on took the Plainfield turnpike, which was described as being the best route to Willimantic. But this road was never intended for bicycling: the sand was very deep, and this the rain had turned to a very bad quality of mud, and it was only for short distances that riding could be had in the by-paths or gutters. Twelve miles of this was quite sufficient, as the farther I went the worse it became, and hills were added to bad roads. Leaving the pike for the nearest railway station, Hope by name, three miles distant, I had a pleasant run, but found on arriving that there was no way to get from there to Willimantic, this being the terminus of a branch road; but that four miles farther on I could get a train at River Point, which would leave in twenty-six minutes. The time was short for a strange country, but I decided to try for it. Up a flight of thirty stairs, and away at a ten-mile pace. Passed through the village of Phœnix, and saw a depot on a side street. Rushed up to the platform only to find another station on the branch road; River Point, three quarters of a mile farther. Another station came to view; up a steep hill and on to the platform just the minute the train was due. What was my indignation to find River Point a quarter of a mile away, and just then to hear my train whistle as it left the station. No one had told me of the intervening stations, so I felt that it was a cold day for me. Having some three

hours to wait, I went back to Phœnix' and telephoned with Mr. Howard, of the Providence Club, who lives here, and was informed that had I taken another road I might have ridden directly here in about two hours. This was consoling after the six hours I had spent getting here. Ran across Rev. L. A. Pope, who was making parish calls on his wheel, but who kindly stopped and took me across country by a good road to Centreville, where I took the late train, arriving in Willimantic at nine o'clock. Here Mr. Adams, the pioneer wheelman of the place, met me at the depot, and next morning ran out with me ten miles to Hebron. The roads were hilly and sandy, and the morning very warm; we were three hours making the ten miles, walking nearly half the way. From Hebron to Middletown, twenty-two miles, was an interminable succession of hills, many of them half or three quarters of a mile in length, and seldom any riding distance,on top or in the valleys. Five of these hills were not only too steep to ride down, but so much so that I was unable to hold my machine back, with the additional weight of the multum, and I was obliged to invert the wheel, and with little wheel in the air, trundle it down hill à la wheelbarrow. The glimpses of the Connecticut Valley obtained from the tops of some of these hills were almost worth the day's hard work, and at six o'clock I reached Middletown Ferry, rather tired, but on the whole, rather glad of the experience of a day on the Connecticut hills. Crossing the ferry to Middletown, took a short rest for supper, and in the evening rode to Meriden, eight miles, where I was to spend Sunday with friends. Left Meriden 4 P. M., 10 July, and found good roads to Hartford, eighteen miles, where I spent the night, and owing to rains next day, remained till 4 30 P. M. Visited the Weed factory in company with Mr. Penfield, whose courtesy to me during my stay in Hartford shows the strong bond of sympathy the wheel carries with it, and which I found all through my trip was quite enough to take me, a total stranger, into the society of good fellows wherever I stopped.

From Hartford to Windsor, six miles, was made through a clayey mud, which might have made good riding on a dry day, but was far from agreeable after a rain. Here I passed the night at the only hotel, and which I cannot recommend; the fare was not fit for a dog. Tuesday found fair roads to Windsor Locks, six miles, and from here they improved all the way to West Springfield, fourteen miles, being ridable the whole distance. Had intended to dine at Springfield, but getting by mistake a mile by the bridge before finding my error, kept on to Holyoke, eight miles. Here the roads were level and hard, and were by far the best I had found since leaving the suburbs of Boston. My forenoon run of twenty-eight miles made me ready for the good dinner which I obtained at the Holyoke House, which I reached at 12 M. Mr. Clark, the pioneer of Holyoke, looked me up, having seen a strange wheelman passing through, and offered to keep me company part way to Northampton. We left the hotel at 3.30, and after a run over the river to Hadley and return, and through the town of Holyoke, we started for the afternoon run. To Northampton, nine miles, found fair roads; two or three hills and some sand, but nearly all ridable. Mr. Clark referred me to Mr. Meekins, of Northampton, to give me the best road to Greenfield, which he kindly did. Mr. Meekins has ridden several years, but is just now without a wheel. Left Northampton 13 July. 8.45 A. M., taking the road through Hatfield, where I took some three miles of good sidewalk, meeting only two or three people, — the roads being too sandy to run in. From Hatfield to Deerfield found roads sandy most of the way; but by path riding, and running on the edge of potato and grain fields, managed to ride nearly the whole distance. At North Deerfield, seventeen miles from Northampton, stopped to dine with Mr. J. W. Champney, whom I found at work in his studio on a fine painting of Ophelia, intended for the coming Mechanics' Fair Exhibition. Three miles more of good roads brought me to Greenfield. My intention had been to run to Brattleboro', and then to strike west for Bennington; but at Northampton and Greenfield everybody advised me to go west from the latter place, instead of going farther north, which would be twenty miles out of my way,and would give me rougher roads. I was referred to Judge Aiken's sons, of Greenfield, as the riders of the place, who could give me the needed advice. One of the gentlemen I met, and he confirmed all I had heard. So through his advice I ran to Shelburne Falls, nine miles, and took train through the tunnel to North Adams. This went rather against my conscience, as I had intended riding the whole distance; but finding I should have to walk both up and down a distance of twelve or more miles without any riding, decided it was wise to save strength. Thursday, made a short day from North Adams to Bennington, eighteen miles. A good many hills on the last half, but groves and pleasant farms, enough to make even hill-walking agreeable. The hills, which before this I had found of hard quality, and ridable, although often very steep, became here very deceptive, and the first one I struck taught me a lesson. The upper part of this one looked inviting, and a passing farmer said it was an easy descent; so I put on brake and started, back-pedalling at the same time. But after an eighth of a mile of this, and having passed several "thank-yer-marms," a sudden sweep of the road brought me to realize its quality. Going at a good pace I plunged into three inches of sand interspersed with round stones, which with the steepness of the hill and the abrupt curve made me lose control of my machine, and I took a violent header. No harm done, but a slight bend in the rear fork, and the multum straps, which all broke away and left me with no way of fastening it on. As I walked along trying to invent some way of fastening it with nothing to work with, a carriage with two horses drove up in a most unexpected manner, we being some miles from any village. The ladies very kindly handed me the strings which tied their luncheon baskets up, and so put me on my feet again. One of the ladies remarked that she was visiting on Commonwealth Avenue, in Boston, last May, and saw eight hundred bicycles in a procession. This was enough: she had been to the Meet; we were old friends at once. Arriving in Bennington at noon I was obliged to stay the rest of the day to wait for my mail, which I had had forwarded to me from Brattleboro'. So I spent my time in visiting the old cemetery and other places of interest in the old town. Left Bennington the next morning at 8 A. M.; rode through North Bennington and White Creek to Cambridge, eighteen miles of fine hard roads, no hills, no stones. From Cambridge to Greenwich, nine miles, rather hilly, but pretty good. Stopped here for dinner and after an hour's rest went on to Schuylerville, five miles, deep sand and dust all the way; could not ride more than a quarter of the distance. From Schuylerville to Saratoga, twelve miles, the first six was fair, then deep sand for three miles, when I reached the boulevard, which for the other three was very good My day's ride of forty-four miles had been a mixture of the best and worst; but I came in fresh, and spent the evening seeing Saratoga. I inquired at the hotel and of the stable keepers for the best road to Lake George, and they all agreeing that the direct road was good, I innocently started. After four miles of gutter ridin and sand walking, I w s surprised by a wheelman pursuing me at high speed, and calling for me to wait. Who should it be but Capt. McNair, who had seen me pass his house a mile and a half back, and fearing it was some one who had mistaken the road, had donned his suit and given chase. He said if I had gone over by the Hudson River and taken the river road I might have ridden nearly the whole distance, but that this road had never been ridden. But I disliked the returning, which would give me at least twelve miles extra riding, and the captain himself hardly advised it, thinking I could get through the way I had started, so I pushed on. But the sand grew deeper and deeper as I went, until it became all walking and no riding. I reached a farmhouse in time to escape a severe thunder-shower, after which the farmer was to drive a wagon to Glens Falls, six miles, and I was glad enough to put my wheel in behind, and ride with him into town. The distance from Saratoga to Glens Falls is, by this road, seventeen miles; by the river road about twenty-one miles. At Glens Falls I hunted up Dr. Chapin, the only rider there. He has owned a wheel some two years, and makes professional visits on it, but as yet has no companions. He tells me that his practice ground is a half-mile trotting track, and his only choice for riding lies between this and the nine miles of corduroy road which I rode over later to Lake George. The doctor ran out two miles with me, but a stiff head wind drove him back, and I proceeded alone to Caldwell, where I arrived at 6 P. M., the twenty-six miles taking all day. My wheeling trip virtually ended here, for on Monday I took boat for Baldwin at the northern end of the lake. Here I mounted once more, and ran to Ticonderoga, two miles, and dined. In the afternoon took a run to the old fort, some two miles beyond the town, and after a few hours spent in visiting the places of interest, returned to the hotel, where my wheel soon became the centre of attraction, it being the first one that had ever been there. Left for Albany on the 9.12 P. M. train, connecting with the 2 A. M. on the Boston and Albany road. Here I was met with the new regulations of the Boston and Albany, and was taxed two dollars for the transportation of my wheel. Arriving in Boston at 9.25 A. M., I finished a trip which, although including some rough experiences, I shall always feel to have been one of my pleasantest reminiscences of wheeling. W B. E.

In Connecticut.

Editor Bicycling World: — June 10, I made a run from New Britain to Essex, Conn., thirty-seven and a half miles; time, seven hours, twenty-five minutes. From New Britain to Middletown, the road is generally good, with only a few hills; but when I left Middletown I had to climb a very long hill. From the top I had a good ride of nearly a mile, when I struck the meanest piece of road I ever met; and some of the meanest people too. At one house I wanted to buy a drink of milk, but they would neither give or sell; and to cap all, they would not even allow me to get a drink of water at their well. I gave them my blessing and mounted, and rode to the next house and got a drink of water. But they would not sell or give me any milk, although they had two nice pailfuls just from the barn. Perhaps they all thought I had been weaned. After getting over the mountain, on the Haddam road, I found sand all the way to Chester, nearly fifteen miles. I do not think I rode five of this fifteen miles. It is the poorest road that I have found anywhere I have ridden my wheel in this State. From Chester to Essex, I found a good road, and I got along nicely. I only had one mishap on the trip. I was riding along the edge of the road in Higganum, and ran into a sand-hole, lost my balance, and made a fly switch into the ditch alongside the road. I would warn riders not to try this road from Middletown to Saybrook. They will find it much more pleasant to take the cars over the Connecticut Valley Railroad. I kept count of horses I met on the trip, and out of thirty-one, I only found one horse that was really afraid of my wheel; and this being a section of country (except Middletown) where there are no riders, I think it is a good showing. I met one old Dutchman, a milk pedler, and a good, honest fellow, with no chalk and water in his cans, who thought his horse was going to be afraid. Says he, "You vill vrighten mine horse." I got down from my wheel, and when he drove up, he says, "You vas a goot feller; you don't vant to vrighten mine horse." "Oh no," says I, "that would be bad for you." — "Yah, yah, he vould tip me oud quick. Vat you call dot ding?" — "It is called a bicycle." — "So! a bicycle; dot vas nice. Vas it hard work?" — "No," says I, "but makes me hot and dry." — "So!" says Dutchie, "von't you have a trink of milk?" Now, I did not think he would take the hint; but as he did, I, of course, improved the opportunity, and had a very nice drink. Handing back the can cover, he says, "vant some more?" I thanked him, but declined. "So," says he, "have more if you vant em." I told him I must go, and bade him good by. "*Vare*, good by; you vas a nice feller; you don't vant to frighten mine horse." This was the pleasantest incident of my trip. I started at 4.30 A. M. from New Britain, arrived at Essex at 11 55 A. M. Stopped at Higganum for breakfast, and also at Chester for bowl of bread and milk, which used up about forty-five minutes of the time.

CHARLES PEARSONS.

RACES

A BICYCLE RACE, twenty-five miles, took place 24 May at Sydney, Australia. It was won by Lister, who covered the distance in 1 hour 19 minutes 31⅛ seconds.

CANONBURY CLUB. — The members of this club decided their twenty-five mile annual race for the championship and gold medal at Alexandra Park, 14 July. Return: J. C. P. Tacagni, 1; A. Richards, 2; J. J. Cone, 3; T. Edwards, 0; T. Neave, jr., 0; A. J. Wilson, 0; winner's time, 1 hour 30 minutes 20¼ seconds: Richards, 1 hour 31 minutes 56¼ seconds; Cone, 1 hour 33 minutes 36¼ seconds. The win was a very popular one. Tacagni won, having two years in succession.

MISS ELSA VON BLUMEN, the female pedestrian and bicyclist, contested against running and trotting horses at the Cary Driving Park, Binghamton, N. Y., 25 July, the lady riding one mile, and the horses being driven one and a half miles. Miss Von Blumen won, coming in three seconds ahead of the nearest competitor. Time, Miss Von Blumen, one mile, 5 minutes 22 seconds; trotting and running horses, one and a half miles, 5 minutes 25 seconds. T. A. Hayward, of Susquehanna, Pa., gave an exhibition half-mile spurt after the race.

THE HARTFORD WHEEL CLUB had their monthly run at Charter Oak park Saturday, 30 July. The track was quite heavy, but taking everything into consideration the time was as good as could well have been expected, and the sport was thoroughly enjoyed. The races were made for the three club medals, but as so few were present they decided to have but two classes, and consequently only two races. The following is a list of entries and the time made First class: Clark Lawrence, 3.27, 3.37; Thomas Waite, 3.33½, 3.44. In the second race, for the second and third class medals, Hitchcock and Waite collided, and Stebbins easily took the prize. Following is the time: Louis Hitchcock, 3.38, 3.50; Arthur Waite, 3.40, 3 54; George Stebbins, 3.43, 4.01, 3.51½. The first medal was awarded to Clark Lawrence, the second to Louis Hitchcock, and the third to George Stebbins. Four riders came from East Hartford yesterday afternoon, and did some good exhibition riding after the regular race. It is expected that the club will do some excellent work at the meetings in September and October, but during August little will be done. It is to be regretted that these meets are not better advertised, so that all lovers of the sport may be enabled to enjoy them.

Coming Events.

6 September. Worcester, New England Fair bicycle races.

5 October. Brockton, Brockton Bicycle Club races.

September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade, and tournament.

1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society Bicycle races.

14 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881. The following events are on the programme: First race, one mile: championship of New Jersey: open to residents of New Jersey only; first prize, gold medal; second prize, value $20; third prize, value, $10. Second race, two miles; first prize, value $30; second prize, value $20; third prize, value $10. Third race, one mile (handicap), 100 yards limit: first prize, value $30; second prize, value $20; third prize, value $10. Fourth race, one half-mile dash, best two in three heats, distance post at 50 yards: first prize, value $25; second prize, value $15; third prize, value $10. A silk banner valued at $25 will be given to the club presenting the best general apearance and most proficient in road drill; open to all; not less than nine men allowed to compete. These races, with the exception of the first, are open to all amateurs. The committee reserve the right to reject any entries. Fee $1.00 for each event. Entries close 14 September, and should be sent to Fred. Jenkins, editor *The Wheel*, 75 Fulton street, New York.

CORRESPONDENCE

Portsmouth, N. H.

Editor Bicycling World: — The many wheelmen who have walked through the long stretch of sand at Seabrook, between Newburyport and Hampton, on the otherwise excellent road from Boston to Portsmouth, will be pleased to learn that a new route has been explored by Consul A. J. Philbrick, of Salem, who reports that the sand can be avoided without going a number of extra miles through Amesbury Village, which was the route explored and laid out by him, Capt. Pope, and the writer for the three days' run of the Boston clubs to Hamp-

ton Beach last September. After crossing the chain bridge over the Merrimac, he took the second right road, where, if the tourist searches awhile, he can find a sign-board inscribed "Portsmouth, 18 miles." The road runs by the Rocky Hill meeting-house to Hampton. The Rockingham Club propose to have a run after the new route, and will publish a detailed description of the road for the benefit of visiting wheelmen. The consul here, having no more worlds to conquer in his allotted territory, has, with two other officers of the club, been encroaching on the shore borders of Maine. On Saturday, they made an excursion to Mount Agamenticus, in York, and found fair riding on roads heretofore deemed impassable for wheelmen. They propose to make a pioneer trip to Portland on Saturday next. Wheelmen who intend to visit York Beach should take their machines with them; for besides the pleasure of running on the hardest beach on the coast, they can bicycle nearly to the base of Mount Agamenticus, and the walk up the foot-paths is an easy one. The view from the top is unsurpassed. The mountain being but four miles from the sea, above which it rises 673 feet, and the only elevation for miles around, it commands an unbroken view of the seashore from Cape Elizabeth to Cape Ann, and an inland view of a comparatively level extent of country, dotted with cities and villagers, and encircled by the Blue Hills of Strafford, the Ossipee Mountains, the four-toothed summit of Chocorua, and Mount Kearsarge at North Conway. Still farther to the north is distinctly visible the Franconia Range, surmounted by Mount LaFayette, to the east of which Mount Washington looms up, surrounded by the numerous peaks of the Jackson Range, a hundred miles away. The bicyclers attracted considerable attention from the half-civilized basket makers who live in the huts near the base of the mountain, many of whom had never seen or heard of "them things" before, and were very inquisitive as to how the "devils on trucks" could come upon them so silently, or climb into the seats. One old lady, more intelligent than the others, and who evidently read the papers, caused the astonished wheelmen to make a sudden halt by asking, "Are them Columbias"? and in exchange for a detailed description of tricycles and marine bicycles which she called for, rewarded the bicyclers on their return trip with larger bouquets of pond lilies than they could carry. The only exciting incident of the 40-mile run was the charge on the president by a furious ox which was loose on the road. At sight of the party he tried to demolish a stone wall, and only half succeeding, he made a vicious plunge at the mounted bicycler, who quickly came down on the opposite side considerably scared, and found the backbone of his fifty-six considerably scarred where the ox exchanged the paint for a portion of his horn. An inch lower charge and the bovine would have worn off a sixty-spoked wheel for a head gear, and the honored head of the club would have been — Well, the ox was considerate and we will not speculate.

The last monthly meeting of the club was held at the Wentworth, in Newcastle, after partaking of an excellent supper, to which they were invited by the captain, who took this pleasant method of celebrating the completion of his five-thousandth mile of road riding. During the evening, an exhibition of trick and fancy riding was given by Master Girard, in the open space in front of the hotel, which is lighted by electric lights. The club pride themselves upon the graceful expertness of this young amateur, who can just run a 36-inch wheel; and yet in a fortnight from his first trial he gave a public exhibition of over twenty different acts, having had only occasional practice on a borrowed bicycle. He astonished his teacher by immediately learning to ride and mount, and then, much to his dismay, coasting down a steep hill "legs over." He quickly learned all the vaults into saddle, landing therein with one foot over handle, vaulting in from hub of rear wheel, and performing many double acts, the last of which is standing on the pedals in front of large wheel, and propelling it while riding backward, as his companion sits in saddle and steers. He has captured nearly all the feats performed at Music Hall on 30 May.

If wheelmen desire comfort on long rides, they should invest in a Burley saddle, cradle spring, rubber handles, long handle bars, a take-me-too, and a homely yet comfortable helmet.

A part of the marine bicycles here have been fitted with chairs by the inventor, and they can often be seen, being propelled against our strong tides by the lady friends of the club members, who are awaiting anxiously the completion of the "Sociable," to be propelled by two. The sister of the inventor recently made an afternoon trip of thirty miles without unusual fatigue.

If the horse-accident correspondents of the WORLD are at all faithful, the subscribers may soon expect it and its double supplement arrayed in a new font of brilliant type. Even one issue of a local paper in this small city had recently three serious and one fatal accident.

All of the New Hampshire consuls of last year have been reappointed by the directors, and have received their new certificates; that of Consul Davis, of this city, is numbered 1, he being the first L.A.W. consul appointed in the United States.

The size of the sidewalk committee which assembles to see the tricycle operate is diminishing as the novelty wears off, but the committee will soon be increased when the "American Star" arrives. TELZAH.

Montreal.

Editor Bicycling World: — One great drawback we in Montreal, and in fact all through the Dominion, have to contend with, is having to wait so long after giving our order before we can get our machines out from the old country. This waiting, as you can readily imagine, is very impatiently submitted to, especially by those who have the "fever" very bad. However, next season, judging from present appearances, we will have several regular importers, all of them carrying full stocks, from which there will be no difficulty in at once filling all orders. Another disadvantage we are under is not having a competent mechanic to do our repairs; by "competent," I mean one who thoroughly understands bicycles, not simply as a piece of machinery, but as a bicycle. However, I dare say that when the demand becomes somewhat stronger, it will not be long before the supply comes to the front. Of course we have plenty of machine shops here, but most of them look upon a bicycler as legitimate prey, and charge "accordin'." Fancy charging $1.50 for straightening a handle bar that was bent about one fourth of an inch!

There are several unattached riders in our city. Imagine if they once enjoyed the pleasure of riding with others, they would at once and forever forswear lonely riding. I quite agree with President Bates about extending club privileges only to members of other clubs, unless, as he said, there exists some valid reason why the rider does not belong to a club. We managed to have one moonlight ride this month, despite of old St. Swithin, and went out to Lachine, nine miles. I noticed on the way out that the horses seemed much more afraid of the bicycles at night than they did in the daytime. We met one man driving a nice, spirited horse, and it was difficult to say at first who was most frightened, man or beast; however, our captain whistled us off, and taking the horse by the head, soon calmed the fears of both. It was suggested to the driver that we should bring a machine up to the horse, and let him smell it and become better acquainted with it, and let him see that there was nothing "uncanny" about it. This, however, the driver, in trembling accents, declined. It was then proposed that we let the *driver* smell a machine. This also, strange to say, he refused; and on he drove, muttering between his teeth something about "how very quick he would have us off the street, if he had his own way." Our "Growler" said, "Oh! of course he would sooner put us to all this blooming trouble every time he meets us, you know," and he glared through his spectacles at the retreating carriage in a manner that was positively alarming. Our captain merely said, as we mounted and rode on, "Eh! but yon 's a muckle sumph," — whatever that is. All went smoothly for some time, until, in going down Mackay Hill (a nasty, rough, and steep hill), our bugler came a fearful cropper, and lay flat on his face, with his machine on his back. However, his bugle escaped damage, which was

very consoling. Our *very* efficient whipper-in was the *first* to reach him and lift the machine off and help him up, and he (W. I.) could only be restrained by force from denuding himself of a tremendous surcingle he wore around his waist, "for the benefit of my poor back," and which he confidentially assured the bugler would prove a sure and speedy cure for sundry bruises on knees and elbows received from the fall. However, the bugler managed to ride along without the aid of the belt, as far as Blue Bonnets, nearly five miles out, when his machine, which had been cracked by the fall, broke down, and he suddenly found himself again in the lap of mother earth. He had to tramp it home from there, and if he had waited he would have had a companion in trouble, as on the way back from Lachine "Hungry Tommy" managed to break his hind wheel at just about the same place, and of course had to tramp it in.

By the by, were you aware that we have a real live bugler? Yes, sir, and he is a good bugler, too, and practises very hard, and in fact makes the corner of Manse and Ontario streets a spot to be avoided by all peace-loving citizens. I am credibly informed that several parties living in the same row, with a tendency to, but a desire to overcome profanity, have moved to the extreme west end of the city. Oh! he is a "bully" bugler.

One of our fellows, as soon as he leaves the city on any of our rides, forgets the English language completely, and speaks nothing but French, which he flatters himself he is just the proper person to do. Not long ago we were out on a new road, and not feeling very sure of our way, our Frenchman undertook to question a lad as to which road we should take; and after talking to him for about five minutes in the choicest Parisian French, fancy his feelings when the lad answered, "*Je ne parle pas Anglais*" (I do not speak English). He did not recover for several hours. More anon.

MONTREAL, 27 July, 1881. K. K.

Waltham, Mass.

Editor Bicycling World: — The club have their weekly runs as usual on Saturdays, taking a quick spin, for practice in roading, of from ten to twenty miles, with as few dismounts as possible. We find this practice of fast club riding does more, perhaps, toward perfecting the boys in roading, than anything else. Knowing the usual gait of club runs, they practise diligently all the week, that they may not "get left." But of course such riding is no help toward perfection of drill, simply a striving for good roadsters. And we have a goodly number of them. Mr. D. Nash Mitchell, of our club, rode to Newburyport and returned, in a day, a distance of one hundred and five miles without much fatigue, and he is one of our new riders. And you know what Stall is for roading; simply magnificent. The tricycle fever is spreading rapidly out here, several gentlemen owning machines, and roading over the country in good shape, the favorite out-of-town ride being toward Salem, where one of our gentlemen rode some time since, with his five-year-old son on an extra seat behind. Seeing your chapter of horse accidents reminds me that we had a ludicrous one here last night. A horse became frightened at a double or "sociable" tricycle, and jumped through a rotten board fence into a market garden, carrying buggy and driver with him, without, however, doing any damage, except to the fence and vegetables of the gardener. The young ladies come out on three wheels once in a while, and enjoy themselves hugely. We have been very free from serious accidents; I think my broken leg confined me the longest of any of them. I am able to hobble around with a cane now, and had a tricycle ride this evening, doing most of the work with my *sound* leg. If I am not able to ride a bicycle next summer, I shall have a tricycle and work it with a leg and a half. Many of the Boston riders will learn with regret that the popular Prospect House, consulate hotel for Waltham, is closed indefinitely. The owner of the building refused to sign the petition for license, consequently the hotel got none and is closed. The Central House will give same terms to wheelmen as the Prospect did, and I shall probably appoint it as an L. A. W. hotel. Some of the Massachusetts boys will remember their breakfasts out here with pleasure. I hope they will start the house again, but is doubtful. So much for our liquor laws, — we lose a good hotel.

HENRY B. COLBY,
Sec. Waltham Bi. C. and Consul L. A. W.

WALTHAM, 29 July, 1881.

Webster, Mass.

Editor Bicycling World: — We have just formed a club here. We have at present only seven members, but hope to increase the number before long. Our president, Samuel Slater, has been for the past two years a member of the Providence Bicycle Club, and our captain, John E. Brown, was, until we formed our club, a member of the Worcester Bicycle Club. We have a meeting to-morrow to decide fully upon our suits, and there is some talk among the members of having a bugler. We have some excellent roads here, the one from Webster to Worcester in particular. The distance is a good sixteen miles, and our youngest member, who rides a 48-inch Columbia, made the distance in a little over two hours, after having his machine about two weeks. Four of us went to Southbridge on the 24th. The roads were in very bad condition, and we were two hours in covering the eleven miles. The sand was ankle deep almost all the way, but we were fully repaid for our long journey by the reception we met with from bicyclers in Southbridge. Six of them turned out with us about eleven o'clock, and we had a lovely run of five or six miles. On our return to the hotel, the club gave us an excellent dinner, and rode out about three miles with us in the evening, when we started for home. The day was one of the pleasantest we ever spent, and nothing could exceed the kindness of the Southbridge men. We hope to have the pleasure of entertaining them at an early day.

H. C. Bowen has invited the Webster and Southbridge Clubs to his park, at Woodstock, Conn., on the 20th of August. He offers a medal or a silver cup to the best rider. The matter will be discussed at our meeting to-morrow.

L. N. WILSON, *Sec.*

WEBSTER, MASS., 27 July, 1881.

Salem, Mass.

Editor Bicycling World: — Considering how dependent the comfort and pleasure of the wheelman is upon the nature and variety of the roads, it is surprising that so little of interest on this subject — at least to the devotees of the wheel in Boston and vicinity — appears in the WORLD. There are two well-known routes from Malden to Salem, and points beyond; one *via* Lynn and Swampscot (15 miles); the other through Wyoma Village, Lynn, and Peabody (14¼ miles). Frequent trips having rendered both of these somewhat monotonous, I made some explorations recently, in hopes of discovering a third, and have found that a wheelman going over the old Newburyport turnpike can reduce the distance to 14¼ miles. The road, which runs through the woods for a considerable distance, is delightfully cool and shady, and is, in the main, an excellent one for the wheel. The hills, of which there are three or four, are all short, but should be descended with care, as they are generally stony, with beds of sand at the bottom. Leaving Malden square by Salem street, keep on through Maplewood till Broadway (1¼ miles) is reached (J. Walton, Goodman & Co.'s grocery store on corner), turn to the left and follow direct road for 6 miles to South Lynnfield, with its churches and country store. Here, following directions on the signboard, take right-hand road for Peabody and Salem. PEDAL PUSHER.

SALEM, 30 July, 1881.

Boston.

Editor Bicycling World: — I have a suggestion, an objection, and a question to offer on three several points observed in reading your last two issues. First, in regard "to keeping the stockings up," and avoiding any pins or suspenders from shoulder or waist, as recommended by others, it seems to me that it would be a very effectual as well as simple plan to have a loop of tape or elastic sewed to the stocking below the upper bottom of the breeches at the knee, and secure it on that. Even merely to pinch up the stocking and pass it over the button, if there is room enough, I find to answer the purpose entirely. The foregoing goes to show that I am a bicycler in

good "standing," as to leg apparel; and I would object to such stale allusions to "boots," etc., as appear over a feminine *nom* in your paper of the 29th. Also, I think the writer does not pass for a lady any better by applying a coarse and inappropriate nickname in the rather malicious description obviously intended for myself. If it is some wheelman bellicosely disposed toward me, let him come out from behind the petticoats. The question I have to ask is: What can be the meaning of your Milwaukee correspondent, of the previous week, when he tells of three men climbing "a long angle of forty-eight degrees"? on the bicycle, evidently. The extremest thoretical estimate is but forty-five degrees, — and perhaps "Lydia P." knows about that.

JUVENIS.

30 JULY, 1881.

Worcester, Mass.

Editor Bicycling World: — The ideas of President Bates in regard to the "unattached" seem to strike the riders in this vicinity quite favorably. Said a prominent horseman, a few days since: "Nothing is to be feared from bicycle riders who are members of clubs, for they are directly responsible to some one for their actions. If any serious trouble is caused by bicycles, I think it will be irresponsible riders who are unattached."

There is one thing that I think deserves the consideration of bicycle clubs, and it is this: What is to be done where unattached riders copy the uniform of a club in their town or city, in some cases even to the buttons on their coats, and sail under the club colors? Is it not in the province of the League to take measures to protect clubs in such cases, where all parties are members of the League? Is it not a little rough on a club, who after having put out $500 or more for uniforms, are obliged to stand by and see their peculiar style of cut and combination of colors appropriated?

There is one club that will enter a protest against any such party who applies for League membership, or renewal of membership. At present, our only remedy will lay in a change in our uniform.

ÆOLUS.

WORCESTER, MASS.

A PHILADELPHIA correspondent sends us the following: "Henry H. Bentley, of the Local Telegraph Company, started July 28 on a bicycle tour of four hundred miles. He started from Poughkeepsie, N. Y., on the road to Boston Corners, a point where the State lines of New York, Massachusetts, and Connecticut meet; thence up Housatonic Valley through Berkshire Hills to Pittsfield, to Great Barrington, to New Lebanon, thence as far as Bennington, Vt., returning to Boston."

"HOOSIER," an Indianapolis correspondent, reports a very melancholy and unaccountable apathy among wheelmen in that city. He says: "Ever since the State tournament last spring our city has not been troubled with the bicycle fever. The club which we thought we had organized has had but one successful meeting, and this year it has not had enough vitality to attempt one; in fact, it is never spoken of by members. Our streets are nearly all ridable throughout the year, but we have no fine roads. We have about eighteen gravel roads radiating from town of from two to two hundred miles in length, — all ridable, — and we have about one wheel per road, but can never get more than three together at once. Last Sunday I went down to Greenwood, a village eleven miles south. On the way I met a farmer and his wife, driving an apparently seventeen-year-old plug with top buggy. The road was level (we have no hills), straight, and had a three-foot embankment on my left. When within thirty feet of me the plug pricked up his ears, jumped over the embankment, upset the buggy, and spilled the people in the mud at the bottom of a ditch. Three dollars and a square inch of court-plaster would cover the damage. How should I have acted?"

SECRETARY R. P. RANDALL, of the New Orleans Bicycle Club, writes from Louisville, Ky., under date of 27 July, that Capt. A. M. Hill and he are on a general tour, will visit the different clubs on their route, and expect to reach Boston about three weeks later than date. He adds: "The New Orleans Bi. Club now numbers fifty-nine active members, in addition to which, there are several applications in waiting to be acted upon; we have a fine practice hall of seventeen laps to the mile, and are negotiating for a square of ground on one of our principal thoroughfares, on which will be laid a fine shell track of six laps to a mile; and in a short time we will have the electric light. The club furnishes practice machines to enable members to learn to ride who do not own machines yet; due care is taken to save the learner from unnecessary tumbles. Only a few members own machines at present; but of those that learn to ride, all that are able will at once get machines."

"BICYCLER" writes from Charleston, S. C., under date of 27 July: "We have as poor roads for bicycling as any I ever saw, — there being only three that we can use with any kind of comfort. First, there is King street, running directly through the city from South Bay to Line street. This street is paved with Belgian blocks for about two and half miles. Second, from Line street runs "The Shell Road," which is very good indeed, and is three miles long; at the terminus of which is the Three-Mile House, where we get lemonade, eggs, etc. From the end of "The Shell Road" we have a beautiful corduroy road (only safe to travel with Cradle or Burley's Skeleton). Last comes our Battery, which was the best road of all until our respected chief of police prohibited our riding there. Now we ride in the street around the Battery. Sullivan's Island Beach, four miles from city, affords a lovely riding place, and which we all take advantage of when the tide and moon suit." Our correspondent further sends us a newspaper clipping which shows a lamentable state of prejudice or stupidity in the Charleston police department.

THE secretary of the Columbia Bicycle Club, E. C. Stanley, of Attleboro', Mass., sends us the following, clipped from a local paper: "Men go to and fro in our streets unconscious that feats of strength or of intellect are being performed. Yesterday, Harry Tufts, of the Columbia Bicycle Club, North Attleboro', sat still on his machine three hours, from 9.15 to 12.15, and only complained of being hungry. The greatest feat of the kind previously performed was by a Baltimore wheelman who sat two hours and thirty-seven minutes, and at the end fell fainting from his machine. Hurrah for Tufts!" Mr. Stanley adds: "Tufts is also a fine fancy rider: he rides on his front wheel, the same as Chandler, and does every trick that was exhibited at the L. A. W. Meet in Boston. Our club will give a grand race about the last of August; we shall give valuable prizes, and expect to have a 'big time.'"

F. A. MILLER, president of the Susquehanna Bicycle Club, in a recent letter says: While riding in the suburbs today, I "coasted" a short hill, and an urchin exclaimed, "Look at it! Look at it! *and he ain't pumping it at all!*"

"REG.," of the Montreal Bicycle Club, sends us the following club items: Maitland is going to take the championship belt, so they say. I hope he may, but at the same time I would like to see him pushed a little more than he has been in the past monthly competitions. He ought to beat his fastest time, and will if he is forced, for he has the right stuff in him. . . . . Trotter is the coming fancy rider, and deserves encouragement. I would suggest a prize for the best fancy rider, to be competed for monthly. Although a trifle impatient under the restraint of club discipline, he is about the most plucky rider in the club.

WHEEL CLUB DOINGS

CHAMPION CITY BI. CLUB, SPRINGFIELD, OHIO. — Am glad to inform you that our city at last boasts of a bicycle club. A few evenings since an enthusiastic twelve met and perfected an organization, to be known as the Champion City Bicycle Club. Rules and by-laws were adopted, and the following officers elected: President, J. S. Crowell; secretary and treasurer, D. E. Barnum; captain, T. J. Kirkpatrick; lieutenant, Frank S. Cook; bugler, Paul Staley; club committee, J. G. Jacobs, Wilbur Gunn, and M. Crothers. A costume of gray throughout, with white helmet hat, was decided upon. At our last meeting three new members were admitted, and the entire club will join the L. A. W., adopting the League badge. As yet we have had no club runs, but will as soon as uniforms are completed, when we expect to compare favorably with the clubs of any of our sister cities.

D. E. B.

KINGS COUNTY WHEELMEN, Brooklyn, N. Y. At a meeting of the Kings County Wheelmen, 21 July, F. H. Douglass was elected secretary, in place of Edward K. Austin, resigned. It was voted to have a picture taken of the club at the fountain, and a run on Staten Island was arranged for an early date.

F. H. DOUGLASS, *Sec.*

PROVIDENCE BI. CLUB. — *Editor Bicycling World:* At a meeting of the Providence Bicycle Club, held Saturday, 16 July, it was *Voted*, that the thanks of the club be tendered to the publishers of the BICYCLING WORLD for the very handsome buglet presented them this day.

JOHN A. CROSS, *Sec.*

PROVIDENCE, 23 July, 1881.

San Francisco.

AT a meeting of the San Francisco Bicycle Club held 14 July, Messrs. James W. Kerr, Morris Feintuch, Eugene K. Sykes, and Harrison A. Jones were elected members. The communication from the State Board of Agriculture inviting the club to participate in a bicycle tournament was taken up; and should satisfactory arrangements be made, from twelve to sixteen gentlemen will participate in the events, which will probably take place next September in Sacramento during the State fair. On motion of Charles A. Butler, the secretary was instructed to respond to the above communication. The committee on invitations to unattached amateur riders reported that on account of the indefinite postponement of the races by the Fourth of July Committee, caused by the attempted assassination of the President, a messenger was employed to notify those who were invited to participate in the elementary evolutions preparatory to the drill, that it had been postponed, and the committee was discharged. Finkler, chairman of the committee on halls, reported that Mr. Warshauer offered quarters in the Windsor for the purpose of holding meetings; and the report was unanimously accepted, and a vote of thanks tendered Mr. Warshauer. James Sanderson, of the Olympian, was, by acclamation, elected to fill the vacancy on the club committee. From the ecretary's semi-annual report, it appears that the club was in most flourishing circumstances, financially and numerically. One of the club members is composing a characteristic song for brother wheelmen, to be sung on "moonlight meets."... A number of wheelmen were out early 17 July, morning, speeding through the Bay District park, looking remarkably well in their neat, new club uniform. Unfortunately for the complete success of the first airing, the new uniform had a tendency to distract the riders and to swerve their attention from their course, and in consequence headers were frequent.... A movement is on foot for a sporting programme at the State fair, which has already been considered by the bicyclists..... Eight members of the club, Messrs. Sykes, Finkler, London, Martin, Feintuck, Jones, Sub-Capt. Butler, captained by Mr. H. C. Eggers, took another spin 24 July, covering about thirteen miles coasting on the Cliff House road. The wheelmen attracted much admiration while returning in pairs to the point of starting. The distance travelled, as shown by the cyclometer, was thirteen miles. After disbanding Finkler crossed the bay with his wheel to enjoy the salubrious climate and excellent streets of Oakland, and was entertained by Dr E. S. Belden, a brother wheelmen..... The recent accident on Tyler street, which was said to have been caused by a bicycle, was occasioned, the bicyclists claim, by a small boy on one of the small modern machines.

New Britain Notes.

L. DOIG, president of the Wheel Club, will sail on Wednesday, 27 July, per steamer "Algeria," for London, England, where he will reside, continuing in the employ of the Russell & Erwin Manufacturing Company, of New Britain.... George Corbin, sub-captain, has sold his new Harvard 52-inch wheel to a party in Torrington, Conn. He contemplates purchasing another wheel soon.... Fred. Arnold has been spending a few days with his wheel in and around Providence, R. I. He reports having had a pleasant trip. ... F. H. Johnson went to Thompsonville, Conn., Saturday, 23 July, riding home from there Sunday. He reports fair roads, but very dusty..... Racing on the Plainville track in the dark hardly paid. Result, three broken wheels. But there was lots of fun. Mr. Minor enjoyed his run home..... Messrs George Stearns, George Corbin, Ed. Dwight, and Charles Pearsons took a very pleasant trip through some of the adjoining towns on 17 July, returning home *via* Shuttle Meadow Lake. In coming down a hill at the south end of the lake, Mr. Pearsons got a very bad fall, caused by running into a rolling stone and his tire coming out of the felloe of his large wheel. The hill is quite steep, and he was under good headway, and sprained his left wrist and injured his right shoulder, but broke no bones. His wheel escaped with a broken handle bar. It was a very narrow escape from a more serious injury. After walking to the Lake House, the tire was soon tied on, and, exchanging wheels with Mr. Dwight, the party were soon home. Excepting the accident to Mr. Pearsons, it was very pleasant trip, — distance twenty-eight miles.

MR. R. LINCOLN LIPPITT. — Bicyclists will remember that a few weeks ago a controversy sprang up over the disposition of the Jesse Howard medal; that Mr. R. Lincoln Lippitt won, and was awarded the medal by Mr. Howard; and that, because of some alleged irregularities, he was hastily expelled from the Providence Bicycle Club. Mr. Lippitt resented the action of the club; the question was put into the hands of a board of referees, who have rendered the following decision, completely vindicating him: —

To Albert G. Carpenter, Esq., President of the Providence Bi. Club, and to R. Lincoln Lippitt, Esq.:

The referees, to whom was submitted the question "whether Mr. R. Lincoln Lippitt has in his relations to the bicycle club conducted himself in any way so as to call for expulsion from membership" thereof, have, after a full hearing of all charges brought against him, their evidence in support thereof, and Mr. R. Lincoln Lippitt's defence thereto, and a careful consideration of the same, decided, and they so report, that they find nothing in Mr. R. Lincoln Lippitt's conduct, judged both by the special rules of the Providence Bicycle Club and by the general principles which should govern the conduct of gentlemen, which called for or in any degree justified his expulsion from said club. Repectfully submitted,

JOSEPH E. SPINK,
ALLEN T. JOHNSON,
RICHARD B. COMSTOCK, *Referees.*

PROVIDENCE, R. I., 14 July, 1881.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

Editor Bicycling World: — I would like to know what is the best oil for a bicycle lamp. I have had trouble in finding oil that will give a brilliant light, and not smoke or go out on riding over the least bit of rough road. I see the English lamp manufacturers recommend Colza oil. I cannot get it here. Is it any better than the oils we have?

DARKNESS.

Editor Bicycling World: — Will some one give information on the road and route from Springfield, Ohio, to Sandusky, and oblige by writing to W. H. REED, 295 George street, Cincinnati, Ohio?

Editor Bicycling World: — Will you please give the address of the manufacturers of the "Star" bicycle through your paper? I should like to hear from bicyclers who have ridden both the "Star" and the common bicycle, which they prefer.

E. J. T.

Editor Bicycling World: — I notice in *all* accounts of bicycle races that the time is given, *but the size of wheel* is omitted. Now, I think this is a great mistake; for a bicycler may be trying to make a good mile or two at a private trial with a 50-inch wheel, and he may have seen some article on a bicycle race, giving the time which was made with a 56-inch wheel with ease, and all the while he is becoming discouraged because he cannot come nigh the same time; while if the size of the wheel was given, all might compare the time with their own if they wished. I wish (if it meets with your own views) to draw the attention of bicycle reporters to this one thing, asking them to add the size of wheel to their reports.

R. C. PEARSON.

NEW BRITAIN, CONN., 20 July, 1881.

Mr. Editor: — To my thinking, the supporter sold for the purpose is the best

device for keeping the stockings up. If necessary, they can be worn under the shirt, and if drawers are worn, a small opening can be made just above the knee, through which the ends are passed before attaching the stockings.

Will some wheelman kindly send me a description of the best route from Boston to Providence, sufficiently minute to be followed by one totally unacquainted with the roads in that direction? By so doing, they will earn the thanks of

A SALEM WHEELMAN.

P. O. Box 190.

Editor Bicycling World: — I would like to hear through your columns from some practical wheelmen relating to the most appropriate and simple whistle signals for the following: *Fall in, Mount. Single File, Two Abreast, Four Abreast, Increase Speed, Decrease Speed, Dismount or Halt, Distress* — (from the rear).

The above for use by a club.

WOODSIDE.

Editor Bicycling World: — I should like to know the best route between Boston and Baltimore; and if any of your readers have ridden over the route or any part of it (which no doubt they have), I should like to hear from them regarding roads and hotels, and any other information they could give me. H. H. D.

223 W. CANTON street, Boston.

MR. A. J. EDDY, of Flint, Mich. writes us to know what has been done about the championship races for this country, and suggests that either the mile or two-mile race at Worcester, in September, be made a championship.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

MANHATTAN BI. CLUB. — Additional: Charles B. Barril, Orange, N. J.; Robert Barril, Orange, N. J.; F. A. Coleman, Windsor Hotel, New York City; Joseph L. Falk, 25 West 58th street; George W. Falk, 27 West 58th street; Nathan Hobart, 53 Leonard street, New York City; Wm. D. Hobart, 62 Leonard street, New York City; H. S. Jones, 129 Chambers street, New York City; Henry H. Meyer, 38 Exchange place, New York City; R. V. Schuyler, 189 Broadway, New York City; James W. Wallace, 55 West 38th street, New York City; William M. Woodside, 120 West 45th street.

MISSOURI BI. CLUB. — Thomas Mier, president, St. Louis Swimming School; Richard Garvey, vice-president, 407 Chestnut street; Thomas H. Drew, secretary and treasurer, 819 St. Charles street; George G. Bain, captain, 2107 Park avenue; George Oeters, 915 Chouteau avenue; Arthur Young, 3130 Chestnut street; Fred. Beckars, 915 Chouteau avenue; E. H. Gregory, 3531 Washington avenue; Joseph Gazzam, — all of St. Louis, Mo.

HILL CITY BI. CLUB, HILLSBORO', OHIO. — John R. Callahan, Walter D. Ayres, Frank J. Bridwell, John D. Bell, Albert Matthews, Rush E. Evans, Harry Glenn, George W. Bowen, already a member of the L. A. W.

THORNDIKE BI. CLUB. — Additional: Leland Cole, Elmer Wood, Edward Wood, G. Woodbury Foster, Arthur Holden, Frank Hitchings, — all of Beverly, Mass.

UNATTACHED. — Roger D. Williams, Lexington, Ky.; Dudley C. Hasbrouck, box 760, Peekskill, N. Y.; Waldo P. Johnson, Shawangunk, Ulster Co., N. Y.; Daniel Lees, 246 Adams street, Frankfort, Philadelphia, Pa.

CHAMPION CITY BI. CLUB. — Additional: Ed. C. Leffel, John P. Taylor, M. M. Hedges, — all of Springfield, O.

THE address of the Toledo consuls, Messrs. W. F. Dewey and W. F. West. should read, in care of Taylor, Rogers & Co., Toledo, O., instead of Cincinnati, O., as erroneously published in the BICYCLING WORLD of 15 July.

IN our list of applications 22 July, "New Brunswick Bi. Club" should read, "Brunswick Bi. Club, of New Brunswick, N. J."

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO. OSBORNE & ALEXANDER, 628 Market Street.

CONNECTICUT.

HARTFORD. BILLINGS & SPENCER CO. WEED SEWING MACHINE CO.
NEW HAVEN. AMERICAN BICYCLE CO., 98 Crown Street.

ILLINOIS.

CHICAGO. JNO. M. FAIRFIELD, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. CUNNINGHAM & CO., 6 and 8 Berkeley Street; C. R. PERCIVAL, 96 Worcester Street; THE POPE M'F'G CO., 597 Washington Street; ELASTIC TIP CO., 157 Washington Street.

MONTANA.

HELENA. W. E. NORRIS.

NEW YORK.

NEW YORK. WM. M. WRIGHT, 791 Fifth Avenue; SCHUYLER & DUANE, 189 Broadway.

OHIO.

LIMA. GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA. H. B. HART, 813 Arch Street.
PITTSBURG. COLUMBIA BICYCLE AGENCY, Cor. 5th Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. CHAS. F. HANDY, 236 Westminster Street.

THE TRICYCLING JOURNAL

— AND —

MANUFACTURERS' ADVERTISER.

EDITED BY — R. C. N. BRITTAN.

Subscriptions received at this Office.

One year.....$2 25
Six Months.....1 15
Three Months.....60

Specimen copies sent from

146 Fleet St. - - London, E. C.

Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

WM. M. WRIGHT,

791 5th Avenue,

NEW YORK CITY.

BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.



☞ Send 1-cent Stamp for Circular; and length of leg, inside measure, to ball of foot under the shoe.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

THE TRADE ONLY SUPPLIED.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES & TRICYCLES

96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B. — I will receive orders for any makes of machines at the manufacturers' list prices.

ALL BICYCLERS SHOULD READ

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by

HENRY STURMEY, Author of "The Indispensable,"

And C. W. NAIRN, Author of "The Bicycle Annual."

PUBLISHED EVERY WEDNESDAY.

PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST or by $3.50, from

E. C. HODGES & CO., 40 Water St., Boston, Mass.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

SUGGESTIONS TO BICYCLERS.

IT IS A MISTAKE *to consider all English bicycles as the best.*
IT IS A FACT *that a less percentage of Columbia Bicycles break or come to repairs than of any other make.*
IT IS A MISTAKE *to regard all the latest modifications of English bicycles as improvements.*
IT IS A FACT *that many of them are trade catches, and are abandoned before a season is over.*
IT IS A MISTAKE *to infer that the Columbia Bicycle is always the same style of machine.*
IT IS A FACT *that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.*
IT IS A MISTAKE *to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.*
IT IS A FACT *that the Columbias are the only bicycles that are warranted throughout by the manufacturers.*
IT IS ALSO *a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.*
IT IS A MISTAKE *to suppose that either the Special or Standard Columbia is the same now that it was six months ago.*
IT IS A FACT *that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.*
REMEMBER *that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.*
REMEMBER *that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.*
REMEMBER *that the Columbia nickel plating is the handsomest and most durable of any.*
OBSERVE *that the prices of Columbia Bicycles range from* $80 *up to* $147.50.
OBSERVE *that the Mustang is a cheaper grade for boys, in price from* $50 *to* $65.
REFLECT *that the Columbias offer choices of more value for less money than any other make of bicycles.*
REFLECT *that most of the older riders, and many whole clubs, are this season taking Columbias in preference to every other machine.*
EVERY *rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price lists.*
NOTICE *that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at* 597 *to* 601 *Washington Street, Boston, Mass.*

PHOTOGRAPHS

— OF THE —

AMERICAN WHEELMEN

At Boston on May 30, 1881.

Large Size - - - - - - - - - - Price, $2.00.

They show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Sent postpaid to any address on receipt of price.

E. C. HODGES & CO.

40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 12 AUGUST, 1881.

Volume III. Number 14.

[VOL. III. CONTENTS No 14]

Currente Calamo. — Personal 162
Editorial 163
Horses and Nightmares 163
The Bicycle in the Park 164
Wheel Club Doings 165
Races 165
Notes, Queries, etc. 165
L. A. W. 166
Correspondence 166
Glances Abroad 169
Miscellany 170

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

BICYCLERS' RIDING SUSPENSORY. The Bandage consists of a Silk Sack, made of the Best Hand-Knit Silk Netting, which will not interrupt the action of the respiratory organs of the skin, with an Elastic Band which encircles the body, and Elastic Straps passing over the Hips, and attached to the sack beneath, which keeps the sack in position, no matter in what position the person may put himself, the straps yielding to the movements. The Bandage is made in three sizes, Small, Medium and Large. In ordering, state which size is wanted. Sent by mail on receipt of price, $1.00. Elastic Hose Company, Highlandville, Mass.

JUST ISSUED!

"INDISPENSABLE."

BICYCLISTS' HAND-BOOK.

Orders taken at this Office.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

WE MAKE

SPORTING GOODS

A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,

OAK HALL,

BOSTON - - - - MASS.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

BICYCLERS' SUNDRIES.

* The "TAKE-ME-TOO," for carying a coat, etc., does not intefere with mounting or coasting: universally liked. Send size of waist	$ 90
Wright's Anti-Rust	25
Wright's Illuminating Oil	25
Acme Stands	1 75
Hub Lamps, nickelled, small size	3 50
" " " large like "King of the Road"	4 00
* Leggings, send size of calf	1 50
* Saddle Bags, similar to "Handy Tool Bag"	1 25
Bugles, brass	2 00
" nickelled	4 00
Rubber Handles, in ordering mention make of bicycle	2 00
* Horn Whistles	60
Shoes, canvas with corrugated rubber soles	3 25
* Gong Bells	75
* Nickelled Oil Cans	25
* Wrenches, Blue Monkey	70
* The Wright Standard Holder, for Club colors, torches, etc.	1 50

Articles marked thus * can be sent by mail.

Remittances may be made by P. O. Order on Station H, or check.

W. M. WRIGHT, 791 5TH AVE., N. Y.



COLUMBIA, HARVARD, AND YALE BICYCLES

SOLD ON INSTALMENTS ON EASY TERMS

anywhere in New England.

Purchasers Taught to Ride. Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*

W. H. HERVEY & CO.,

5-UNION STREET-5

BOSTON.

Furniture and Carpet Warehouse.

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS,
Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

In ordering, state whether Cradle spring or otherwise.

Price, $3.50. Nickel Plated, $5.25.

Send money order or registered letter.

D. W. HYDE,
Box 1133. Brighton, Mass.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

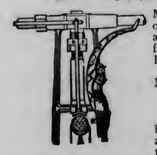
736 and 738 Washington St., Boston, Mass.

"THE AMERICAN GENTLEMEN'S MAGAZINE."

The only illustrated periodical published in America devoted exclusively to the promotion and advancement of all sports and pastimes, by field and water. Its contributors are amongst the best in the land, each article being written by the recognized authority on the subject. Every gentleman in any way interested in the growth of sporting matters in this country should not be without it, as it is invaluable as a safe and reliable record. Send 15 cents for specimen copy to

MARIUS LAZARE, 40 NEW STREET, N. Y.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

TRICYCLE WANTED. I want to purchase, for cash, a second-hand tricycle. State style of machine, size, how long in use, and lowest price. Address THOMAS C. ORNDORFF, Columbus, Ohio.

FOR SALE, CHEAP. 48-inch Standard Columbia Bicycle. Never broken, has not run forty miles. Address Lock Box G, Meriden, Conn.

SELF-INKER PRINTING PRESS, foot power. Chase, 6x10. Exchange for 52 or 54 inch bicycle, the Special or Standard Columbia. 1326 Columbia avenue, Philadelphia, Pa.

FOR SALE, CHEAP. A 54-inch full nickelled Standard Columbia Bicycle, pattern of 1880, in as good condition as new. The owner wishes to purchase a larger size. JAS. H. GILMORE, 28 Fayette street, Utica, N. Y.

CURRENTE CALAMO

AN amber-haired fellow named Vedder
On a veloc. was once quite a spreader.
So he mounted a bi-
Cycle, but — O my! —
In an instant he took a red-header.

QUINCY, MASS., will soon have a bicycle club.

THE League Hand Book is expected to be ready for members at an early day.

THERE are about one hundred wheelmen in a membership of three hundred and fifty, of the Staten Island Athletic Club.

THE street urchin's latest, on seeing a bicycler with "legs over": "O Jimmy! look at the hoop-skirt runnin' away with the man!"

ALL bicyclers want, Brother Kempton, is equal rights, but we wish also to show that the other side has its objectionable features.

OUR wheelmen might deprive our adversaries of one argument used in the horse-scare testimony, by the more general use of bells or other suitable alarm.

BICYCLERS riding in the vicinity of Readville and the Blue Hills are warned that the long hill leading from the base of Blue Hill to Paul's bridge and Readville station is regarded as especially dangerous to coast, owing to the number of large loose stones which teamsters use to block their wheels with when pulling a load up hill. Wheelman who rode in the "Wheel around the Hub" will remember this hill as being quite a climb. Were it not for these stones the coast would be perfect, as the road-bed is smooth and hard.

BALLOTS have been distributed among the L. A. W. Directors for their votes on the following: Committees on Membership, Rules and Regulations, Meetings, Rights and Privileges, the Autumn Race Meeting; to provide for prizes for distances and conditions other than the "League Championship Prizes," mentioned in Rule II.; to authorize the Meeting Committee to arrange for one or more additional race meetings, or events at race meetings, and one or more excursions besides the annual meetings; to request and authorize a committee, consisting of the treasurer, corresponding secretary, and W. F. Gullen, of Brooklyn, N. Y., to have published a handbook for use of members of the League.

PERSONAL

THE bicycling postman in Cambridge is Mr. C. H. Cutter.

HARRY TURNER, of the Chelsea, Mass., Club will wheel from that city to Laconia, N. H.

A MEMBER of the Essex, N. J., Bicycle Club was in this city last week, but he forgot to call on us.

COL. POPE will go to Paris during his European trip, and expects to be at home some time next month.

W. M. WRIGHT, of the Mercury Bicycle Club, of New York, deserted that city for a brief sojourn at Mt. Desert.

CAPT. HILL and Secretary RANDALL, of the New Orleans Bicycle Club, both gentlemen enthusiastic wheelmen, gave us a pleasant call last Monday.

SYLVESTER BAXTER, of Malden, is back from the Halls of the Montezumas, and we trust he will resuscitate the lax interest in the Middlesex wheels.

IT is reported that Capt. Hodges, of the Bostons and the yacht "Volante," keeps "open house" at the Highlands to the belated night-riders of the wheel.

L. W. SEELEY, of the Capital Bicycle Club, Washington, vacated to Litchfield, Conn., and Messrs. Falls and Cook, of the same club, have taken theirs at Cottage City.

DIRECTOR EDDY, of Michigan, is undecided about racing at the League Autumn Meet. He hopes the races may be conducted with some deference to reason and the "eternal fitness" of things.

DIRECTOR C. H. LAMSON and Mr. H. F. LIBBY, of Portland, Me., have been wheeling up and down Crawford Notch, in the White Mountains, and claim to have had a very enjoyable time.

CAPT. AYER, of the Solus Bicycle Club, Boston, had a severe fall coming down a hill in Brighton, Sunday, and when he called at our office next day, although by no means cast down, looked all broken up.

CONSUL DEAN, of the Bostons, is in the happy possession of a new 57-inch Yale racer. It weighs thirty-eight pounds, with saddle and pedals. L. H. Johnson, of Orange, N. J., has ordered a similar one, and Louis Frye, of Marlboro', contemplates it.

MR. JULIUS WILCOX writes us from Brooklyn, N. Y., that the bicycling accident to a lady in Prospect Park, mention of which first appeared in the *Church Union* (whatever paper that is), and was enclosed to us from the *Golden Rule* office, has not been heard of in that vicinity.

THE New York *Sunday Courier* says Louis Harrison, Conant Foster, and S. Baxter are probable competitors for the Popes' literary prize, and enters C. H. Reed, C. J. Howard, and Joe Pennell for the "picter puzzle." C. E. Hawley is also said to be reaching for the former, and there are lots of "coming" men, too.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 12 AUGUST, 1881.

HORSES AND NIGHTMARES.

IT would be amusing, were it not for the prejudice it creates against our cause among influential ignoramuses in the community, to read the opinions of parties testifying in the Central Park bicycle case, together with the comments of their sympathizers outside as to the effect the sight of a bicycle has upon a horse's nerves. One man naïvely confessed his fear of his own horse where one of these terrible bugaboos was about, which evinces either cowardice or inexperience on the part of the man; and it is a fact that most of these runaway accidents are the result of the drivers' demoralization, when presence of mind and a proper exercise of authority would readily bring the animals to subjection. This same man, when asked the question, said he had never tried to accustom his horse to the bicycle, and would not risk such an experiment! If he persists in such foolishness his neck will be broken some day, for he is fated to meet more wheelmen than ever. A correspondent sends us some clippings from Pittsburg, Pa., papers, containing an account of a bicycle scare in that city recently, and relevant editorial and popular comment thereon. The occurrence is thus described: —

"Again the bicycle comes to the fore as the cause of a disastrous runaway, which, although resulting in considerable damage, caused no loss of life or serious injury. At an early hour this morning, a son of Mr. Otto Helmbold, of Smithfield street, was driving on Forbes street, when a byciclist came dashing along on his machine, and just as he came near Mr. Helmbold's wagon, lost his balance and toppled over. The bicycle fell in front of the horse, but the rider jumped and thus escaped being trampled to death, as the horse became frightened and dashed down the street at a fearful speed. Young Mr. Helmbold was thrown out and painfully bruised, and the jagger wagon was completely demolished, the horse being also painfully cut and bruised about the legs and body. Drivers are complaining loudly about the dangers which they incur from the bicycle nuisance; and they hold that for the safety of this class, the men who run the one-wheeled speeders should be compelled to confine themselves to unfrequented streets."

The last sentence shows how opinions differ. Now, we think, instead of bicycles being restricted to by-ways, that sort of horse should be withdrawn from the highways altogether. One of these papers says: —

"Livery men and owners of road horses, in the East End more especially, but generally over the two cities, complain bitterly against the bicycle. They say that a horse perfectly accustomed to a locomotive or 'most any object that horses sometimes shy at will frighten at a bicycle, the principal reason being that it is new to them. A bicycle rider will often steer his machine almost on the heels of the horse, and comes up from behind so suddenly and noiselessly that the horse is almost sure to frighten, no matter how gentle he may be. The horsemen urge that the bicycle steeds be confined to certain streets and certain hours of the day or evening, if they must be recognized at all."

That last clause of the article is in the same old strain. Now, we have known and heard of horsemen purposely driving up behind and beside bicycles in order to crowd and worry the wheelmen; yet wheelmen are generally too gentlemanly, and always too cautious for their own safety, to ever crowd or even necessarily approach a strange horse. The Pittsburg *Leader* reports an opinion in this way: —

"Said a well-known business man of this city, who resides in the suburbs, and who drives home every evening in a buggy, to a *Leader* man a few days ago: 'You should write up this bicycle nuisance in your paper, for if ever there was a nuisance and a thing that men who drive out the road are afraid of, it is those infernal bicycles. Within the last month there have been no less than fourteen smashups out the road, and a number of persons injured, some seriously, all of which was caused by these bicycles. A horse will frighten easier at one of them than anything else I know of. They come along mounted by riders, and they run so easily that they can't be heard, and they wabble in such a manner that a horse thinks it is going to run into it, and the animal becomes frightened and runs away. They also ride right across and in front of a horse. This causes him to shy, and the result is the buggy is backed into a fence or overturned and the occupants thrown out and injured. Why, it's not safe for a man to drive out the road nowadays, all on account of this nuisance. I know one livery-stable keeper on Third avenue who has three wrecked buggies and two badly injured horses in his stable caused by runaways on account of bicycles. Why can't these parties, if they insist on riding these bicycles, take some particular thoroughfare and ride them to their hearts' content, and not go on every street in the suburbs, and thereby be the cause of numerous mishaps and possibly deaths? This I tell you is a fact, and which every person who drives out the road will certify to. A well-known citizen told me yesterday that the next time any of these bicycle riders ran in front of his horse he would ride him down; 'for,' said he, 'if I don't do so my horse will run me down, and I am going to get the best of it if I possibly can.'"

Without commenting on the truly Christian *animus* of the closing sentence in that last article, we affirm that all that catalogue of scares and disasters goes to prove the foolishness of horses in general and the incompetency of particular drivers. Here is an editorial in which the writer moralizes philosophically and non-committally: —

"Why a horse should scare at a bicycle more than at anything else is rather a mystery. It is not at all singular that a locomotive should frighten an animal the first or tenth time he sees it. To the young horse from the country it must seem like some gigantic monster from the forest rushing on him, with fiery breath, loud bellowings, and at night a great gleaming eye in his forehead, to devour him. But a bicycle is not a frightful-looking thing; it is but a delicate, fragile-looking wheel, gliding rapidly along the road with a man astride of it. Why a horse should even notice it seems strange. The only theory on which we can easily explain why it should scare the beast is that he sees something weird and strange about it. — that not noticing the wheel, there is presented to his vision the apparition of a man walking on nothing, some three feet above the surface of the ground, and moving with a noiseless,

gliding rapidity that gives him superstitious thrills along his backbone. But this theory would require an equine belief in the supernatural. Can it really be that the horse imagines the bicyclist to be a spectre, and his spidery wheel to be the ghost of some buggy that he smashed in his young, wild days of breaking? Be this as it may, the fact has been abundantly attested by livery men and drivers, in the test case brought by the bicycle-makers themselves against the Park Commissioners of New York, that the best and quietest horses are rendered wild by the sight of the mounted bicyclist; and as will be seen by an article elsewhere published, the opinion of Pittsburg horse dealers is to the same effect."

We candidly admit the correctness of these premises, but maintain that they constitute a strong argument against the free use of horses on public thoroughfares by any but cool and skilful drivers; further, with a view to reform in this matter, we suggest the establishment of a system of competitive examination of aspirants for the driving and using of horses in the thoroughfares, and only permit such as are duly licensed by the board of examiners to exercise the coveted privilege. Thus life and property would be safer; for even though the animals might occasionally scare at umbrellas, wheelbarrows, dog-carts, and even bicycles, the courage and skill of their drivers would prevent disastrous results. Meantime, if our suggestion should not be followed, and it becomes evident that the horse and the bicycle cannot both be tolerated, — why, the horse must go.

In starting our horse-accident record a few weeks since, we anticipated that it would speedily become too large an elephant to handle conveniently; and we were prepared to cease publishing it after a few weeks. We were aware that the record would be but partial, for our own time could not be devoted to looking up the accidents, while still less could we expect our readers to notify us of even a tithe of those which might come to their knowledge. However, interest in it was growing, and latterly nearly every mail brings us accounts of one or more. Our object was to accumulate a sufficient number for comparative data or reference for use on a possible future occasion; and, having attained that object, we shall no longer publish them, but will request our correspondents to continue to forward them, — that is, those only where persons are killed or injured. We have on record since our last publishing, and occurring since 21 July, forty-two horse accidents, by which twelve persons were killed and forty-six more seriously injured. Three of the runaways were caused by bicycles, while other causes of fright were cars, umbrellas, sunshades, scraps of paper, gayly-colored dresses, a fashionable dog-cart, a kite, a wheelbarrow, and many other common and simple objects, — all which goes to show what an ass the average horse is, and how unfit the average man is to be intrusted with the care of him.

The Central Park test case still "drags its slow length along," and after three or four brief hearings before the referee (the last one the 9th inst.), continues "to be continued." So far, little has been done since the arrest, 2 July, beyond the taking of testimony from horse fanciers and livery-stable men, the burden of which has been the inevitable scare the sight of a bicycle inspires in the animal, and which it is not worth while to reproduce in our columns, there being no new phase developed. Messrs. Wright, Foster, and Walker, the voluntary victims (?), have the entire metropolitan press and general popular opinion on their side, and it is doubtful that either the common-sense of the court or the obtuseness of the commissioners can withstand the pressure of these potent influences in favor of the wheelmen. It is rumored that testimony of horse men in Boston and vicinity, generally favorable to bicycling, is to be obtained before the hearing is closed.

The Bicycle in the Park.

John Y. Culyer, chief engineer and superintendent of Prospect Park, Brooklyn, was questioned by a *Tribune* reporter last week concerning the use of bicycles in the park.

"I have just received," he said, "a communication from the corporation counsel of New York, asking me as to the effect of bicycles on horses. I will tell you substantially what reply I shall make. The Brooklyn Park Commission has under its supervision the park and boulevard and drives as far as Coney Island. In Prospect Park provision has been made for almost every kind of reasonable out-door recreation. The parade ground, besides accommodating the military organizations of New York and Brooklyn, is probably the most extensive ground for field sports, such as foot-ball, cricket, lacrosse, base ball, polo, etc., in the country. The turf spaces are broad and capacious, and croquet, lawn tennis, and other similar games are freely permitted everywhere, and the woods are in daily use in the season for picnics by special permission. Drivers and riders have been amply provided for: and when bicyclers applied for their share of privileges, I used my discretion as to the extent of permission I should grant for the use of the park for their needs. They have been permitted to use the walks of the park for years without restriction; they have also had the use of the parkways, the principal one being Ocean Parkway, leading from the southwest entrance of the park to the Concourse, at Coney Island. Upon the drives of the park the bicycles are not permitted to go.

"A great deal of the riding and driving is done by ladies and children and other not very experienced drivers, and our effort has been to make the park especially attractive and safe for this class of visitors. Miss Porter's death last fall was due, incidentally, to her horse being run into by a team, which, it was claimed, had been frightened by a bicycle. This sad occurrence suggested some occasion for caution. *But from my own experience in driving and riding about the city, I find so many new and outlandish forms of vehicles, advertising vans, signs, etc., along the street, to which horses are forced to become familiar, if one uses the street at all, I feel that the bicycle rider is not without rights in the community.* The one serious objection that I have observed is the almost noiseless manner of their moving, which is calculated, unless some proper mode of signalling is established, to cause accidents to horses which do not discover the presence of the bicycle until it passes swiftly by them. A shying horse, with the driver's attention not particularly centred on it, is likely to cause trouble."

"Have you in mind any method of signalling?"

"The only one I have thought of is to have some kind of bell attached. The bicycle is found to be particularly obnoxious to the drivers of trotting horses, who, generally, as my observation goes, want all the road they can get, to the exclusion of everybody else. *As a matter of fact, I think more accidents occur from their daring and reckless driving and assumption of the use of the road than will ever occur from bicycles.* I know from experience that they never want to turn out or stop their horses; they always want you to do that. *New horses have to become acquainted with novelties, and I believe that most horses will easily become acquainted with bicycles.*"

"Have you ever allowed bicycles on the drives?"

"Only at times and temporarily. At the time of the convention I allowed bicycles to go through on the west side."

"It has been stated that Miss Porter's death induced you to close the drives to bicycles."

"That is not so. Her death did not occur in the park. A high-spirited team of young horses, belonging to Mr. Boynton, was frightened by a bicycle and ran. In one of the streets it was frightened again by a pile of rubbish, which caused it to shy and strike against Miss Porter's horse. This resulted in her death. A junk wagon or a van would have frightened such a team as easily as the bicycle did. I have a spirited horse of my own that does not notice bicycles, but it does shy at vans. One question that the corporation counsel asks in his note is, 'Have you seen horses shy at bicycles?' I can reply that I have seen them shy at the rabbits in the park, and at the peacocks, and at the sprinkling carts. But we don't want to kill our rabbits, or murder our peacocks, and we cannot get along without our sprinkling carts.

"But here's one thing I have seen. I have seen fast drivers come up at a 2.40 rate, and frighten horses by the suddenness of their appearance. Yet I would not like to deprive Mr. Vanderbilt and Robert Bonner of the privilege of driving Maud S. and St. Julien. They have rights as well as bicyclers. If you start from Fulton Ferry and drive toward the park, you will encounter junk-carts, bands of music, vans, etc., and your horses must get used to them. In New York, they became used to the elevated roads and other things. When I was in Paris, in 1875, I saw bicycles used for messenger service on the boulevards, and they seemed to attract no one's attention.

"We believe in a chance for all. We watch these things, and if we find no harm comes, we extend privileges. The bicycle riders have the East Parkway extending to Bedford avenue, with its concrete surface. The fast drivers we allow the use of the Ocean Parkway at any speed they like. What they have themselves they might reasonably permit others to have. We propose to let the people get all they can out of the park. It cost enough, and the people ought to get the full benefit of it."

"Have you received any complaints against the bicycle riders?"

"Occasionally from a staid old fel ow accustomed to jog along at a four-mile rate, whose Rip Van Winkle emotions had been disturbed."

In conclusion, Mr. Culyer said with emphasis: "I would suggest that the New York Park Commissioners learn to ride the bicycle themselves. They would then have less time for wrangling, and would learn more about Central Park than they seem to know now." — *New York Tribune*, 1 *August.*

WHEEL CLUB DOINGS

Marlboro' Bi. Club — At the annual meeting held Monday, 1 August, the following officers were elected for the ensuing six months: Arthur P. Curtis, captain; Frank A. Leland, secretary and treasurer; George E. Frye, bugler. It was voted to hold a club race every two weeks for the club championship badge, which was to be the property of the person winning it three times.

Mount Vernon Bi. Club, Mount Vernon, N. Y. — At a meeting held 6 August, 1881, the Mount Vernon Bicycle Club was formed, with the following officers: Wm. Gilbert Clark, president and captain; Chas. F. Lauten, lieutenant and bugler; Philip H. Lucas, secretary and treasurer. The other members are Frank T. Davis and Frank W. White. Although very small now, we expect to increase our number in a very short time. Phil p H. Lucas, *Sec.*

Rochester (N. Y.) Bi. Club. — At the regular semi-annual election of this club, the following officers were elected: H. G. Danforth, president; F. F. Chase, captain; R. A. Punnett, first lieutenant; C. A. Smith, first guide; John Kondolf, second guide; S. H. Pool, secretary and treasurer, care Bank of Monroe, Rochester, N. Y. — *Club Committee:* H. G. Danforth, president; F. F. Chase, captain; S. H. Pool, secretary and treasurer; W. H. Reid, W. H. Learned, Chas. T. De Puy, Warham Whitney.

S. H. Pool, *Sec.* and *Treas.*

Boston Bi. Club. — A. L. Woodward was elected 2d lieutenant, in place of E. P. Sharp, resigned.

RACES

Coming Events.

30 August. Columbus, O., State Fair.
6 September. Worcester, New England Fair, bicycle races.
5 October. Brockton, Brockton Bicycle Club races.
20 September. Sacramento, Agricultural State Fair, bicycle races.
22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade and tournament.
1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society, bicycle races.
21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.
September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.
September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. To secretary of games, P. O. Box 3101, New York city.
15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games), 24 September, at 10 A. M. and 1.10 P. M. Fee $2 to Secretary National Association of Amateur Athletics, P. O. Box 3478, New York.
24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.
30 and 31 August and 1 September. Morris County Agricultural Society, Morristown, N. J. Amateur bicycle races. First day: one-half mile dash (scratch). Prizes — Winner's choice, value of $25; second man, $15. Second day: One-quarter mile race (scratch) best two in three heats. Prizes — Winner's choice, value of $20; second man, $15. Third day: Two-mile race (handicap). Prizes — Winner's choice, value of $20.; second man, $10. Races will be called at 4 P. M. each day. Entries close 20 August, and may be addressed to C. H. Knight, secretary, Mansion House, Morristown, N. J. B. C. Gurrin, President; H. B. Stone, Treasurer.

Marlboro' Bi. Club, Marlboro', Mass. — The first club race took place Friday, 5 August, at Riverside Park, Hudson, Mass.; distance one mile; Mr. George E. Frye, the winner, rode in 3.30¼, which was very creditable, as the track was quite sandy. Arthur P. Curtis came in second, in 3.33¼, and Gilbert H. Wheeler third, in 3.42¾. After the race, Mr. Lewis T. Frye, of the Marlboro' Bicycle Club, rode a mile against time in 3.19¾, which would undoubtedly have been much faster, had he not met with an accident to his pedal on the last quarter, which obliged him to slow up considerably. I would advise all wheelmen passing through Marlboro' to give Mr. Frye a call, as they will be sure of finding a genial companion, who is fully alive to the interests of the wheel. L.

A one-mile bicycle race took place at the Exhibit on Building, Halifax, N. S., 22 July, for prizes offered by the Stetson, Brooks & Dixon Combination, who were exhibiting in the building on that evening. The prizes were a silver bowl and tray to first and a silver cup to second, and they were won by R. McFatridge, Halifax Bi. C., first, in 4m. 10s.; J. S. O'Bryan, second, in 4m. 15s.

A week later, 29 July, a second race was held on the same course as the first, but the number of contestants was just doubled. First prize, a silver cup and medal for the championship of Halifax City, won by John Stairs, Jr; second prize, a silver cup, won by Fred. Ward. On 4 August, a meeting of all wheelmen was held in Halifax with a view to having a contest for the championship of Nova Scotia: 11 August is the date fixed for the race, which will be likely more exciting than either of the previous ones. It is to be regretted that Halifax has not a good bicycle course. The above races were run in a building which necessitates over fifty sharp turns to the mile, and puts men who ride a big wheel to a great disadvantage. Under the management of Mr. W. R. Anderson, of Brooklyn, N. Y., who has been in Nova Scotia for the past month, bicycling has taken a most wonderful stride here. O'B.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

Editor Bicycling World: — First, a suggestion: For the benefit of the anxious inquirer as to "how to keep his stockings up," I will state that I have used this year, in 1,300 miles of bicycling, over all varieties of road, straps passing from the stockings to the waistband of the trousers, to buttons on the inside of which their upper ends are secured. These stocking supporters can be obtained at the ladies' trimming stores, and all that the inquiring bicycler needs is to get his wife, or better still, some other fellow's wife, to make the button-holes.

Second, some information. I hear more or less groaning, especially among new riders (who are thick this season) about riding Milton Hill on the way to Quincy, the Braintrees, or the South Shore beaches. This climb — and it *is* a climb — can be avoided by going through Dorchester *via* Adams street instead of Washington street (taking Bowdoin street from Washington to Adams) and leaving Adams street just

before reaching the cemetery, a mile before Milton Mills is arrived at, a Granite street. This street leads to the left, in a straight line to East Milton (Blue Bell), where it rejoins Adams street, the other side of Milton Hill. Granite street is a little rough in spots, but is perfectly ridable, and reduces the distance about a mile. I almost always take it if I am going twenty miles or more.

Third, as to road courtesy. It has been my custom, when meeting a brother wheelman on the road, to salute him either by a bow or a touch of the hat, and I believe I never failed to elicit a courteous response until the other day. While riding on Washington street, Dorchester, a mile or more beyond Grove Hall, I met two wheelmen dressed in white uniforms and white polo caps, trimmed, I think, with blue, — members of some club, I *think*, but am not sure, — riding rather showily, one with arms serenely folded, and imbued generally with a somewhat toploftv air; the other following. I touched my cap courteously, and received for a response a cool "don't know you" stare, intended to be a reproduction, doubtless, of the latest English idiocy. Upon which I reflected that a handsome uniform is not always fitted upon a gentleman, and that I had often noticed that the hands-off, arms-folded style of riders do very well as lady-killers, but soon "get left" on an all-day run.

MASSACHUSETTS.

"DARKNESS." — In the BICYCLING WORLD, Vol. II., No. 7, 24 December, 1880, Mr. F. A. Jackson, of the New Haven Bicycle Club, suggests: "The following may be recommended as forming an almost perfect oil for burning in the bicycle lamp: Best lard oil, four parts, best kerosene, one part. For each pint of the oils add one ounce of camphor gum dissolved in the kerosene previously to adding it to the lard oil. This I have thoroughly tested, and know to be good. It will burn to the last drop: give a clear white light, and the wick does not incrust."

"WOODSIDE" may find what he wants in the following code of signal whistles adopted by the council of the Vale of Leven Bicycle Club in use at club runs and drills: —

1. —— first time. Fall in.
2. —— second time, Mount.
3. — Single file.
4. — — Two abreast.
5. —— —— Slacken speed.
6. — —— — — Dismount.
7. — — — Halt!
8. — — —— — — —— Sounded from front. Answer from the rear.
9. — — —— — — —— Sounded from rear. All right, go ahead.
10. —— —— —— *ad lib.* Distress. Halt and wait.
11. — — — —— — — *ad lib.* Clear the road.

The first ten calls are for the whistles of the captain or sub-captain only. No. 11, members are requested to use at all times when necessary.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

NOTICE TO DIRECTORS. — Directors will please hurry in the appointments of consuls. A League hand-book will be published this fall, and it is very important that a full and correct list of consuls should appear therein. In sending the names, please state whether they are new consuls or reappointments, and give the full addresses, both residence and business. Fraternally,

KINGMAN N. PUTNAM, *Cor. Sec.*

Under application of Missouri Bicycle Club in the WORLD of last week, substitute for Richard Garvey (already a League member), Thos. P. Allen, Allentown, Mo.; and add F. M. Gifford, Edina, Mo., already a League member.

KINGMAN N. PUTNAM, *Cor. Sec.*

CORRESPONDENCE

Chicago Notes.

CLUBS. — Pesident Bates has opened this question with his view of the case, derived from experience in Detroit. He rather "sits down" on the "unattached." In defence of this ubiquitous body, I would say that we have quite a favorable impression of them here. They are the material from which our clubs have grown, and from which we are constantly receiving additions. We always invite these riders to our runs, and will continue to do so; not that we wish in any way to place them under obligations to us to join, or to infer in any way that our motive in inviting them is to secure their membership. We do not believe it necessary for every wheelman to join a club, any more than it is for every person to join a church, — although it may be desirable. Our policy has been (speaking for the Chicago Bicycle Club) to offer to members all the facilities for the enjoyment of bicycling that concentrated effort could procure; to overcome the prejudice of the people, and the tendency to adverse legislation which the introduction of this new vehicle naturally meets with; the promotion of a wide acquaintance among wheelmen, whether members or not. We have been successful in attaining our several objects, and hence congratulate ourselves. In the mean time bicycling in the city has grown and thriven, and the unattached now outnumber us more than twice. I dare say they are entirely unconscious of what benefit we have been to them. Our club has no drills. Our runs are composed as much of the unattached as members, — always have been. But we have yet to meet with an unattached rider who has repeatedly availed himself of our club privileges but what has finally become a member. We have now over 200 riders in all in Chicago, about 150 of whom are unattached. There is more of a tendency to ride in small parties of two or four than in a big club run, and it is quite difficult to get together a body of more than fifteen, on account of varied business pursuits and engagements; but every pleasant evening our popular drives are thronged with bicyclers in small parties, or frequently alone, and one cannot help wondering where they all come from. It shows a deep-seated interest in the wheel on the part of elderly gentlemen as well as young men although they may be a little slow in becoming club members.... There is only one tricycle in Chicago ....G. H. Craig, Chicago Bicycle Club, has sold his 54-inch "D. H. F. Premier" racer, and is now dismounted. Mr. Craig was badly beaten at Louisville during the Masonic festival; but the account of the affair in the WORLD fails to assign the reason. He fell in the first race while in the lead, and was disabled for that race and succeeding ones He is now at Geneva Lake, rusticating.... All the blank board fences in and about Chicago are now covered with signs in big 60-inch letters, 'Columbia Bicycle," alongside of stove polish, bitters, and hotel legends....We wish there could be some distinction maintained between our machines and the wooden ones. "Dicycle" is good, if it will work. Before the Central Park commissioners of New York appeared a man recently who gave his testimony that while in Chicago his horse was run into by a bicycle, causing a runaway and serious damage to himself. This was caused by a small wooden

machine in the hands of a ten-year old boy, so far as we can trace it up. The *Times*, in its cable despatches from London, announces the arrival from Edinburgh, in excellent spirits, of Rev. A. Edwards and son, of the Chicago Bicycle Club, having made the distance to London on the wheel....Messrs. Olds, Packard, Nichols, Blinn, Spruance, and Ayers, are the "stand-still" experts of Chicago. Capt. Blinn has a monopoly of standing up in the saddle with auxiliary scenic effects; while Mr. Conkling cuts up all sorts of terrific shines on his 60-inch "D. H. F." Fancy riding is getting popular, while racing is dormant.... Messrs. Olds, Packard, Hamlin, Parker, Runnion, and Seaverns have just got their new machines, — all "D. H. F.," — and are now round town more than they used to be ...Mr. White, of the Boston Bicycle Club, stopped here on his way West, and made our acquaintance. Mr. Cragin, of the same club, is now "one of us," being connected with Mr. Fairfield's establishment....Mr. Burnell, of the Marshalltown bicyclers, looked over our streets last week. Vice-president Fairfield has just returned from a trip through New England and the East....The regular inter-club race of the Chicago and Ariel Clubs was omitted in July, on account of most of the riders being off on vacations and tours .. Mr. Meinecke, of the Milwaukee Bicycle Club, took a wheel around town last week. He has a brand new "D. H. F. Premier." nickelled all over. He says Milwaukee can show better bicycling than Chicago, but then he did n't go around and see what we have to show. Like every one else who sees our business streets only, he reports the wheeling bad. STENO.

Montreal.

MONTREAL BI. CLUB. — *Editor Bicycling World:* — The following is a summary of club rides: —

	July.	Season to end July.
Number of rides	13	37
Total attendance	74	220
By how many different members	16	19
Largest attendance	10	19
Smallest attendance	2	2
Total mileage	194	464
Longest ride	50	50
Shortest rides	4	4
Number of morning practices	13	33
Total attendance	75	255
By how many different members	24	32
Largest attendance	12	12
Smallest attendance	1	1

Further competitions for club mile championship and belt are postponed till three *bona fide* competitors show up; and the August road race has shared the same fate till six b. f. c.'s. signify their intention of going in for it....We have now thirty-six active riding members, most of whom are mounted at last..... Our captain and secretary are in communication with the citizens' committee respecting races to be held on the Exhibition Grounds about 20 September. I hope their efforts will be crowned with success.....As another correspondent has already informed you, a deputation of our club waited on the Park Commissioners and persuaded them to rescind their resolution probibiting bicycles from being used in the park, in part; and they are now allowed there till 10 A. M. ..I am sorry to say that Jack Muirhead, one of our new members, and a great acquisition to the fraternity, has been down with typhoid for the last fortnight, but we have strong hopes that he will get over it.....Our fifth lieutenant is also on the sick-list, the extreme heat of the last few weeks having affected his head — usually so level — so badly that his doctor packed him off out of town at a day's notice.....By the way, Kanuck will find, if I can smell him out, that I can bite as well as bark. I long to fix my fangs in the thickest portion of his understandings: I think it would do him good..... K. K., too, talking so disrespectfully about my master and his spectacles, had better take care, or the next time the latter catches him at 1 A. M. on Commonwealth Avenue, trying to cut o t a "cop," spooning a nice plump cookie, he'll not persuade him to go in and change his coat and hat before he gets run in.....It is all very well for him to crack up the bugler so much, too, considering it 's himself; but I have heard him emit some very curious notes at times. That cropper of his on the Mackay Hill was caused by riding with a loose handle, which came off as he was about to dismount for a frightened horse, and served him right for not keeping his wheel in better order, as I would have told him if I could speak English. Hungry Tommy has been in Toronto for the last week, so I have missed the crumbs of the breakfast he always brings up to morning practice loose in his jacket pocket along with oily gloves, cut tobacco, etc.....We lay claim to the invention of another novel amusement on the wheel: "lanceless tilting," we call it, and some of our new members do it to perfection; it merely consists of charging another fellow, and then picking yourself and seeing how much the machines are damaged. It's good for trade.....The Royal Canadian is the newest thing in machines here. It is made specially for this market. We have over a dozen in use already. It is manufactured by Lane Bros., of Liverpool and Montreal. ....Allan Arthur has just imported two "Clubs"; both sold and a demand for more. CLUB DAWG.

MONTREAL, 8 August, 1881.

New Bedford.

JUDGING from correspondence from that section, New Bedford wheelmen are zealously interested in the success of bicycling. We have the following sample, under date of 3 August, 1881, and hope Capt. Butler will continue to keep us informed of wheel progress and gossip in his city: "I was glad to see our secretary's letter in your last issue. Our regular monthly meeting occurred Monday evening, 1 August. Two new names were proposed and admitted to our membership, making in all nine *active* members. It was voted to join the L. A. W. at once, and the necessary steps have been taken already to that end. We have every reason to be encouraged: our club is steadily increasing in membership, bicycling is becoming a very popular sport in our city, and if we continue to pursue the same courteous and business-like course as heretofore, our success for the future is assured. On the other hand, we have not a little to contend against. Our city is most favorably situated for yachting and boating of all descriptions, and this forms a great attraction for just that part of our population who would take up bicycling if these aquatic sports did not consume so much of their time. Again, our roads are, except within the city limits, very poor, although we have two good runs of about six miles each. These we take every rightful advantage of, and make most of our club drills and short runs upon them. We attempted to run to Fall River (a distance of fourteen miles) and return, on the afternoon of 4 July, but about half way over were overtaken by a violent thunder shower. We succeeded, after getting drenched through, in finding a shelter, where we waited until the worst of the storm was over. It was then decided to return home, and this we did at once. Altogether we are a little dissatisfied with our road work, but we have gained by it considerable valuable experience. Mr. Dwight, our secretary, and myself anticipate an excursion of a few days this fall in the direction of Boston. We hope to meet good roads and a welcome from our fellow-wheelmen. It is impossible to exhaust this very interesting subject. I may as well 'dismount.' I find it so fascinating that I could write from sunrise to sunset, and then have something (?) to say. W. M. BUTLER.

"*Captain New Bedford Bi. Club.*"

Gloucester, Mass.

WITH the delightful, though decidedly warm weather of the past week, 'cycling in this city has been altogether enjoyable.....The Cadet camp at Magnolia, four and one half miles distant from the city proper, seemed to have its quota of visiting wheelmen.....The road from Gloucester to this beautiful little spot, though of gravel and very soft in some places, is withal a very satisfactory roadway for the bicycle: the g eater portion lying directly through the woods, and bordered with huge trees, making the ride deliciously cool and enjoyable..... Another fine little spin is to Annisquam, four and a half miles to the north. The road, with the exception of *two good rises*, is hard and level, and lies for the most part along "shady lanes" and "rivers' bank."....The Highland House, Cambridge avenue, at this place, is where the 'cyclist should put up, either for a good substantial meal or lodging.....The next best run we have is that "around the Cape." First, four or five miles to Rockport, thence to Pigeon Cove (stop at Pigeon Cove House, or Ocean View),

and on around the Cape to Annisquam, and home *via* Washington street, — distance about fifteen miles; easily made in two hours.....Gloucester has twenty-one bicycles, and with the exception of two, all are this year's riders.....A. F. Dodd has sold his 50-inch "Columbia" to Mr. Charles Jacobs, and is talking about purchasing the "Star."....Mr. Henry Parsons, who recently sustained an injury to his leg in falling from his machine, is about again, and very anxious to sit astride the "pig-skin" once more.....Mr. William Bradstreet, of the Waltham Club, has been "wheeling" it about town the past week. Will says he don't like our roads!....Bicyclers visiting Gloucester are notified that the Atlantic House, corner of Main and Washington streets, is *the* place to put up at; the L. A. W. consul in this city has made necessary arrangements, and riders will be well taken care of. J. S. W., JR.

5 AUGUST, 1881.

Cleveland.

Editor Bicycling World: — In the way of Ohio news, there is a State Meet talked of to be held at Columbus during the State Fair, which I understand will give gold and silver medals for a bicycle race. Waggoner & Krag, of Coles, have it in charge.....Had a letter from Mr. Gale Sherman, who said that he arrived home (at Lima) on 13 July, at 12.05 A. M.; by which I suppose he rode from Boston on his wheel.....Miss Von Blumen, the lady 'cycler, is, I believe, coming here soon.....Mr. J. M. Osborn, consul for Fremont, writes me that wheelmen stopping there can put up at the Ball House at the following rates: One meal, fifty cents; one person, lodging and breakfast, seventy-five cents; per day, $1.50; in parties of four, $1.25 per day.....The Cleveland Bicycle Club, in the spring, commenced taking early morning runs, starting at six o'clock, which have been enjoyed very much, and have been quite successful; the club now has eight active and six honorary members. ... Under suggestions, please let me say that a record of fastest time, both amateur and professional, for the various distances in Europe and America, would be very acceptable to all your readers.

ALFRED ELY, JR.,
Sec. Cleveland Bi. C and Director L. A. W.

CLEVELAND, O., 1 August, 1881.

To Newburyport, Mass.

Editor Bi. World: — Messrs. Shaw, of the Crescent Club, Pratt, Nagle, and the writer, of the Chelsea Club, started with the intention of making Newburyport at 3.15, Saturday, 6 August; but upon reaching Ipswich, the Crescent man took the cars for North Hampton, where he intends to pass his vacation; the rest of us continued on to Newburyport, and in that city found the meanest roads we ever encountered. We passed through to Salisbury Point, just five hours after starting, going the distance, according to my cyclometer, of forty-five miles, making nine miles an hour; we stayed over night at the Point, and Sunday P. M Pratt and myself started for home, having left Nagle at the Poin', — he intending to stay there one week. We had splended roads all the way home, but at Lynn it commenced to rain, and we pushed on as fast as we could, and reached home well soaked; and upon undressing, our undergarments looked as if they had been dyed by some dyer, the color coming from our corduroy suits. And here let me advise any one thinking of a bicycle suit, — don't get brown corduroy. C. H. FOWLER, JR.

CHELSEA, MASS, 8 August, 1881.

A Suggestion.

Editor Bicycling World: — Some years ago there lived in Maine a travelling tinker. The old man was a little 'off," and people got in the way of asking with great solicitude about his family. In time, he tired of this, and had the following written and pasted in his hat, which he would hand them: —

I am fifty-three years old.
I have a wife.
I have five children.
Three of them are boys.
Two of them are girls.
My wife is well.
My children are playful and happy.

Would it not be well for wheelmen to have something of the kind, — say as follows: —

Yes, it goes hard.
No objection to your preferring a carriage.
It costs $99.98.
All machines same price.
Takes two weeks and fourteen days to learn.
One man can learn as easy as another.
Walk when we feel like it.
Go just as fast up hill as down.
Makes no difference whether roads are good or bad.
Large wheels cover no more ground in one revolution than small ones.
Small wheels do not have to revolve any faster than large ones to keep up with them.
Short men ride larger wheels than tall men.
Makes no difference about the length of a rider's legs.
Don't get any pay for riding.
Never fall off.
Twenty-two miles an hour average road gait.
Rides easiest in mud or sand.
Came from home.
Going back. ÆOLUS.

WORCESTER, MASS

Peekskill, N. Y.

D. C. HASBROUCK writes from Peeksville, N. Y., 3 August, 1881: "Though we vare pretty high up in the world (the 'Highlands of the Hudson' begin in our town), yet we are not above using the bicycle; that is, four of us, out of a total population of seven thousand, are not. By the way, does that proportion hold good throughout the United States? And though the members of the Washington Bicycle Club would probably look with disgust on our occasional hundred yards of level road, they would, I am sure, enjoy our glorious coasts. And the fraternity at large may depend on us to do our share in building up the sport in our part of the world."

Alton, Ill.

MR. C. F. SPARKS, of Alton, Ill., sending his name as a subscriber to the WORLD, says, under date July 31: "Your paper is very interesting; so interesting that I thought life not worth living without a wheel. So I ordered a 52-inch 'Standard' last week, and am anticipating my first header the coming week. Two wheelmen of St. Louis started on a bicycle trip to Chicago, but after travelling about fifty miles, returned to St. Louis by rail. Alton is so hilly that it is not favorable to riding, but I am anticipating some joyful times at Ann Arbor next year."

The Championship Races.

Editor Bicycling World: — I have just at hand a Vote No. 8, "That an autumn race meeting of the L. A W. be held in New York on or about the first Saturday of October, 1881," etc. The vote I forwarded as requested, first changing the date to the 10th of September, for several reasons that seem to me to be of some importance.

In the first place, there are some three or four "champions" in the country all anxious to get at each other. It is necessary for the peace of mind of the bicycling world that several of these fast men be killed off. It is best to reduce the number early in the season. The English riders wisely hold their more important championship meetings early in the season, and place the matter beyond dispute or question.

In the second place, there are several races to be held before the first Saturday in October, notably those at Worcester, and the one in New York 24 September. The results of these races ought to indicate pretty nearly who is the fastest rider in the country, and so take away the interest in the championship race. Possibly not a few riders will stay away from Worcester and New York on the 24th, wishing to remain in the dark for the League race.

Then, too, the last week in September is the favorite week for holding fairs throughout the country, and this year bicycle races are going to be prominent features of many fairs. To appoint the League championship race just the time when many clubmen have engaged themselves to conduct home races is not fair towards many who may wish to attend.

At present there are few reliable records upon which to handicap, yet the New Jersey State Fair advertises a handicap race. The championship races should invariably be held early enough to give records to the one or two men who stand so far ahead as to be able to take all races with ease. According to the proposed arrangement, a man who has been training actively all summer for the championship race can go to all races, gather in the firsts, and turn up at the championship meeting the last thing in the season and show that in common fairness he never ought to have been allowed to compete in scratch races with men who had no ambition further than local. Championship races, held after the best racing month of the year is passed, and most of the races over, seem somewhat unnecessary, not to say absurd. Thursday or Friday is a better day than Saturday for all who live any distance from the place of meeting; but if it is to be Saturday, then the 10th of September is late enough. Most bicyclers, I am sure, would be glad to know the American championship time before all the fall races are decided; and whoever is to be the fortunate man, he would doubtless like to see his championship medal before he is obliged to hide it under a great-coat.

FLINT, MICH. ARTHUR J. EDDY.

Bicycles and Swill Carts in Winchester, Mass.

Editor Bicycling World: — In Bayard Taylor's "By-ways of Travel," many of your readers will recollect his account of the "Little Land of Appenzell," in Switzerland, and of the curiosity and delight experienced in his pictures of that rugged land, with some mention of the rude and simple customs of its inhabitants. It would seem that somewhat of this rugged simplicity may be found in New England. A few day's since, on a bicycle tour with a companion tricyclist, we came upon a charming nook not ten miles from the Hub, which for the purposes of this article I shall name the "Little Land of Winchester"; and while we halted to admire the beautiful scenery of this intervale, my attention was politely called to one of the town regulations by one of a little bunch of unwashed beats (who had been attracted by the novelty of my companion's tricycle) in this wise: "Bicycles and swill-carts keep off the sidewalks!" and a few steps farther on my summoner pointed to a pasteboard placard tacked to the bark of a tree, — and in tone it resembled a "bark" more than the mandate of a law-maker. Sure enough, there was the incongruous prohibition, "Bicycles and swill-carts are not allowed on the sidewalks." What a humiliation! to compare the elegant machine, so often designated in your advertising columns, as the "steel horse," the "first-class roadster," the "model of finish," the "beautiful in form," etc.; yes, think of irreverently and publicly naming such a "thing of beauty" in the same breath with a reeking, oozing, squirting, dripping swill-cart! Whew!! With Othello, we say, "It is too much," and with Captain Cuttle, "When found, make a note of." I will only add that the sidewalks are in excellent condition, evidencing the thrift of the individual, while the roads were execrable, indicating that the great bulk of the heads of families do business in the city, and intrust the keeping of the public works to those who go afoot. I would treat these rude, untaught men kindly: teach them to ride the bicycle, — if they have not ridden the swill-cart, allow them a little of that luxury, — give them a cone-bearing machine unoiled, with a hard saddle, a short handle bar, and narrow tire, and force them to ride over their own stony, rutty, sandy ways they call roads, — the worst, without exception, around Boston, I have ever ridden over.

CHAS. N. BARNARD.

MALDEN, MASS., 6 August, 1881.

GLANCES ABROAD

MALE tricyclists have frequently won the ladies' (s)mile. Now that our sisters have taken so unmistakably to the trike, ought we not to establish a race to be known as the ladies' (s)mile?....Sir Thomas Parkyn invented a tricycle which was propelled by a model steam engine, said engines being so constructed as to emit no sound, nor to allow the escape of any steam; thus, practically, the tricycle was no different from an ordinary man-propelled machine. Yet, because there is a law to protect the public and the roads from damage by traction engines, the appeal which Sir Thomas made from a police-court conviction has resulted in the declaration that the steam tricycle must not travel beyond four miles an hour, and must be in charge of three men, one of whom walks in front waving a red flag! It is lucky that the inventor of this tricycle is well-to-do. Had it been an ordinary mechanic who had undertaken the affair, this ridiculous decision would probably have resulted in his ruin. As it is, the only thing possible is for Sir Thomas to endeavor to obtain the insertion of a clause in the next Highways Act, empowering some authority to grant exemptions for such tricycles from the traction-engine restrictions.....The Alexandra Palace is becoming a favorite resort of tricyclists, numbers of whom ride up in the cool evenings to hear the concerts in the illuminated grove and Triple Lakes..... The slopes of the Alexandra Palace are favorite practising grounds for ladies in their tricycling novitiate, who take advantage of the seclusion which predominates on "off days" to do quiet little rides round the grounds.....An æsthetic belle was heard descanting upon the pleasures of tricycling as being "quite too intensely too too." A Philistine standing by remarked that he should have thought "quite too intensely *three three*" would be more appropriate. — *Tricycling Journal.*

THE ANNUAL RACES for the one-mile and twenty-five-mile amateur championships, under the auspices of the Bicycle Union, were decided at Leicester, Eng., 16 July. The track was in excellent condition and the weather was good, but there were few people present. The mile event had seven starters, and was won by G. L. Hillier in 3m. 11⅘s., the last quarter-mile being timed in 36¾ seconds; C. E. Liles was second by six yards in the final heat. For the twenty-five-mile race there were seven competitors, and again did Hillier prove best man, doing the distance in 1h. 27m. 45⅗s.; C. Crute, second, by twenty-five yards; C. E. Liles, third, by seven yards. On 20 July the professional championship at the same distances was raced for at Hull on a new cinder path. The long race was won by C. G. Shaw, in 1h. 46m. 35s.; F. Capon, second, being then 24 miles 4 laps; C. C. Merriken, third, 24 miles 1 lap. The mile race was also won by Shaw, defeating four others.

(The Cyclist, July 27.)

"Faed" managed to cover two miles on the A. P. track in the Hermits' race, in 6m. 26s. on an old roadster.....Mr. A. E. Painter secured the Beaufort monthly handicap, with thirty yards start, at Lillie Bridge, last Thursday, in 3m. 28s..... Mr. J. Sykes, captain and champion for 1880 of the Liverpool Young Men's Christian Association Bicycle Club, again won their championship last week, in 35⅗m. for ten and one half miles..... Mr. J. C. Tacagni, who of late has been a prominent path man with the Canonbury colors, won that club's twenty-five mile championship last week at the A. P., in 1h. 30m. 21s.....Mr. R. Hoare won the Lee Bicycle Club mile championship in 3m. 13⅘s. and E. Porter the fifteen-mile, in 58m. 46⅘s. A. Hood, of the Comet, won the two-mile invitation scratch race in 6m. 19⅘s.....The championship of the Wigan Bicycle Club was run for on Monday evening, when C. H. Hodgkinson (captain) won by a dozen yards; Fred. Gandy was second, and C. A. Lamb third. The distance (five miles) was completed in 20m. 25s.....The Clapham Park Bicycle Club had their races last Thursday, at the Crystal Palace, when Mr. A. R. Macbeth won the ten-mile championship, Mr. J. H Evans the mile, and Mr. W. Travers the mile handicap.....On Wednesday, the 20th instant, the first annual bicycle meet for the county of Berkshire was held at Reading. Taking the meet as a whole, it was a decided success. One hundred and twenty-four riders in line.....The pastime of tricycling has received the distinguished patronage of H. R. H. the Grand Duke of Hesse, who has, we understand, just ordered two specimens of the three-wheeled steed....A race (two miles) for the tricycling championship of Scotland took place at Edinburgh, on the 23d instant. At the start, J. H. A. Laing went off with the lead, with D. D. Bryson close behind, and kept this position until entering the last lap, when Bryson spurted and won easily. Time for the two miles, 8m. 29s.

Mary had a little "tri.,"
And oh, how fast she drav it!
But soon she came unto a hill,
And then she had to shove it.

BICYCLE UNION AMATEUR CHAMPIONSHIP. — The first of the amateur championships under the management of the Bicycle Union, to be held this year, was decided at the Surbiton Grounds last Wednesday evening. The distance was five miles, for which there were sixteen entries, only three of whom were absentees. Details: Five Mile Championship Race. — First heat: C. E. Liles, Temple Bi. C., 1; C. Crute, Sutton Bi. C., 2; A. Tarling, Pickwick Bi. C., 3; won easily by fifteen yards; time 16m. 11⅜s. Second heat: C. A. Palmer, Speedwell Bi. C., 1; W. Milner, Belsize Bi. C., 2; M. J. R. Dundas, I. Zingari, 3; J. H. Pullin, Pickwick Bi. C., 0; J. D. Butler, Danes Bi C., 0; won by two yards; time, 15m. 32⅖s. A protest against Palmer ended in the judge allowing Milner to ride in the final. Third heat: G. L. Hillier, Stanley Bi. C., 1; S. Kemp, Pickwick Bi. C., 2; W. Wyndham, London Bi. C., 3; E. S. Hassall, North Warwickshire Bi. C., 0; C. D. Vesey, Surrey Bi. C., 0; won by twenty yards; time, 15m. 54⅖s. Final heat: G. L. Hillier, 1; C. A. Palmer, 2; C. L. Liles, 3; W. Milner, 4. Milner acted as leader from the start, Palmer going second, and Hillier third, Liles being last. In this order they rode four miles and a half, only ten yards separating Liles from the leader. On completing that distance, Hillier put on a tremendous pace, shot past the others and led several yards, Palmer answering with a spurt, which took him away from Liles, but only for a few yards. The latter was driven out rounding the top end, and held up his hand in protest. Hillier by this time was quite fifteen yards to the good, Palmer five yards in front of Liles. In the last lap Hillier went at a terrific pace, and left the others far behind, Liles and Palmer riding all they knew for second place. Hillier eventually passed the post fifty yards in front, Palmer just defeating Liles, Milner ten yards behind. The winner was carried into the dressing-room, his victory being very popular. Times: One mile, 3m. 8⅖s.; two miles, miles, 6m. 17s.; three miles, 9m. 31⅖s.; four miles, 12m. 46⅖s.; five miles, 15m. 39⅘s. — *London Sportsman, July* 23.

LOMBARD BI. C. — The annual five-mile handicap for the Ladies' Challenge Cup was ridden on Tuesday last on the Alexandra Palace track. J. Horn, scratch, won by two hundred yards from C. E. Rowden, 25s. start; G. M. L. Kelham (holder), 3 s., retired at three miles. Time, 17m. 1⅕s. — *London Sportsman.*

MR. EDWARD RYLANDS, of Thelwall Grange, Warrington, writes to draw attention to the failure of the appeal against the decision of the Greenwich magistrates, who inflicted a fine on Sir James Parker for driving a steam tricycle in the public streets. Our correspondent declares that the machine in question is under perfect control, "emits neither smoke nor steam," and therefore furnishes a vehicle "which meets the wants of a large class of men of moderate means who either cannot afford to keep a horse or who do not care for the risk and trouble." Our correspondent suggests that some member of Parliament should take up this matter, so as to relieve the steam tricyclers from the restrictions of an "antiquated road locomotive act." — *London Daily News.*

SECRETARIES of Bicycle clubs are requested to notify us of errors or omissions in the Directory published in BICYCLING WORLD of 29 July; also please report changes as they occur.

THE board of select-hogs of Winchester, Mass., decorate the town fences with the following legend: "Swill-carts and bicycles not allowed on the sidewalks," —and the roads of Winchester are the most execrable of any town within fifteen miles of Boston.

A bicycling young Jew of Cordova
Had just learned to ride on a "Rover,"
When his wheel struck a dent
In the road, and he went
Head first to the Feast of Passover.

A LADY was recently rescued from drowning while bathing at New York, by members of the Manhattan Bicycle Club.

HORACE J. PHIPPS and GEORGE H. HOOD, JR., of the Chelsea, Mass., Club, will soon make a White Mountain wheel tour, starting from Portland *via* Hiram, Gorham, Fryeburg, North Conway, Glen House, Randolph, Jefferson, Bethlehem, Franconia, back to Fabyan's, Crawford Notch, Glen Station, North Conway, Portland.

THE State Board of Agriculture of Ohio has made arrangements for the first bicycle race on the largest scale ever held in the State, to take place 30 August, during the State Fair at Columbus. Competition will be open to amateurs only, and the affair will be under the immediate direction of the Columbus Bicycle Club, one of the largest organizations of the kind in the State. It is expected that there will be at least fifty entries.

He sat in the study, Euripides open,
"Egad," he remarked, "how terribly warm!
I can't get the lesson in such fearful weather,
Not even, I swear! though it be for a farm."
Then up he arose and his bicycle mounted,
And two hours long did he ride in the sun,
"'Tis beautiful weather!" cried Jack, the consistent;
"Ah! yes, how delightful! Such glorious fun!"
WILLIAMS COLLEGE ARGO.

IT was the leading bicycler in the race who shouted back to his competitor, "There's another and a better whirled." — *New York World.*

AT the Grocers' Annual Picnic, held near Pittsburg, 22 June, 1881, O. G. Brown won a half-mile bicycle race in 2m. 25s. The track was over rough turf, which accounts for the poor time. There were four entries: O. G. Brown, Chas. Holmes, Thos. Wood, and Wm. Swagger. The winner was presented with a fine silver watch. — *Wheel.*

WHEELMEN who have occasion to ship bicycles between here and Boston will do well to avoid the New Express Company, who demand the exorbitant tant price of $4.35 on a crated bicycle, while the Adams and New York and Boston Despatch Companies are satisfied with $1.50 on each machine. The "New" company formerly charged $1.00, but lately made a decided "raise." — *Wheel.*

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO. OSBORNE & ALEXANDER, 628 Market Street.

CONNECTICUT.

HARTFORD. BILLINGS & SPENCER CO.
WEED SEWING MACHINE CO.
NEW HAVEN. AMERICAN BICYCLE CO., 98 Crown Street.

ILLINOIS.

CHICAGO. JNO. M. FAIRFIELD, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. CUNNINGHAM & CO., 6 and 8 Berkeley Street; C. R. PERCIVAL, 96 Worcester Street; THE POPE M'F'G CO., 597 Washington Street; ELASTIC TIP CO., 157 Washington Street.

MONTANA.

HELENA. W. E. NORRIS.

NEW YORK.

NEW YORK. WM. M. WRIGHT, 791 Fifth Avenue; SCHUYLER & DUANE, 189 Broadway.

OHIO.

LIMA. GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA. H. B. HART, 813 Arch Street.
PITTSBURG. COLUMBIA BICYCLE AGENCY, Cor. 5th Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. CHAS. F. HANDY, 236 Westminster Street.

THE TRICYCLING JOURNAL

—AND—

MANUFACTURERS' ADVERTISER.

EDITED BY — R. C. N. BRITTAN.

Subscriptions received at this Office.

One year.....$2 25
Six Months.....1 15
Three Months.....60

Specimen copies sent from

146 Fleet St. - - London, E. C.

Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

WM. M. WRIGHT,

791 5th Avenue,

NEW YORK CITY.

BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.



☞ Send 1-cent Stamp for Circular; and length of leg, inside measure, to ball of foot under the shoe.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

HILLMAN, HERBERT & COOPER - - COVENTRY.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES & TRICYCLES

96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B. — I will receive orders for any makes of machines at the manufacturers' list prices.

ALL BICYCLERS SHOULD READ

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by

HENRY STURMEY, Author of "The Indispensable,"

And C. W. NAIRN, Author of "The Bicycle Annual."

PUBLISHED EVERY WEDNESDAY.

PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from

E. C. HODGES & CO., 40 Water St., Boston, Mass.

GOY, The Athletic Outfitter,

21 Leadenhall Street, } LONDON,
22 Leadenhall Street, } ENGLAND.
54 Lime Street, }

FOR BICYCLES, TRICYCLES (all makes),

CLUB UNIFORMS,

And every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing and all Athletic Sports.

GOY'S CALENDAR OF SPORTS AND PRICE LISTS

FORWARDED FREE.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

SUGGESTIONS TO BICYCLERS.

IT IS A MISTAKE *to consider all English bicycles as the best.*
IT IS A FACT *that a less percentage of Columbia Bicycles break or come to repairs than of any other make.*
IT IS A MISTAKE *to regard all the latest modifications of English bicycles as improvements.*
IT IS A FACT *that many of them are trade catches, and are abandoned before a season is over.*
IT IS A MISTAKE *to infer that the Columbia Bicycle is always the same style of machine.*
IT IS A FACT *that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.*
IT IS A MISTAKE *to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.*
IT IS A FACT *that the Columbias are the only bicycles that are warranted throughout by the manufacturers.*
IT IS ALSO *a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.*
IT IS A MISTAKE *to suppose that either the Special or Standard Columbia is the same now that it was six months ago.*
IT IS A FACT *that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.*
REMEMBER *that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.*
REMEMBER *that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.*
REMEMBER *that the Columbia nickel plating is the handsomest and most durable of any.*
OBSERVE *that the prices of Columbia Bicycles range from $80 up to $147.50.*
OBSERVE *that the Mustang is a cheaper grade for boys, in price from $50 to $65.*
REFLECT *that the Columbias offer choices of more value for less money than any other make of bicycles.*
REFLECT *that most of the older riders, and many whole clubs, are this season taking Columbias in preference to every other machine.*
EVERY *rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price lists.*
NOTICE *that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at 597 to 601 Washington Street, Boston, Mass.*

PHOTOGRAPHS

— OF THE —

AMERICAN WHEELMEN

At Boston on May 30, 1881.

Large Size - - - - - - - - - - Price, $2.00.

They show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Sent postpaid to any address on receipt of price.

E. C. HODGES & CO.

40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 19 AUGUST, 1881.

Volume III. Number 15.

[VOL. III. CONTENTS No 15]

Currente Calamo.—Personal	174
Editorial.—Amateur or Professional?	175
Wheel Club Doings	175
L. A. W.	176
Races	177
Notes, Queries, etc.	177
To Juvenis	178
Correspondence	178
Excursions, Runs, etc.	181
Horse against Bicycle	182
London Bicycle Club	182

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

BICYCLERS' RIDING SUSPENSORY. The Bandage consists of a Silk Sack, made of the Best Hand-Knit Silk Netting, which will not interrupt the action of the respiratory organs of the skin, with an Elastic Band which encircles the body, and Elastic Straps passing over the Hips, and attached to the sack beneath, which keeps the sack in position, no matter in what position the person may put himself, the straps yielding to the movements. The Bandage is made in three sizes, Small, Medium and Large. In ordering, state which size is wanted. Sent by mail on receipt of price, $1.00. Elastic Hose Company, Highlandville, Mass.

JUST ISSUED!

"INDISPENSABLE."

BICYCLISTS' HAND-BOOK.

Orders taken at this Office.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

WE MAKE

SPORTING GOODS

A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,

OAK HALL,

BOSTON - - - - MASS.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

BICYCLERS' SUNDRIES.

* The "TAKE-ME-TOO," for carrying a coat, etc., does not interfere with mounting or coasting: universally liked. Send size of waist	$ 90
Wright's Anti-Rust	25
Wright's Illuminating Oil	25
Acme Stands	1 75
Hub Lamps, nickelled, small size	3 50
" " " large like "King of the Road"	4 00
* Leggings, send size of calf	1 50
* Saddle Bags, similar to "Handy Tool Bag"	1 25
Bugles, brass	2 00
" nickelled	4 00
Rubber Handles, in ordering mention make of bicycle	2 00
* Horn Whistles	60
Shoes, canvas with corrugated rubber soles	3 25
* Gong Bells	75
* Nickelled Oil Cans	25
* Wrenches, Blue Monkey	70
* The Wright Standard Holder, for Club colors, torches, etc.	1 50

Articles marked thus * can be sent by mail.

Remittances may be made by P. O. Order on Station H, or check.

W. M. WRIGHT, 791 5TH AVE., N. Y.



COLUMBIA, HARVARD, AND YALE BICYCLES

SOLD ON INSTALMENTS

ON EASY TERMS

anywhere in New England.

Purchasers Taught to Ride.

Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*

W. H. HERVEY & CO.,

5-UNION STREET-5

BOSTON.

Furniture and Carpet Warehouse.

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

In ordering, state whether Cradle spring or otherwise.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

D. W. HYDE,

Box 1133. Brighton, Mass.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.

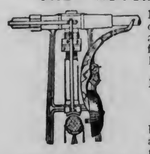
736 and 738 Washington St., Boston, Mass.

"THE AMERICAN GENTLEMEN'S MAGAZINE."

The only illustrated periodical published in America devoted exclusively to the promotion and advancement of all sports and pastimes, by field and water. Its contributors are amongst the best in the land, each article being written by the recognized authority on the subject. Every gentleman in any way interested in the growth of sporting matters in this country should not be without it, as it is invaluable as a safe and reliable record. Send 35 cents for specimen copy to

MARIUS LAZARE, 40 NEW STREET, N. Y.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

200 per cent Saved by Buying your Bicycles from England.



The best and cheapest bicycles are now being manufactured in Leeds, England, well known to be "the great centre" for producing steel and iron, and where mechanical labor is fully 75 per cent cheaper than any other town in the Kingdom, doubly facilitates us in offering Bicycles and Tricycles at fully 75 per cent cheaper than any other maker in England.

The Yorkshire Bicycle, the Workingman's Friend, is a marvel at the price. 48 in. and 50 in., $25.00; 52 in., $27.50 up to 60 in.

The Tourist Bicycle possesses all essential improvements, and is a thorough roadster. 48 in., $40.00, rising 75c. per in.

The Standard Bicycle embodies the latest improvements; for excellence of manufacture it is unsurpassed. 48 in., $55.00, rising $1.55 per in.

Lists post free. AGENTS WANTED.

BURNETT & FARRAR,

Yorkshire Bicycle Works - Leeds, England.

I WANT TO PURCHASE

BROKEN-UP BICYCLES

In any condition,

IF CHEAP.

WESTERN HEADQUARTERS for REPAIRING

Manufacturer of the

Fairfield Youth's Bicycle, Bicycle Bells, etc.

T. B. JEFFERY, 38 AND 40 S. CANAL ST.,

CHICAGO.

CURRENTE CALAMO

A BAYLISS, THOMAS & CO. "Sociable" tricycle is now owned in Chelsea, Mass.

WE heartily sympathize with a bicycling friend who, when asked why he had not been riding his wheel lately, replied: "Well, I 've got boil bearings on both seats, and don't like 'em." Yes, we 've tried 'em ourself and don't care to again.

CAPTAIN HODGES, of the Boston Bicycle Club, has taken prompt action about the coming Meet at Worcester next month. Now let us hear from others.

A LEAGUE has three miles, but a Land League has an indefinite number of Paddy Miles.

SMALL BOY: Look at the monkey on wires! Bicycler: Don't you wish you were a monkey? S. B.: You bet.

THE Abington (Mass.) bicyclers, about a dozen in number, are projecting the formation of a club in that town.

PRESIDENT PRATT writes: "I could not help thinking while at Martha's Vineyard last week, how much the ladies might enjoy with tricycles there on the asphalt streets and walks of Cottage City."

A TRICYCLE of the "Royal Salvo" pattern, to be described next week in "Some Tricycles," may be seen at the rooms of the Pope Manufacturing Company, and there is also a fine cut of the machine in the "Tricyclists' Indispensable Annual." By the way, the Popes have "flung out their banner on the outer" roof; and it looks better than the big letters on the fences.

"TELZAH," our Portsmouth, N. H., correspondent, has mastered the "American Star" and will soon rise and relate his experience.

WE learn through Detroit *Chaff* that President Bates is convalescing from a recent severe illness. If it had been some other president, now, we should probably have been flooded with bulletins about the progress of his disease and signed by half a dozen Æsculapiuses. As it is, we don't hear anything about the Det oits' beloved guide and moral instructor until he is about well. His physician is too modest.

PERSONAL

MR. HERMAN H. DUKER, of the Crescent Club of Boston, intends wheeling from this city to Baltimore, and wishes to hear from any wheelman who has ridden over the whole or any portion of the route, as to the best way and the state of the roads. His address is 60 Devonshire street.

A REPORT has been circulated that Ex-Capt. Bidwell, of the Buffalo Club, and President Wood, of the Northboro' Club, were in Boston last week, but we doubt it.

THE distance from Marlboro' to Boston by wheel is thirty-five miles. Mr. A. L. Atkins, of the former place, has ridden it in 3½ hours.

DIRECTOR J. L. TOMLINSON, president of the Baltimore Bicycle Club, wheeled from Durham to Raleigh, N. C., 29 July, a distance of thirty miles, in four hours' riding time. The Baltimore Club has a membership of forty-five, comprising many prominent men of that city.

A. F. WEBSTER, of the Massachusetts Club, is happily convalescing from a long illness, dating from just after the League Meet, 30 May.

CAPT. CARPENTER, of the Crescent Club, of Boston, is ill at Newbury, Vt.

THE Entertainment Committee of the L. A. W. Boston Meet have presented Messrs. Allen and Chandler, of the Providence Bicycle Club, and Mr. "Rex" Smith, of the Capital Bicycle Club, each, with a handsome gold medal, complimentary to their fine exhibition of trick and fancy riding in Music Hall on the occasion of the great Meet.

DETROIT *Chaff* informs its readers that Capt. Howard (of the Detroit Bicycle Club) and his bride are honeymooning at Saline; that P. D. Warner has been in Detroit to arrange for bicycle races to come off at Farmington, 6 October, at the Union Agricultural Society's fair, for gold badges; and that the BICYCLING WORLD is "greatly improved, and deserving of every wheelman's subscription."

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 19 AUGUST, 1881.

AMATEUR OR PROFESSIONAL?

PROBABLY many of our readers are aware that on 10 August, among the entertainments projected by the Jackson Corps at their field day, in that city, was announced a bicycle tournament, and that a $500 medal was to be awarded by Elsa von Blumen to the winner in trick and fancy riding and racing. Well, we are informed that there were a number of entries, and among them the name of Mr. F. S. Rollinson, the well-known and skilful professional wheelman, and who, it turned out, was the only contestant that held to his entry and contested for the prize; and that he accomplished successfully nearly all the feats prescribed by the programme, and was awarded the prize. It appears that the others who had entered claimed to be all amateurs and when they learned that Prof. Rollinson had entered and would be allowed, notwithstanding their protest, to compete, they withdrew. The protesting amateurs were members of the Utica Bicycle Club, which is a L. A. W. club, and their names were W. J. Walters, secretary; J. A. Gilmore, Henry Edwards, and C. H. Metz. The latter had already won a Von Blumen badge, at Utica, as an amateur; and although declining to enter a prize competition with the professional Rollinson, subsequently obtained permission from the managers to wheel the course against the latter's time (which was 3.40), and which Mr. Metz failed to reach by four seconds. The whole affair has awakened much adverse comment among bicyclers and the Albany *Press and Knickerbocker* and the Utica *Herald* are disputing over it; the former claiming that the contest was called for both professionals and amateurs and that none but professionals entered for it, alleging that Mr. Metz was a professional through competing for the Utica prize. Now the secretary asks us if, under the circumstances of both contests being announced as for amateurs, Mr. Metz can justly be called a professional. We see it stated by the Albany *Press* that the competition was announced for both amateur and professional contestants, while the Utica *Herald* and Mr. Metz's friends say that and the Utica contest was for amateurs only. Assuming the latter to be the fact, we say that unless Mr. Metz has in previous races transgressed the rules which define an amateur and professional, he is not a professional. The simple fact that Mr. Metz endeavored to beat the record of Professor Rollinson does not of itself make him a professional. Anybody is at liberty to try and cut the records made in a previous race, and not be guilty of the charge of professionalism. If our information in regard to the race is correct, the only mistake was made by the judges in allowing Prof. Rollinson to compete in a race which was advertised to be for amateurs only. If there is any doubt in regard to the matter, and Mr. Metz is liable to suffer from the decision of the judges, the best thing he can do is to appeal to the League, and obtain their decision as to what his status is to be in the future.

WHEEL CLUB DOINGS

BOSTON BI. CLUB. — In response to an invitation of the Worcester Bicycle Club and the Æolus Wheel Club to attend the eighteenth annual fair of the New England Agricultural Society at Worcester, Tuesday, 6 September, 1881, the Boston Bicycle Club is ordered to appear in full uniform (including whistle cords) at the club house, Monday afternoon (time to be appointed hereafter), to take cars for South Framingham, from which place the club will run to Northboro'. Spending the night there, they will run to Worcester the following morning. As it is desirable to make as good a showing as possible, every member is requested to make arrangements to attend the run. Those intending to join on the run, are requested to send their names to the secretary immedately.

Per order,
E. C. HODGES, *Capt.*
J. S. DEAN, *Sec.*
28 STATE STREET.

THE MARLBORO' BI. CLUB. — The semi-annual business meeting was held on 2 August. The following officers were chosen for the ensuing six months: Arthur Curtis, captain; Lemuel Hitchcock, sub-captain; Frank A. Leland, secretary and treasurer; Ed. Frye, bugler. Two new members were admitted. We have club races once each week. The wheel is gaining in favor here, — our club starting with four members only, and now we have fifteen. F. W. ELLIS.

8 AUGUST, 1881.

HONESDALE (PA.) BI. CLUB. — A bicycle club was formed at Honesdale, Pa., last week, on which occasion the following officers were elected: President, S. L. G. Atkinson; secretary and treasurer, E. P. Chambers; captain, W. D. Wood: guide, F. Ham; bugler, F. Dalmeitch.

F. C. H.

SCRANTON, PA., 8 August, 1881.

THE BROCKTON BI. CLUB has in active preparation its plans for the tournament and races of 5 October, when $300 in prizes is to be given. At a meeting last week, a number of committees were chosen to perfect the arrangements. A general invitation has been extended, and it is expected to have 150 wheelmen present. The Brocktons have also arranged to entertain the Waltham Club 28 August, in return for the courtesies shown them at Waltham last June.

OAKLAND (CAL.) BI. CLUB. — After the usual Saturday evening "run," 6 August, the Oakland Club held their regular monthly meeting at their rooms on Broadway street, Capt. Strong in the chair. A communication from the directors of the Golden Gate race track was read in relation to the coming races, 17 September, which will necessitate their building a track especially adapted for bicycling. The proposition is to build a five-lap track in front of the grand stand if the bicyclers would assent. A liberal but as yet insufficient amount was immediately subscribed, and it is hoped that our local riders, and others interested in the advancement of the sport, will co-operate with the Oaklanders, as it will supply a want long felt by all. Three gentlemen were elected members, which makes a roll of thirty-five. George H. Strong, Mr. London, and Dr. Goddard were unanimously re-elected the officers of the club for the term of one year.

SAN FRANCISCO, 8 August, 1881.

A GALLANT young wheelman, while riding,
Saw before him his layde-love gliding;
And stooping, he kissed —
The ground; for he missed
His balance, and now is n't riding.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

SOUTHBRIDGE BI. CLUB. — Additional: Edgar A. Brown, Joseph T. Talbot, Frank Parson, Merrick C. Brackett, — all of Southbridge, Mass.

MOUNT VERNON BICYCLE CLUB. — Charles E. Lauten, Franklyn T. Davis, Frank W. White, Philip H. Lucas, — all of Mount Vernon, Westchester County, N. Y.

SUSQUEHANNA BI. CLUB. — John D. Ward, Charles G. Miller, R. A. Benson, Henry C. Miller; Henry Lea, bugler, William Garner, secretary and treasurer.

MISSOURI BI. CLUB. — Additional: J. A. St. John, Central Type Foundry, St. Louis; Joseph W. Steen, Morrisville, Ill.; E. M. Sensenly, 3011 Glasgow avenue, St. Louis.

CLEVELAND BI. CLUB. — Additional: Fred. T. Scholes, Cleveland, Ohio.

CHAMPION CITY BI. CLUB. — Additional: H. S. Folger, Springfield, Ohio.

CRESCENT BI. CLUB, OF BOSTON. — Additional: William Parry Kennard, Boston, Mass.

UNATTACHED. — W. W. Winslow, Brockport, N. Y.; A. H. Cowen, Santa Rosa, California; Charles J. Holland, 17 Park street, Medford, Mass.; Myron W. Curtis, 196 Chapel street, New Haven, Conn.; Cyrus Knapp, Hackensack, Bergen County, N. J.; Albert D. Rice, 28 Highland street, Boston Highlands, Mass.; G. L. Henderson, M. D., 115 West 6th street, Kansas City, Mo.

CORRECTION. — E. Felch, Cochituate, Mass., should be John E. Felch, Cochituate Bi. Club, Mass. A. M. Crothen, Champion City Bi. Club, should be A. M. Crothers, same club.

DIRECTORS. — Mr. Andrew A. Hathaway, captain Milwaukee Bi. Club, has been appointed director for Wisconsin, in place of Mr. Hibbard, who was forced to resign, owing to a change of residence.

Editor Bi. World: — *Dear Sir,* — The enclosed letter of resignation from Mr. Hibbard will be read with regret by all League members, and I know your readers will unanimously indorse my hope that our loss in Wisconsin will be more than offset by the gain of an energetic and able director in Minnesota. Fraternally,

KINGMAN N. PUTNAM.

NEW YORK, 12 August, 1881.

K. N. PUTNAM, ESQ., *Cor. Sec'y L. A. W.*, New York: — *Dear Sir,* — A continued rush of business since my removal from Milwaukee has prevented my tendering to you before this my resignation as director for Wisconsin. It is with much regret that I do this, as the office has been one of great interest to me in connection with the development of bicycling in my native State. I shall always retain an active interest in the League, and wherever I may be I shall be glad to do all and anything I can to further its interests. I cannot at present regard my residence here as permanent, but hope before I leave to wake up what wheel interest there is already here to life and L. A. W. membership. I would suggest in order as my successor as Wisconsin director, Mr. Andrew A. Hathaway, captain of the Milwaukee Club, a gentleman well known and universally admired and respected as a leading bicycler, and one whose pre-eminence and standing fit him for the position. Yours very truly,

ANGUS S. HIBBARD.

MINNEAPOLIS, MINN., 5 August, 1881.

Editor Bicycling World: — Please note that the consul L. A. W. for Flushing, L. I., N. Y., M. A. P. Cobb, will be found by addressing P. O. B. 222, Tarrytown, N. Y., through September next.

W. F. GULLEN, *Director L. A. W.*

BROOKLYN, N. Y., 11 August, 1881.

The Mail Vote.

HAVING received thirty-one responses to mail votes Nos. 4 to 11 inclusive, submitted to the Board of Officers, L. A. W., on 3 August, 1881, under Rule 13, I have counted and declared the votes as follows: —

Mail vote No. 4. Whole number, 29.

FOR COMMITTEE ON MEMBERSHIP.

C. K. Munroe, of New York	29
L. H. Johnson, of Orange, N. J.	29
W. F. Gullen, of Brooklyn	28
K. N. Putnam	1

First three elected.

Mail vote No. 5. Whole number, 29.

FOR COMMITTEE ON RULES AND REGULATIONS.

E. C. Hodges, of Boston	29
S. T. Clark, of Baltimore	28
H. S. Tibbs, of Montreal	29

Elected.

Mail vote No. 6. Whole number, 28.

FOR COMMITTEE ON MEETINGS.

E. J. Waring, of Pittsburg	26
P. T. Dodge, of Washington	27
A. Ely, Jr., of Cleveland	27
A. S. Hibbard	1
E. C. Hodges	1

First three elected.

Mail vote No. 7. Whole number, 29.

FOR COMMITTEE ON RIGHTS AND PRIVILEGES.

S. A. Marsden, of New Haven	29
F. S. Pratt, of Worcester	29
J. M. Fairfield, of Chicago	25
G. J. Hope	1
C. E. Pratt	2

First three elected.

Mail vote No. 8. Whole number, 30.

That an autumn race meeting of the L. A. W. be held in New York on or about the first Saturday of October, 1881, at such particular time and place, and under such regulations and arrangements, as may be designated by the commander

As it stands, — Yes	28
Amended to 9 or 10 September	1
Conditional for a more Western city	1

Carried.

Mail vote No. 9. Whole number, 28.

That such prizes may be offered, and for such distances and on such conditions, besides the "League Championship Prizes" mentioned in Rule 11, as the Committee on Rules and Regulations approve; provided that the amount to be expended from the League treasury for any such purpose shall first be approved by the Committee on Finance.

Yes	27
No	1

Carried.

Mail vote No. 10. Whole number, 29.

That the Committee on Meetings be authorized to arrange and appoint one or more additional race meetings, or events at race meetings, and one or more excursions, subject to Rules 3 and 11, at such times and places as they may designate, besides the autumn meeting before provided for; provided, that any expense to be incurred and paid from the League treasury shall first be approved by the Committee on Finance.

Yes	23
No	3
Amendment, — to make it one race meeting and no excursion	1
To make it an excursion	1
To make it one or more race meetings and no excursions	1

Carried, with amendment to strike out the words "and one or more excursions."

Mail vote No. 11. Whole number, 30.

That a committee of three, consisting of the treasurer, corresponding secretary, and Mr. W. F. Gullen, of Brooklyn, be authorized and requested to have published a hand-book for the use of members of the League, containing the constitution and rules, and names and addresses of officers and consuls, and such other official information as they may deem necessary; and to furnish the same at a small price sufficient to cover expenses.

Yes	29
Amendment, — to substitute C. K. Munroe for W. F. Gullen	1

Carried.

CHARLES E. PRATT, *President L. A. W.*

15 AUGUST, 1881.

A CORRESPONDENT writes us that he charged his bearings with plumbago two months ago, and they run as easily as possible, although he has during that time run more than 400 miles on it. — *Cyclist.*

RACES

Coming Events.

30, 31 August, Columbus, O., State Fair. Meet of Ohio wheelmen. Programme: Tuesday, — Meet at headquarters Columbus Buggy Company at 1 P. M.; run to Fair Ground; one-mile race for a gold and a silver medal, first and second prizes, given by the State Board of Agriculture; after race, a run will be taken through the city, visiting points of interest. In the evening, attend theatre in uniform, at invitation of the Buckeye Bicycle Club. Wednesday, — Meet at headquarters at 9 A. M.; run to Goodale Park, for photograph; immediately after which, start for Shadeville, 10 miles; dine and return. In the evening a supper at the Park Hotel will be given visiting wheelmen by the Buckeye Bicycle Club.

7 September. Baltimore County Agricultural Society's Annual Fair, at Timonium, Md., Northern Central Railway. Bicycle races: Open to all amateurs (as per L. A. W rule). Half-mile dirt track, to be used for trotting later in the day. Standing start from scratch. First race half mile — First prize, a piece of plate, valued at $30; second prize, a medal, valued at $10. Second race, two miles — First prize, a piece of plate, valued at $50; second prize, a medal, valued at $10. Entries close noon 5 September, 1881, and are to be made in writing, accompanied by entrance fee of fifty cents for each event, to C. Whyte, Post-Office Box 835, or 12 Donnell Buildings, Baltimore. Rider's colors, size and make of bicycle to be named in entry. Arrangements for transporting bicycles to the track will be made by captain of Baltimore Bicycle Club as soon as probable number of visitors is known to Mr. Whyte, from whom further information may be obtained upon application. All bicycle clubs and L. A. W. members are invited to attend with wheels. After the races the Baltimore Bicycle Club propose to ride back to town, twelve miles, over fair country roads.

6 September. Worcester, New England Fair, bicycle races.

5 October. Brockton, Brockton Bicycle Club races.

20 September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade and tournament.

1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society, bicycle races.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. To secretary of games, P. O. Box 3101, New York City.

15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games). 24 September, at 10 A. M. and 1.10 P. M. Fee $2, to Secretary National Association of Amateur Athletics, P. O. Box 3478, New York.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

30 and 31 August and 1 September. Morris County Agricultural Society, Morristown, N. J. Amateur bicycle races.

WE lately reprinted a clipping from some paper to the effect that at a bicycle race in Bloomington, Ill., 30 June, three two-mile heats were made in 5.45, 5.15, and 5.19, respectively. We carelessly overlooked the figures, and an exchange has called our attention to the improbability of the record as stated. The time on most American tracks is more reasonable for one-and-one-half mile heats than two-mile heats.

AT the Williamsburg (L. I.) Athletic Club games, 25 July, L. H. Austin, on a bicycle, raced against Theodore Choicener, on foot, a distance of six hundred and sixty yards, the latter being allowed eighty yards. Choicener won by ten yards.

AT Geneseo, N. Y., 28 July, there were bicycle races, mile heats, open to all, best two in three, won by J. B. Baross, C. A. Smith standing second, and W. E. Booth third. Championship of Livingstone County, W. E. Booth, one; C. F. Booth, two; H. E. Grant, three. M. Punnett was No. 1 in fancy and slow riding.

AT the entertainment in aid of St. Elizabeth's Hospital, 4 August, on the Utica Driving Park, the Utica Bicycle Club took an active part. A gold medal valued at $25 being offered to the fastest amateur rider, called out four contestants,—C. H. Metz, W. J. Walters, Henry Edwards, and R. T. Peckham. The start was a fine one, and all the competitors dashed off spiritedly. Peckham led until the fourth mile pole was reached, when Metz gradually forged ahead and won the race by a neat lead. Time, 3.24 Mr. Metz has only ridden three months, and is destined to be a very fast amateur rider. He has beaten the above time by two seconds since the race on the same track. The members of the club gave an exhibition drill which gave many veterans their first idea of what can be accomplished on the wheel. One of the prettiest feats of the drill was Capt. Peckham doing the stand-still, with hands off handles, while the balance of the club swept gracefully around him in a circle. Mr. Jas. H. Gilmore gave an exhibition of fancy riding, which called forth hearty applause. The day was one which will be long remembered by the club, as its first day upon the track since its organization.

A BICYCLE race took place at Halifax, 11 August, for a medal and the championship of Nova Scotia; it was won by Mr. John Stairs, but to become the permanent property of anybody it has to be won three times. There will therefore be two more races for the honor.

THE sojourners at Cottage City, Martha's Vineyard, were treated to an interesting event last Friday afternoon, it being the occasion of the first of a series of three two-mile bicycle contests of three heats each, to be run on successive Friday afternoons. Several thousand people were present. The track is an asphalt one, a little less than a half-mile lap, with one or two sharp turns and a not very even bed, so that the contestants could not show at their best in the matter of time made. The arrangements were conducted by Dr. H. B. Shaw, assisted by Mr. Norris, of the local press. President C. E. Pratt, F. W. Weston, and Dr. Shaw officiated respectively as timekeeper, starter, and clerk, and were also the judges. In the first heat H. E. Lombard, of Cambridgeport, Mass.; G. E. Cook, of the Capital Club, of Washington; S. T. Kaulback, of Malden, Mass.; and W. H. Smith, of Waltham, Mass., having drawn positions in the order named, started in good shape; but Smith got a fall, and after the first lap withdrew, and the others finished the heat, with Cook leading, in 8.13; Lombard second, and Kaulback third. In the second heat, Kaulback held the lead throughout, coming home in 8.12½, with Cook second, and Lombard third. Kaulback got and held first position in the third heat. Lombard coming in second, while Cook got dismounted on the second lap, and dropped out.

It is probable that in the contests this week and next there will be more participants. There will be six more heats, nine in all, and the winner of the greatest number of heats, will be awarded the first prize, an elegant $50 medal offered by the proprietors of the Boston *Herald*, and the winner of the next greatest number will be awarded the second prize, a fine $25 medal offered by residents of Cottage City. Kaulback has now two heats to his credit, and Cook has one; but the races are still open to all amateurs and the succeeding events may show a lead by some other man.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

"CYCLOS," writing 6 August from Dunkirk, N. Y., says: "The *nicest* way to keep the stockings up is that of the L. A. W. consul here," but he does not explain the method. He also asks, "What is an omnicycle?" and we append herewith the following description from the "Tricyclists' Indispensable Annual":—

"Two 50-inch and one 20-inch wheel; ¾-inch and ½-inch red rubbers, wired on; crescent rims; butt-ended direct spokes; G. M. hubs; plain bearings; omnicycle levers; omnicycle disk gearing; ratchet and pawl in wheel bosses; spade handles; centre rudder head; rack and pinion steering; omnicycle double-tire brake; adjustable seat rod; C spring; suspension seat or tricycle saddle. The frame is very simple: A tube forms an arch over the axle, resting on bearings at each end, and from the centre of this a second tube drops down and curves gradually forward up over the guiding wheel, finishing at the head. At the top of this curved tube a bracket holds the saddle rod. Arms project at the sides carrying the handles, and a couple of joints on the top of the steering wheel carry the levers. All the gearing is on the main axle."

WILL some one send a minute description of the method used to ride a bicycle on the big wheel alone, to Box 153, Marlboro', Mass.?

M. LORINI, captain of the Westchester Bicycle Club, of Vailhalla, N. Y., writes in regard to Westchester County roads:—

"I have not been all over the county as yet, but have ridden on many roads, it being my practice to take a new road whenever I go out. I would like to know if there is some one who does the same thing, so that I could get acquainted with him."

Editor Bicycling World: — In the bicycle-club directory, recently published in your paper, you print the Capital Club, of Washington, as one of the League clubs, which is an error. The Capital Club withdrew from the League immediately after the meet in Boston, and duly notified the president of the League of such action.

CAPITAL P.

Dear Sir, — In reply to "Darkness," under "Notes and Queries," in a previous issue, I would say the "Wright Illuminating Oil" is the only oil to use. It is *oil Wright* in every respect, and only goes out when carried out.

JACK-O'-LANTERN.

Editor Bicycling World: — In your last number, "Darkness" asks what is the best oil for a bicycle lamp. Let him try sperm oil; that is excellent. If not content, try the recipe of the *Wheel World*, as follows: "To a half-pint of any good lamp oil, say sperm, add two pieces of camphor, each as large as a walnut. Put this in a pan and let it simmer by the side of a steady fire till the camphor is dissolved. It gives a very steady and brilliant white light, and never goes out over the roughest macadam." I have heard, but do not vouch for it, that a wick will not smoke which has been soaked twenty-four hours in vinegar and dried previous to being used.

H.

Editor Bicycling World: — Upon testing the running qualities of his ball-bearing small wheel, a member of the Roxbury Club was surprised on giving it one smart turn to see it run in one direction for 7 minutes 50 seconds, and balance for 1 minute 6 seconds, making in all 9 minutes 5 seconds it was in motion. Next?

Editor Bicycling World: — During the hottest day of the season, Friday, 5 August, 1881, two bicyclers might have been seen sweltering through the extreme heat on the road to Hingham; and as an incident of the run, report that while in motion they succeeded in keep-

ing cool, but immediately on stopping experienced the severest effects of the heat, so much so they were obliged to return almost upon their arrival.

Editor Bicycling World: — In reply to "Woodside's" question as to signals the following are those used by the Montreal Bicycle Club: From the leader, one whistle, mount and ride single file; *when mounted*, one whistle, "single file"; two whistles, "double file"; four whistles, "four abreast"; one short and one long whistle, repeated three times, "ride at ease"; three whistles, "dismount"; from the whipper-in, one whistle, "Decrease speed"; two whistles. "increase speed"; three whistles, "dismount." The signals "fall in" and "disband" are done by bugle calls.

CHAS. JAS. SIDEY,
Capt. Montreal Bi. Club.

To Juvenis.

DEAR JUVENIS: Pray pardon me
For addressing you in rhyme.
I really meant no harm in what
I wrote that other time.

I 'm sorry that my epithet
So poorly suits your taste;
But very glad you 've shot the boots
Which once your fair legs graced.

But if you do too irate feel
To appreciate the fun,
Jump on your fifty-two-inch wheel
And take a ten-mile run.

'T will quell the rising wrath, and bring
Your spirits up to par.
Don't let a maiden's pen again
Your even temper mar.

You flatter much my girlish pride,
In thinking I can tell
The angle at which wheelmen ride
Climbing the steepest hill.

But did I mount the wiry steed,
I should prefer, I know,
To take my rides on down-hill roads:
Ascending is too slow.

But as for coming from behind
My petticoats — dear me!
Your request is too awfully utter.
Yours truly,

LYDIA P.

CORRESPONDENCE

Lawrence.

Editor Bicycling World: — For the first time Lawrence makes its appearance in the columns of the WORLD, as a contributor to that *sine qua non* of bicyclers; and as we wheel into line and take our place among other correspondents, we too, following the example of those who have already taken their positions, in deference lift our cap to the bicycling public.

The wheel, when three summers ago it was first seen upon our streets, met with a decidedly cold reception. Mr. Branch, cashier of the Lawrence Gas Company, was the pioneer in the new enterprise, and wheelmen here feel much indebted to him for having first demonstrated the practicability of the machine for utility as well as for pleasure, and for giving the first impetus to this movement, now so popular. For a whole year Mr. Branch rode "unattached"; he had no one to attach to: a poor, lone bicycler; but Mr. Branch has all his life been a lonely single man, which in a measure accounts for his good courage and lack of despondency during his first year's experience.

But the wheel grew in favor. We—*i. e.*, the younger portion of the community — learned first to "endure, then pity, then embrace"; and to-day this city of loom and spindle prides itself on the possession of a club of almost thirty riders, with an immediate prospect of numerous accessions. Right here let me say that if anybody meets a wandering "'cycler," strayed away from home, and it is desirable to know whether he hails from Lawrence or not, just ask him what he'll "take." If he answers, "Lemonade," you may feel sure he is from Lawrence. Some of our members, since the day of the League meet, have achieved quite a reputation for lemonade. Our club, organized early last fall, has held regular monthly meetings, and since the riding season opened this spring we have done something in the way of drilling, Wednesday evening of each week being set apart for this purpose. Of course, we are always present at these drills, every man of us, in uniform, obedient to orders. For the correctness of this statement, we would refer all inquirers to our "gallant captain," R. T. Manders. The club has made several runs or short excursions during the season, notably to Haverhill (9 miles), an account of which was published in the *American*, and to Georgetown (10 miles). Altogether, the club is well organized for efficient work, and as soon as we secure a bugler we shall be happy; and rumor has it that a gentleman has been recently elected a member who can fill this position.

Lawrence is not noted for its fine roads. In fact, it is quite a difficult matmatter to say what Lawrence *is* noted especially for. Possibly that Waltham rider, who spent several days with us quite recently, discovered. We possess none of those sand papered roads which form the substance of all bicyclers' dreams; and yet we have sand enough,— more sand than anything else. However, we, "to the manner born," felt quite well satisfied and contented with our roads, until a noted wheelman from Worcester came and settled in our midst. He tried our roads. He has long since given up the manly art. A 52-inch Harvard, all nickel, is for sale. Sorry.

To all bicyclers contemplating a visit to Lawrence, we say, Come by all means, — we shall be glad to see you; but don't expect too much from our roads. The Andovers afford us some very good runs, and the ride to Ballardvale (seven miles) is an exceptionally good one. Some extended touring has been done by club members, recently. Messrs. Emmons, Dyer, and Webb rode their machines from Lawrence to Fall River and returned. They reported a good time, notwithstanding some poor roads encountered, and a few slight accidents. Messrs. Branch and Spooner, together with the writer, took a two-and-a-half days' run to Salem, thence to Manchester, Gloucester, Essex, Ipswich, Georgetown, home (seventy miles). Nothing particularly remarkable about the journey. We took the trip in easy stages, and experienced good roads for the most part, — and a thoroughly enjoyable time. The last named trio went with their wheels to Hampton Beach, last Saturday, and spent Sunday there, stopping at the Ocean House. When asked by the people at the hotel if we came all the way by wheel, "56" would promptly answer with one of his blandest smiles, "Certainly. Car-wheel to Exeter; bicycle-wheel to Hampton." The ride from Exeter to Hampton was not as good as we had anticipated it would be, for we had heard much in praise of this road; but some allowance must be made for the very dry weather, which had continued for some time. The next afternoon, after the rain of the morning, we found the roads much better, and we were enabled to make the entire distance from the beach to Exeter in one hour and ten minutes, without a dismount. Secretary Cogswell left Monday morning on his wheel for Portland, intending to ride the whole distance. How he fared, and what time he made, we hope to give some account in our next letter.

GEO. W. HALL, *Pres.*

LAWRENCE, MASS., 12 August, 1881.

Providence, R. I.

Editor Bicycling World: — In your 5 August issue appears a letter from Mr. R. L. Lippitt. in regard to his expulsion from the Providence Bicycle Club. It was one of those disagreeable family jars liable to happen in any club, and which we hoped would not be pushed before the bicycling public, and we were disposed to let the matter rest; but I hardly think it justice to the club not to give our reasons for acting as we did. That Mr. Lippitt has some points in his favor, none will deny; and that he has done everything legally, is not denied; that the club did not give him a written notice of the meeting for his expulsion is not denied by the club; and that Mr. Lippitt's conduct was not that of a gentleman is also believed by the club.

First. The Howard challenge medal was given by Mr. Jesse Howard as a ten-mile challenge medal for the championship of the club, to be run for at least once in six months (the winner three times to hold it) under certain rules and regulations. One of the rules was that all entries must be made one week previous to the race. The person holding the medal and the one challenging had the right to name the day and time. Mr. Lippitt *admits* that there are two members of the club who can beat him when in condition. At a meeting when the secretary was absent, the *acting secretary* entered the name of Mr. E. G. Thurber as having resigned; the records were not read at a succeeding meeting, so that the mistake was not discovered. Mr. Lippitt had won the medal twice, and wanted to own it; and thinking that Mr. Thurber was not a member, he asked one of the members, a personal friend of his, to challenge him, and to make the race as soon as possible, — which the friend did, and named a day nine days in advance. This friend was at that time under a doctor's care, and had a certificate from the doctor that he was unable to work. The club officers received their notice of the race from Mr. Lippitt Friday forenoon about eleven o'clock; the secretary had then to notify all members, and the members had to send their entries to Mr. Lippitt and the secretary by Saturday night. Mr. Thurber sent his entry, and Mr. Lippitt would not accept it. Mr. Lippitt, upon being questioned, said his reason for having the race so soon was that one member, who he admits can beat him, could not get into condition. The members of the club felt as though Mr. Lippitt was not acting as would be expected of a gentlemen and member of the club, and for a medal which was supposed would be won by the best rider and not by the trickiest one. Mr. Lippitt claims that he had a precedent in his action because a previous race had been run with about the same notification (eleven days); but the fact was that the other race had been talked of, and the members had been in preparation long before the challenge was sent, and that, although actually but two more days' time had been given, really they had had a number of weeks.

The feelings and opinions of the members may be judged by the fact that. at at the meeting when he was expelled, the only member voting for him was the friend who challenged him; and it hardly seems as though all the rest of the members (among whom are five or six personal friends of Mr. Lippitt) could be mistaken, and the one right. Mr. Lippitt, feeling aggrieved at the action of the club wished the matter left out to referees; and the executive committee, feeling strong in the right, wishing to give him all the chance for explanation possible, assented. They expected the question to be, "Whether Mr. Lippitt's conduct had been that of a gentlemen"; but the referees gave their decision as to "whether he had been legally expelled." To sum up the whole, while the club have made some mistakes, and admit that Mr. Lippitt was not *legally* expelled, yet they are unanimous in the opinion that his conduct was not that of a gentleman, and what was to be expected from a club member, and that he deserved expulsion.

A MEMBER PROVIDENCE BI. C.

PROVIDENCE, 16 August, 1881.

Poughkeepsie, N. Y.

Editor Bicycling World: — In reply to your inquiry concerning the progress bicycling has made in our city, I would state that Poughkeepsie is a very conservative place, and has received the bicycle as it receives every other new thing, — very quietly. We have a few riders, some thirteen in all, who own machines, and the ranks are not being recruited very rapidly; still we are gaining. We have some fair rides in and about the place; but our city being built upon a hill and surrounded by lots of other hills, it is impossible to go far in any direction without encountering what may be justly called "rough riding." Our best ride, and the one we take all visitors over, is to and around Vassar Female College. It makes a very pleasant ride of about seven miles, and is pronounced very interesting, especially while the *college is in session*. We have a club of ten members, but this also is imbued with the same drowsiness which pervades everything and everybody in and around Poughkeepsie. The last time a run was called, three members responded, — three out of a possible ten. This lack of interest has rather discouraged the captain, and no more runs have been called, although a month of good riding has elapsed since the last call. But it is a good club for all that; and what the majority of its members don't know about double-jointed, back-action, humpbacked, boneless, and fluted backbones, and patent detachable rear wheels and air brakes, you need not look in "Sturmey" to find out. The club has a bugler, too. You would be pleased to hear that bugle; you would be surprised to see the good wives issue forth with pans and baskets from the houses along the road when he begins to blow it; and would be amused to hear the comments of the aforesaid g. w. as they sadly return to their respective firesides to tell their families how they "thought sure it was the fresh-fish wagon, or at the very least the clam merchant, and there it was only one of them pesky fellows riding of a wheel." The horses around here are all getting used to bicycles, — very few now pay any attention whatever to them; and we have found that good horses under drivers who understand their business, very rarely show any disposition to scare: almost all the trouble has been either with crazy old plugs, or timid drivers. The horsemen about here are for the greater part gentlemen, and have used us with almost uniform kindness and consideration. The bicyclers have tried to act in the same manner, and upon the whole we have very little to complain about on the score of the horse. It is not at all likely anything of importance will happen here in the bicycle line, unless perhaps the club should wake up and go to work, in which case I will report at once. Meanwhile we will keep on adding miles to our log, and will be pleased to have any visiting wheelmen call on us as they may be passing through, as we can always spare time to show them the few objects of interest in and around the city, — at least such objects as may be viewed from the top of a 48-INCH WHEEL.

POUGHKEEPSIE. N. Y., 13 August, 1881.

Scranton, Pa.

Editor Bicycling World: — The interest in bicycling in this city is rapidly advancing, and the club just formed will soon have a large membership. Those inclined to become bicyclers, seeing the interest manifested by our pioneer wheelmen, Messrs. Kolp, Sanderson, and Pentecost, increase instead of diminish. Scranton will surely be to the front in the future. There being especially pleasant relations between the Scranton and Honesdale wheelmen lately organized, we very often meet in tours and excursions. One of the most pleasant of these excursions left Honesdale August 25 for Port Jervis, N. Y., and points of interest in that vicinity. The party comprised Messrs. S. L. G. Atkinson, Frank Ham, Henry Dolmeitch, Wm. D. Wood, and James Pentecost, of Scranton. From the glowing account given by these gentlemen to your correspondent, we are inclined to think they enjoyed it much; they report the roads in this locality as among the finest. The distance from Port Jervis to Milford (eight miles) was made in forty minutes, easily, without a dismount. At the latter place they met a party from Bethlehem, Pa., comprising Messrs. Hunt, Linderman, and Neilson, whom they found to be very gentlemanly cyclers. All speak in the highest terms of the hospitality of the Milford people, who received them warmly, promising, if they would pay them another visit, to give them a banquet and ball. The Honesdale Club, together with our own, are already arranging for another trip there. All the clubs in this vicinity will be invited, and we will be pleased to have wheelmen join us from other parts of the country. In a future letter we will give date and further particulars of what we propose to make an event long to be remembered. The first order of the agents of Messrs. Cunningham & Co. was filled last week, and included two Shadows. These machines are sure to become popular when their merits become known..... President Atkinson, of the Honesdale Club, who weighs over two hundred, and who rides a 48-inch Columbia, broke the step of his machine in mounting, recently..... The Lackawanna Agricultural Society, of this city, offer prizes for bicyclers, at their fall meeting next month. Several members of our club are getting in trim, and we look for a close contest..... Mr. A. J. Kolp, our genial captain and most enthusiastic wheelman, is spending his vacation in Lancaster County. He returns this week, and will doubtless furnish your correspondent with some interesting matter for a future letter. F. C. H.

8 AUGUST, 1881.

Columbus, O.

Editor Bicyling World: — During the summer of 1880, five of us got together and in an informal manner organized the Buckeye Bicycle Club, of Columbus, O. At that time we constituted the only wheelmen in the city; our machines, with one exception, being standard Columbias. For a time matters stood in this manner, but gradually an interest began to develop, and with it

came new members. The first of this year we formed a permanent organization, with officers, by-laws, rules, and a code of signals. Our club membership at present is twenty-five, which number will soon reach thirty or forty. With but one or two exceptions we are League members. As we gained experience our machines improved in quality; viz., two Standard and twenty Special Columbia, one Xtra, one Royal Challenge, and one English wheel, fullnickelled forming a good percentage. We take a club run every Wednesday night, part of the time being spent in drill; but as our members without an exception are gentlemen actively engaged in business, we don't have the time we wish for. It has been our endeavor to make bicycling popular with all classes. So far we have succeeded, having had no accidents and only two unpleasant features. Twice, ignorant, half-drunken parties have tried to run down wheelmen. In the first case, after vainly trying to avoid it, a bicycler was knocked from his wheel by a horse; the driver, having driven over and badly injured the machine, drove away, and unfortunately escaped. In the second case the *bicycler* escaped by running in an alley. The papers, without an exception, denounced such driving in the strongest terms; so in reality these occurrences, though not the most enjoyable, gained us much sympathy. Such little acts as dismounting when a lady is driving (whether the horse looks as though he would scare or not), when about to pass a team going the same way, asking, "Will your horse scare, sir?" I am happy to say, — these and many more small acts of courtesy have gained Columbus wheelmen respect, and the free use of all roads, parks, and driveways in or about our city. Ohio is unusually well adapted to bicycling; our roads as a rule are level, hard pikes, just enough hills to make it pleasant, very few of them having to be walked. Of course, there are occasional places where "if necessary to a tour," a header *can* be taken. Every week some of our members take runs of from fifty to sixty-five miles in all directions. During these runs the condition of the road, hotels, etc., is carefully noted, so as to be able to give this information; and any one wishing to know about the roads within fifty or seventy-five miles of Columbus may be sure of having all the assistance in our power, and a hearty welcome should they visit us.

H. B. HUTCHINSON, *Capt. B. Bi. C.*

Chicago Notes.

MAJOR A. W. MCCLURE, president Chicago Bicycle Club, took the part of captain last Saturday evening, and gave the boys a rousing drill. Heretofore it has been found impossible to bring the club out in military trim, owing to the lack of a proper leader. Capt. Blinn is a jolly good fellow, but he is "one of the boys," and therefore lacks the august presence that is essential to quell undue levity in the ranks. But when Mr. McClure got hold of them, it was wonderful to see the agility with which commands were obeyed. The mount in line, single file, twos and fours, and dismounts in single file and in twos, were performed quite *à la military*, under the major's skilful guidance. Lake Park, with its broad, winding cinder walks, affords a splendid chance to drill in, and the evolutions performed were much enjoyed by the fifteen participants as well as the big audience who came to see.... Messrs. Blinn, Nichols, Losch, Conkling, and Ayers took a ride to Evanston last Sunday; that is, all started for that place, but only the two latter reached it. The distance is thirteen miles, and road level, but very dusty. There are three big cemeteries on this road, and the route is one continual funeral procession. We had the pleasure of involuntarily riding in several of them, and no doubt added much dignity to the line. Sunnyside, an elegant little hotel in a park, is on this road five miles out, and you can get a splendid dinner there for one dollar. If anybody starts for a trip to Evanston, would advise that they stop here, take dinner, and then go right home again; the road beyond is just too exactly dizzy for anything.... It is only a five-dollar bill that separates New York, Boston, and Chicago wheelmen now. We trust no other and greater differences will rise between us than this low railway fare. Better come out and hunt Indians on the 'cycle!.... Mr. Dean had a good offer for his "Standard" the other day, and sold it. He is now riding a D. H. F.... Mr. Cragin, of the Boston Bicycle Club, who is now one of us, has just received his full-nickelled Harvard. It has a splendid wheel, with five-inch hubs and eighty-four spokes. A five-inch hub adds wonderfully to the symmetry of a wheel, and imparts more solidity and strength to it than one would imagine. Bicycle hubs have grown from three and a half inch diameter, as in the original Excelsiors and oid nippled Coventrys, to four inches in the old Standards, and now it is four and a half as a general thing; some make them five. This last figure is a good proportion, and as it ought to be.... The four-and-a-half inch gun-metal hubs on left sides of the D. H. F. Premiers of Blinn and Ayers have gradually collapsed, — dished in. It does not throw the wheels out of true or impair their strength as yet, but shows the nonsense of making the hubs too thin. ... Mr. Parker, while coming down W. Washington street at a tearing gait the other night, ran into an open man-hole in the middle of the street, and smashed things right and left, He has now got plasters all over his face, jaw lop-sided, chin tied up like a corpse, and teeth knocked loose. We saw all this through a spy-glass — he won't let you get nearer to him than a block.... Mr. Meldrum has just received his bicycle that he used to ride in England, — a "Swift." He took it out into our streets and got run into the first thing, and now it is all broken up. Beats all how many people are getting run into now-a-days. Mr. Fairfield's repair-room is full of wheels that have got mathematic — not æsthetic — figure 8's and S's, it being too quitely the rage.... J. C. Cone, of our unattached club, has returned to his Eastern home.... H. G. Rouse, of Peoria, where they make infernal machines (not Xtraordinarys, Stars, and sich), was around Chicago last Wednesday.... T. S. Miller, Chicago Bicycle Club, will spend August in the East Worcester. Mass., is his old home.... Mr. Nichols will spend this month and next up north, taking his wheel along, of course .... B. B. Ayers, secretary Chicago Bicycle Club, spends the last two weeks of August in Dakota and the Black Hills. STENO.

Montreal.

Editor Bicycling World: — There is considerable discussion going on just now as to the identity of "Kanuck." Suspicion rested strongly, for a while, on the "Pelican," but he swears that he "can knock the blooming head off" any fellow who dares to say he is the man; so of *course* he can't be the writer. The fact of having a "chiel amang us," who not only "takes notes," but also "prents" them, seems to be too much for some of the delicate constitutions in our club.... We were favored last week with a visit from Mr. Winter, of the Newcastle Amateur Bicycle Club England. As was perhaps to be expected, he did not fall madly in love with our roads, and I think he paid quite a high compliment to the pluck and energy of our riders when he said that if they had as few good roads in Newcastle as we have here, he did not think there would be more than two riders in the whole city.... Gershom de Sola has been ordered off to the seaside for his health, but I was credibly informed that he did not go farther than St. Albans. I understand that there is an attraction there much stronger than any old Father Neptune can offer. .. Jack Muirhead, down with typhoid fever, I am glad to say, is over the worst of it, and is mending fast every day. .. Our morning practices, every Tuesday, Thursday, and Saturday morning, are getting better patronized every week, until now we can always count on having at least twelve machines on the ground. .... We are trying to arrange matters with the Permanent Exhibition Committee, so as to have them lay a suitable bicycle track inside the exhibition grounds. If they do so, it is the intention of our club to hold races on it, and we hope to offer prizes of sufficient value to tempt some of your crack riders to come over and show us how the race should be won. The exhibition opens 11 September, and promises to eclipse anything ever held in Canada.... Hungry Tommy returned last week from a trip to Toronto. He said he enjoyed himself very much, and that the only drawback to his pleasure was the fact of only getting three meals a day on the boats. Poor fellow!.... Our bugler does not seem to have been practising as much lately as he should. If he is not careful we will take his bugle from him and give it to Jack Trotter, he being the next best "blower" we have..... I am glad to see that "Auburn Jimmie" has again taken to riding. He has got quite a considerable corporation to pull down, but after that is done he will be able to take his proper place..... "Long Mac" is a little shaky on his "56" yet, but is getting steadier every day..... Ta, ta!

K. K.

MONTREAL, 8 August, 1881.

San Francisco.

SAN FRANCISCO bicyclists are not at all pleased with the restrictions placed upon them by the Park Commissioners. They are not allowed to enter by the front entrance, but have to go on the south road, which is rapidly becoming impassable, as it has never been finished after sewering. The south drive is full of ruts and rocks, and is never sprinkled in the vicinity of Strawberry Hill. Under the rules they are allowed three hours in the morning and three in the evening. They claim that they should be allowed entrance at any and all times, and triumphantly quote the language of Justice Mellor, of England, in 1879, in a decision, in which he says: "I think the word 'carriage' is large enough to include a machine such as a bicycle, which carries the person who gets upon it, and I think such person may be said to drive it."..... Yesterday Messrs. Martin and Finkler took a ride from San Rafael to Petaluma. The trip would have been greatly enjoyed had it not been for the high wind which prevailed most of the day. The road was in some places dusty and rocky. When about half way Mr. Finkler, on descending a very steep hill, met with a serious accident, which will necessitate his withdrawal from the active ranks for some time to come..... Mr. Warschauer, of the San Francisco Club, expects the new machine which he has ordered in a few days. It will be the strongest machine that ever came to this State..... Gov. Perkins and Columbus Waterhouse are riders of the bicycle..... Capt. Eggers has been dangerously ill for the past ten days. His numerous friends will be glad to see him on the wheel again, which will be as soon as his doctors think it advisable. ... Among the many attractions at the Mechanics' Fair is the display of bicycles; also a unicycle and a tricycle. In the same exhibit is a large collection of models of different makes, all of them well made, and some of very delicate finish. In a few days the presence of "The Star," an American invention, will be the feature of attraction, as in this machine the small wheel goes first, contrary to the present bicycle.

Club Uniforms.

ON looking up the various characters in the League Meet photograph, my attention was attracted to the different uniforms worn by various clubs, and the very apparent unsuitability of many of them as a uniform. Before this season there was not much attention paid to regularly uniforming clubs; but during last winter and spring the live clubs foresaw the necessity, and prepared to meet it by adopting regular uniforms for the coming season. The result has become apparent, and now a club without a majority of the members in full uniform is considered rather slow and behind the times. A great many short-sighted clubs, however, adopted a uniform (?) without a coat, and many such appeared at the Meet. There is no doubt that a *flannel shirt* is very *comfortable* to *ride* in, but it is now seen and acknowledged by all that a *coat* is *indispensable* to the *uniform*. Attention was recently called in the WORLD by a Worcester correspondent to a peculiar abuse which I find is sometimes practised by local unattached; and that is, copying or imitating the uniform of some club. Whether the imitation is purposely or accidentally made, or whether it is a perfect copy, or just enough to delude outsiders, it is a direct injury to the club imitated, and some radical method should be adopted by which such practice may be stopped effectually. The most effectual method would be to add some distinctive markings to the plain uniforms now used; and this may be done by means of embroidered letters on collars and caps, braid or cord on various parts of uniforms, shoulder knots, epaulettes, frogs, or embossed buttons of special pattern. Perhaps a uniform could be copyrighted in some way to protect it. (This is offered as a suggestion. I have no knowledge of law on this subject.) If this could be done, it would be a very effectual method of protection. It would be a good idea for the League to offer from the treasury, or from voluntary subscription, prizes of nominal value, say sets of colors, for best uniforms for appearance, appropriateness, and serviceability; the review at next League Meet to decide for year, and prizes to be awarded at the time. This would furnish a stimulus for backward clubs to come forward, and would give us well-uniformed clubs. PRACTICAL.

A QUADRICYCLE. — *Editor Bicycling World:* We have here a vehicle which might be called a quadricycle, made by a Chicagoan for his own use, of which the following is a brief description: Diameter of the front wheels, forty-two inches; diameter of the rear wheels, fifty-four inches; length of reach between axles, fifty-seven inches; distance from centre of front axle to centre of pedals, thirty inches; from centre of pedals to centre of rear axle, twenty-seven inches; distance between wheels, same as in driving carriages; weight (estimated), one hundred and thirty-five pounds. The pedals are swung on jointed pitmans, which are attached to the frame forward and to the axle rear, which is bent to form cranks of fourteen-inch stroke, or seven inches long. Now, one would suppose this vehicle would start very hard, especially up a sharp grade, or in sand or mud; but the contrary is the fact, and it leads me to think that the makers of tricycles have made a great mistake in reducing the size of the guiding wheel so much. In a tricycle the weight may be placed over the pedals at any place between the driving and the guiding wheel; and I think a larger guiding wheel, and a more even distribution of weight upon all the wheels, would make a vastly better road tricycle than we now possess. I will feel under obligations to others who will give their experience, or ideas, on this subject. It may be well to state that the above vehicle has been in almost daily use for two years, and has been ridden from Chicago to Elgin, and return (eighty miles) in a single day. JNO. M. FAIRFIELD.

CHICAGO, 8 August, 1881.

EXCURSIONS, RUNS, ETC.

Routes.

Editor Bicycling World: — Taking a ride to Milford, Mass., the other day, I found the route to Medfield so pleasant that I mention it for the benefit of wheelmen. This route is *via* Dedham and West Dedham. The road from West Dedham to Medfield is as fine a bit of 4½ or 5 miles running as one could desire. A pleasant, though a trifle longer route than the most direct, is as follows: Trinity Square to Dorchester Mills (6¼ m.), Mattapan *via* River Street (1½ m.), Hyde Park (2 m.), Dedham (3½ m.), West Dedham (4 m.) Medfield (4⅞ m.); total distance, 22 miles. While I am at it, let me recommend the ride to Brockton, where a hearty welcome from the club there always awaits the stray wheelmen. The best route is to Quincy *via* Milton and East Milton, over the hill (10 m.), then through Braintree to South Braintree (3½ m.), Randolph (4 m.), to Brockton (6 m.): total, 23 miles. Avoid Randolph turnpike, which leads from Milton directly to Randolph. It 's the ruttiest, sandiest, and hilliest road within 15 miles of Boston. I 've been there; and I arrived in Randolph the sickest bicycler you ever saw, — that was a year ago, however. The above is also the best route to Taunton, which lies 14 miles beyond, and has the reputation of being a hard place to wheel to. The following route, however, is ridable, every rod of it, though best after a rain: To Brockton as above, then Campello, Cocheset, the old "thermometer works" (which be sure and inquire for), and Raynham. Riders should be careful to turn sharp to the left at the thermometer works (a small building not used now) in order to take the Raynham road; also, not to inquire the way of the old fellow usually at work in the field opposite, as after addressing him, first politely, then persuasively, then indignantly, and last

abusively, I found, in conversation with a comely farmer's wife over a glass of milk, that he was stone deaf. The above is probably the only ridable route to Taunton, and is a very pleasant trip to a very pleasant town. MASSACHUSETTS.

A Long Club Run.

FRIDAY, 5 August, was chosen by members of the Framingham Bicycle Club for a good long run to the "Blue Bell Inn," and home through Boston. At the appointed time, Capt. Bean, C. A. Brown, F. C. Manson, C. F. Mills, and W. D. Wilmot, or a quarter of the members, and A. A. Metcalf, of Ashland, were ready to start. The road to South Framingham is perfect, and a little less than two miles. Here we stopped, and sent in our order for dinner by telegraph to the "Inn" at East Milton. We then rode to Natick (four miles), and found a better road than the one generally taken, and only a very little longer. This I will point out some other time. At Natick we were joined by Mr. Bent, of the Cochituate Club, and proceeded to Wellesley (three miles) by the direct road, which is good all the way; its hills being safe to coast and not hard for a good rider to ascend. We rode straight ahead through Wellesley till we came to a blacksmith's shop, and here we turned short to the left, taking the road to Needham ($3\frac{1}{2}$ miles), and arrived there at 9.15. Here we met Consul Whitaker (formerly captain Massachusetts Agricultural College Wheel Club), who accepted an invitation to ride with us, and we spent half an hour waiting for him to get his wheel, stretched out on the grass of the Common. We found him a nice companion and a good strong rider. At the end of the Common we made a turn to the right, now proceeding, eight in number, by a good road to Dedham ($3\frac{1}{2}$ miles), where we stopped for soda water. After staying here till all were satisfied, we moved on through Mill Village and one other small place till within a few minutes' ride of East Milton, and stopped at a large poultry-raising establishment to look around; but passing directly through the yard we found a most delightful retreat, where there was clean grass and shade trees, rustic seats, and a duck pond, and a spring which contains the coldest and nicest water one ever drank. As we had an hour to wait before it was time for our dinner, we spent most of it here, and started again after it was 12 M., and got to the "Blue Bell" at 12.15, having ridden $23\frac{7}{8}$ miles. Here we were served to a good dinner at $1.25 each, and those in charge did all in their power to make our stay of three hours pleasant. While the party were here, Manson and Wilmot rode five miles to Quincy and back, and found a splendid road; but one of the hills was easier to coast than ride up, and should be coasted with care, for at the bottom there are places made across the street for the water to run. While staying at East Milton, one of the boys went into a store after cigarettes and called for "Old Judge," but was surprised to have the man say, "We don't keep old jugs here." At 3.25 P. M. we started for Boston, and after crossing the railroad track at the Inn, took the left-hand road and found the first poor riding that we had met. For two miles it was sandy and bad, and it being 97° in the shade, we were quite warm in the sun and sand. I think that we made a *mis*take when we took that road, though it was ridable; and after the first two miles or so we found good roads all the way to the city, but did not know very well how to avoid the paved streets. My "Excelsior" cyclometer made the distance we came to the rooms of the Pope Manufacturing Company, $8\frac{3}{8}$ miles. We now took a stop of two hours in the city doing all kinds of errands, and met at the rooms of Cunningham & Co. At 6.45 we started home and rode together as far as Newtonville, where four stopped for a lunch, and the rest went on. It was full twenty minutes before they started on again, and then it was one long spurt till we caught the others at Natick, and the way Capt. Bean led us was not slow. We then rode together into Framingham, arriving there at 9.45, making the run fifty-four miles; but my ride to Quincy, and some I had to do after I got home, brought my cyclometer around to sixty-four miles, and Bean and Manson rode fully as much. We had many pleasant experiences, but I have not attempted to speak of them. W. D. WILMOT, *Sec.*

HORSE AGAINST BICYCLE. — The case of Weygant against Joslin came to trial week before last before Justice Bushfield, of Newburg, N. Y., and was of unusual interest, determining as far as that court can the right of the bicycle on the highway. The plaintiff proved that the horse was frightened by the bicycle, and ran away and did him much damage. The defendant proved that he was riding on the right side of the road. The Court held that there was no cause of action; that the defendant Joslin on his bicycle had as good a right to the road as the plaintiff with his horse. The action was brought by the plaintiff before a court of his own selection, in the country where naturally the greatest prejudice exists against the new method of travelling, and will probably determine, as far as that locality is concerned, the rights of the bicycler. Mr. Joslin, having successfully defended his case, will sue for damages received by himself through the alleged fault of Weygant.

LONDON BI. CLUB. — The seventh annual race meeting of this club was held at Stamford Bridge, on Saturday, 23 July. The weather was fine but cloudy, with a strong southwest wind blowing, and the attendance of spectators was only moderate. In the five-mile scratch race Liles and Hillier again met; and though the champion managed to confirm his Surbiton performance, it was only by dint of riding right out, there being but one yard between them at the finish. Hillier also succeeded in winning the open handicap, and his time for the two miles (5 minutes 58 seconds) against a strong wind must be considered a very fine performance. — *Bicycling News*, 29 July.

DIRECTORY

OF

BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

ADVERTISEMENTS INSERTED IN THIS COLUMN FOR $5.00 PER YEAR.

CALIFORNIA.

SAN FRANCISCO. OSBORNE & ALEXANDER, 628 Market Street.

CONNECTICUT.

HARTFORD. BILLINGS & SPENCER CO. WEED SEWING MACHINE CO.
NEW HAVEN. AMERICAN BICYCLE CO., 98 Crown Street.

ILLINOIS.

CHICAGO. JNO. M. FAIRFIELD, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. CUNNINGHAM & CO., 6 and 8 Berkeley Street; C. R. PERCIVAL, 96 Worcester Street; THE POPE M'F'G CO., 597 Washington Street; ELASTIC TIP CO., 157 Washington Street.

MONTANA.

HELENA. W. E. NORRIS.

NEW YORK.

NEW YORK. WM. M. WRIGHT, 791 Fifth Avenue; SCHUYLER & DUANE, 189 Broadway.

OHIO.

LIMA. GALE SHERMAN.

PENNSYLVANIA.

PHILADELPHIA. H. B. HART, 813 Arch Street.
PITTSBURG. COLUMBIA BICYCLE AGENCY, Cor. 5th Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. CHAS. F. HANDY, 236 Westminster Street.

THE TRICYCLING JOURNAL

—AND—

MANUFACTURERS' ADVERTISER.

Edited by - CHARLES CORDINGLEY.

Sub-criptions received at this Office.

One year.....$2 25
Six Months.....1 15
Three Months.....60

Specimen copies sent from

140 Fleet St. - - London, E. C.

Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

WM. M. WRIGHT,

791 5th Avenue,

NEW YORK CITY.

BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.



☞ Send 1-cent Stamp for Circular; and length of leg, inside measure, to ball of foot under the shoe.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

HILLMAN, HERBERT & COOPER - - COVENTRY.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES & TRICYCLES

96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B. — I will receive orders for any makes of machines at the manufacturers' list prices.

ALL BICYCLERS SHOULD READ

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by

HENRY STURMEY, Author of "The Indispensable,"

And C. W. NAIRN, Author of "The Bicycle Annual."

PUBLISHED EVERY WEDNESDAY.

PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from

E. C. HODGES & CO., 40 Water St., Boston, Mass.

GOY, The Athletic Outfitter,

21 Leadenhall Street, } LONDON,
22 Leadenhall Street, } ENGLAND.
54 Lime Street, }

FOR BICYCLES, TRICYCLES (all makes),

CLUB UNIFORMS,

And every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing and all Athletic Sports.

GOY'S CALENDAR OF SPORTS AND PRICE LISTS

FORWARDED FREE.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

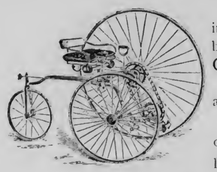
Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

BICYCLES AND TRICYCLES.



The favorite bicycle in America is the **Standard Columbia,** filled with our special ball bearings. The 1881 pattern has more reliable, actually proved good points, for all-around use, than any other bicycle made. A large assortment always in stock at our warerooms. Also, our light and staunch **Special Columbia,** and our **Mustang,** as well as Xtraordinary Challenges and other English bicycles.

All the PARTS of our bicycles are kept on hand, and as the parts in OUR machines are INTERCHANGEABLE, any one may be easily replaced by a new one.

THE CELEBRATED TRICYCLES, the **Challenge No. 2,** the **Royal Salvo,** and other unexcelled English Tricycles, in stock and on short order. Our **Triocycle,** for three riders, now perfected.

BICYCLERS' AND TRICYCLERS' SUPPLIES AND SUNDRIES.

Niantic Stockings, ribbed, all-wool, long legs, good weight. Price, $2.00 a pair. Clubs supplied with any desired color.
Gossamer Rubber Capes, made expressly for bicycling and tricycling, cover knees and all, roll up very small, with enamelled cloth case; weight only 10 oz. Price, $2.50.
Canvas Shoes, with corrugated rubber laps, sewed. Price, $4.50.
"Cradle Springs." Price, $6.00. **"Handy Tool-Bags."** Price, $2.00. **Acme Bicycle Stands.** Price, $2.00. **M. I. P. Bags.** Plain, price, $4.00; rubber-cloth lined, price, $5.00. LAMPS, BELLS, BELTS, CYCLOMETERS, *and all other* bicycle and tricycle supplies and outfittings kept in stock.
Pratt's "American Bicycler," price, 50 cents; Chandler's "Bicycle Tour," etc., price, $3.00, and other bicycling literature supplied.

Send 3-cent stamp for Illustrated Catalogue and full Price Lists.

THE POPE MANUFACTURING COMPANY,
MAKERS OF THE COLUMBIA BICYCLES, ETC.
597 Washington Street, Boston, Mass.

PHOTOGRAPHS
—OF THE—
AMERICAN WHEELMEN
At Boston on May 30, 1881.

Large Size - - - - - - - - - - Price, $2.00.

They show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.
Sent postpaid to any address on receipt of price.

E. C. HODGES & CO.
40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 26 AUGUST, 1881.

Volume III. Number 16.

[VOL. III. CONTENTS No 16]

Currente Calamo.—Personal 186
Shake-Spokes.—A Poem 186
Editorials 187
Some Tricycles. VI.—The Royal Salvo . . . 187
Excursions, Runs, etc. 188
Correspondence.—Wheel Club Doings . . 191
L. A. W.—Races 192
Notes, Queries, etc. 193
Abroad 194
Chichester and District Bi. Club 194

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

BICYCLERS' RIDING SUSPENSORY. The D Bandage consists of a Silk Sack, made of the Best Hand-Knit Silk Netting, which will not interrupt the action of the respiratory organs of the skin, with an Elastic Band which encircles the body, and Elastic Straps passing over the Hips, and attached to the sack beneath, which keeps the sack in position, no matter in what position the person may put himself, the straps yielding to the movements. The Bandage is made in three sizes, Small, Medium and Large. In ordering, state which size is wanted. Sent by mail on receipt of price, $1.00. Elastic Hose Company, Highlandville, Mass.

NEW MARLBORO'. A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, $1.00 per day per person; rooms and meals, $2.00 and $2.50 per day. CHARLES H. MOORE, Proprietor.
736 and 738 Washington St., Boston, Mass.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

JUST ISSUED!
"INDISPENSABLE."
BICYCLISTS' HAND-BOOK.
Orders taken at this Office.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.
A. J. PHILBRICK & CO.,
SALEM, MASS.

THE BEST WAY TO KEEP
YOUR BICYCLE FROM RUST
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address
A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

I WANT TO PURCHASE
BROKEN-UP BICYCLES
In any condition,
IF CHEAP.
WESTERN HEADQUARTERS for REPAIRING
Manufacturer of the
Fairfield Youth's Bicycle, Bicycle Bells, etc.
T. B. JEFFERY, 38 AND 40 S. CANAL ST., CHICAGO.

WE MAKE
SPORTING GOODS
A SPECIALTY
And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.



COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

200 per cent Saved by Buying your Bicycles from England.



The best and cheapest bicycles are now being manufactured in Leeds, England, well known to be "the great centre" for producing steel and iron, and where mechanical labor is fully 75 per cent cheaper than any other town in the Kingdom, doubly facilitates us in offering Bicycles and Tricycles at fully 75 per cent cheaper than any other maker in England.

The Yorkshire Bicycle, the Workingman's Friend, is a marvel at the price. 48 in. and 50 in., $25.00; 52 in., $27.50 up to 60 in.

The Tourist Bicycle possesses all essential improvements, and is a thorough roadster. 48 in., $40.00, rising 75c. per in.

The Standard Bicycle embodies the latest improvements; for excellence of manufacture it is unsurpassed. 48 in., $55.00, rising $1.55 per in.

Lists post free. AGENTS WANTED.

BURNETT & FARRAR,

Yorkshire Bicycle Works - Leeds, England.



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

In ordering, state whether Cradle spring or otherwise.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

D. W. HYDE,

Box 1133. Brighton, Mass.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

FOR SALE, CHEAP. One 52-inch Standard Columbia Bicycle in first-class condition. Address A. S. BIXBY, 230 Whitney place, Buffalo, N. Y.

BICYCLE FOR SALE. Harvard Roadster, full nickel, silver-plated, spokes included; latest pattern, all improvements; 50-inch front wheel. Machine has been used but a few times, and is practically as good, and looks like new. It is the best machine in the market. Will sell very cheap for cash. For particulars, address, with stamp, BICYCLE OWNER, Box 10, Castleton, Rutland Co., Vermont.

FOR SALE. A 42-inch Standard Columbia Bicycle, as good as new. Has not been run fifty miles. Address C. M. WINTON, St. Joseph, Mo.

CURRENTE CALAMO

THE Central Park hearing was resumed Wednesday, before Referee Paris.

SEE the announcement in "Coming Events," of the Newport races, 7 September.

THE managers of the Cotton Exposition, Atlanta, Ga., will have bicycle races in connection with the exhibition early in October.

EITHER Saturday or Monday would be the most available day of the week to have the League races next month in New York.

WE have a few copies left of the photographs of the wheelmen at Newport in 1880, which we will send postpaid to any address for $2 50, $2.00, and $1.00, according to size and style. Address E. C. Hodges & Co., 40 Water street, Boston, Mass.

THE Columbia Bicycle Club, of North Attleboro', will hold, 10 September, one of the best meets of the many announced for this season, judging from their very liberal outlay in prizes, accommodations, and racing provisions. The track is an unusually good one, hard and smooth as a floor, affording opportunity for making some fast time. There is good riding nearly all the way from Boston, only about five miles being bad, while for those preferring to go entirely by train may do so at reduced rates, which Secretary E. C. Stanton will explain if applied to. The meet occurs on Saturday, which will make it especially convenient for many who cannot attend the Worcester races in the earlier part of the week. The prize medal designs are very elegant and unique as well as costly, and will be well worth competing for. The programme is published in our department of "Coming Events."

PERSONAL

MR. FRED. BROWN, of the Chicago Bicycle Club, is said to have been in Boston last week.

A COMMUNICATION from "K. K.," of Montreal, arrived too late for this issue, but will appear next week.

LIEUT. W. C. AMES, of the Columbia Bicycle Club, Attleboro', Mass., has recorded 1,600 miles' riding since April 1 Mr. Ames is one of the "heavy weights," turning the balance at one hundred and ninety pounds.

MR. CHARLES E. PRATT, president of the Boston Club, Mr. S. A. Marsden, captain of the New Haven Club and Mr. Waldo Lincoln, of the Worcester Club, will probably be judges at the New England Fair races at Worcester on the 6th inst.

MR F. W. BLACKER, of the Æolus Club, of Worcester, called on us Monday, he having, in company with Lieut. Biscoe, of the same club, wheeled in from Framingham. Mr. Blacker says arrangements are in progress by which it is hoped that all railroads converging at Worcester will transport passengers' bicycles free on the occasion of the great meet, on 6 September.

IT is rumored that the recent illness of "St. Botolph" Webster was caused by an undue use of water at the time of the League Meet. Mr. Webster says that he had rather be sick a month or two than go back on the principles of the Massachusetts Club. After giving a dissertation on the advantages of Massachusetts lemonade, he called for a milk punch. We simply sighed, but he did n't invite us.

MR. WILLIAM V. GILMAN, a Nashua, N. H., wheelman, visited us Monday, accompanied by two others from the same town, Messrs. Charles E. Drew and Charles B. Beasom, they having wheeled from Nashua to Boston. The last two gentlemen intend a whole week of runs in this vicinity before returning home, but Mr. Gilman went back the same day. The wheelmen of Nashua are about forming a club, and if the three who called upon us are representative men, it will be one of the most creditable organizations in the League.

Shake-Spokes.

To ride, or not to ride, that is the question; —
Whether it be wiser in a man to walk the earth
Like those who have preceded him in ages past,
Or, taking Taurus by the horns, purchase a wheel
And conquer it. To ride — to fall —
Some more; — and could we but believe that we
Should never have to learn the thousand different ways
The thing can throw us. — 't were a consummation
Devoutly to be wished. To ride; — to fall; —
To fall! perhaps to hurt ourselves; — ay there 's the rub;
For in those falls what visions to us come
Of bruised shins, cracked heads, and broken limbs,
To give us fame. There 's our respect
For things which are in style that asks us why we doubt;
For who would like to see themselves passed by,
While others mounted on the wheel shall take the cake
And mash the gentler sex, as wheelmen sometimes do?
Oh, the tough toughness of the toughened things
The poor pedestrians from these riders take,
When they themselves might banish all their woes
By learning! Who would all these things bear,
And groan and sweat and walk themselves to death,
But that the dread of getting on the wheel
From whose high porcine perch so many riders pass
To root old mother earth, checks our ambition;
And makes us try to think the ills we have
Are not to be compared with those we wot not of?
Thus reasoning it makes cowards of us all,
And so our native hue of hesitation
Is hedged about with resolutions not to try,
And schemes of wondrous kind and moment
Must from our thoughts be turned away,
And given o'er to wheelmen. F. W. B.

A "Poem."

THE following was sent us from Pennsylvania, and shows to what Parnassian heights the juvenile mind may be lifted when its owner takes a header from his bicycular Pegasus: —

Editor Bicycling World: — Enclosed find a peom writen by myself although I dont know whether it is fit for Publication. Therefore I will leave it to your jugment. For I am no Poet at all am but a Stripeling and am very interesting in Bicycling but hadent the means to buy one but with the assistance of my Brother we consercted a rude machene (if indead a machene it may be called) And had these verses knocked out of me in endeavering to ride it. If you find it fit for publication I wish you would send me a copy with it in and thereby Greatley Oblge me.

I Remain Yours as Ever
A. F., Fryburg, Clarion Co. Pa.

THE JUVENILE BICYCLER.

On the Bicycle I
Up high
And oh my
In the gutter i fly

It makes you sigh
For oh my
You think you fell from the sky
But its only a few feet high

You come down in a heap
With out a leap
In the gutter deep

And come down in a sprall
But oh that aint all
For it makes you baul. A. F.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 26 AUGUST, 1881.

FOR CONSIDERATION.

WE would suggest to wheelmen that considerable discretion should be exercised in the use of the bell to warn overtaken horse vehicles of their approach. If there is plenty of road room, the bicycler will do better to quietly glide ahead without attracting the horse's attention; then the latter, seeing the machine rapidly receding before him, feels no alarm. If, however, warned by bell or whistle, he turns and sees the machine approaching from behind, if inclined to scare anyhow he will scare them. If the alarm is given, however, the rider should remain behind the carriage, out of sight of the horse, until the driver is aware of the former's presence, and so prepared for any scare on the horse's part. We also think the lantern at night on a dark road should be accompanied by frequent sounding of the bell to warn approaching horse-carriages, as we have heard drivers otherwise in favor of bicycling raise objection on this point, claiming that they, no less than the horses, are often startled by the sudden appearance of the light, unaccompanied by any warning sound. It would be well if these questions were considered by the League, and some rules adopted regulating the use of lights and alarms, based on aggregated individual experiences of both horsemen and bicyclers.

AND now an inexperienced and uninformed sub-editor of the Chicago *Tribune* has been tampering with the bicycle question in the columns of that very able and influential journal, and to about the same purpose as the callow sub. of the Boston *Transcript* did last week. This vacation season is very embarrassing to any metropolitan daily which has but one competent leading editor, who, if he feels any pride in the conduct of his journal, must lose half the enjoyment of a pleasure trip in the fear of some *contretemps* of this sort on the part of his ambitious but often indiscreet associate. The Boston *Daily Advertiser*, which rarely if ever "slops over," because its editorial staff is a strong one, comments thus on the *Transcript's* unfortunate article: —

"It would seem to be a little late in the day to revive the old controversy about the rights of bicycles on the highway. It may or may not be wise to admit the use of them, even under strict regulations, on sidewalks and upon the paths of parks; but in the street, at all events, they have as much right to be as wheelbarrows and handcarts. Yet a Boston paper has just said that there are no interests at stake on the bicyclers' side except those of the manufacturers. The only purpose of the bicycle at present, it is said, is amusement or exercise. That, one would think, is a rather broad purpose, and the general pursuit of such objects by a large number of young men, whose appearance rarely frightens a horse which will not 'shy' at a hay cart, would seem to create something of an interest and confer some rights."

It is not necessary to defend bicycling to our readers, and we refrain from attempting to argue the question with the *Transcript*. Besides, that journal has made *amende honorable* by publishing to its readers President Pratt's able rejoinder in its Thursday issue of last week.

Some Tricycles. VI.

THE ROYAL SALVO.

WHETHER my papers on tricycles are of sufficient interest to be continued must be decided by you, Mr. Editor; and that you may have opportunity of decision, I send you one more. The use of tricycles is steadily increasing, to be sure, but not by any means with such rapidity as attended the introduction of bicycles. It is not attended with such rapid increase as one familiar with the possibilities of their use would be led to expect. In Massachusetts, for instance, there were one or two English tricycles imported in the winter of '77 and '78, and two or three more during that year; but it was not to be expected, with all the emphasis given to bicycling, that tricycling would receive much attention. Another reason why it did not, probably, was the fact that the construction of tricycles had not apparently reached a proportionate degree of perfection; so that while some tricycles have been in use in this State for three years, the number at present, so far as I can ascertain, does not exceed fifty. Last spring, before the roads were in an inviting condition for bicycling, there were many good wheelmen who resorted to the tricycle, and found it safe and comfortable for short excursions, even on frozen and rutted roads, and snow and ice. It is certainly capable of use under some circumstances which make bicycling precarious, and many are beginning to avail themselves of it for use under such circumstances.

The ladies are also beginning to look more hopefully toward it. One of the most prominent lady tricyclers, who has accomplished much with her Challenge in the line of pleasure, pronounces it of peculiar advantage to ladies for shopping and making calls, and expresses the opinion that while ladies may find other means of locomotion for diversion, they will find this the readiest, convenientest, and most economical, and on the whole the easiest way of getting about within reasonably short distances, for practical and social purposes; and beyond this, she also thinks it a boon in the way of exercise and positive recreation. Now, that is substantially expressing for the ladies, just what the judgment regarding bicycles has settled down to for gentlemen. My own added experience in the way of tricycling only tends to confirm me in the opinion that as compared with walking, or anything else than bicycling, tricycling is the correct, enjoyable, and graceful thing; but that those who can use the bicycle will find it so much superior, that they will not relinquish it often for the tricycle. One may take a bicycle, for instance, and ride off nine miles an hour for forty miles, as easily and pleasurably as he will ride six miles an hour for twenty miles, with any tricycle yet brought to my attention. That is about the comparative speed and distance of the two. If any one else has a different judgment to offer, I shall be glad to see it stated in print. But I am to describe a tricycle. In previous papers, I have already described eight velocipedes, and now I propose to say something for the Royal Salvo. This machine, though somewhat improved for the present season, is substantially what was known before as the Special Salvo, a name which has been dropped by Starley Brothers, of Coventry, England, the makers, because of the patronage of the royal family, two of them having been purchased by the queen.

It is one of the easiest and steadiest

tricycles for hill work and rough roads of any which I have yet tried. It is made of two sizes: the one for ladies' use, and for such gentlemen as prefer it, having 46-inch driving wheels, and the larger one having 50-inch driving wheels. The driving wheels are of equal size, have ⅞-inch rubber tires, crescent rims, direct spokes, steel hubs, and are set at about the usual width of tricycles. The guiding wheel is eighteen inches in diameter, with ⅝-inch tire, is held in a fork bearing in a socket head, and is guided by rack and pinion steering. It is placed directly in front of the driving wheels. This tricycle has a strong band brake, which holds both driving wheels, and which is very efficient. It has an adjustable seat or saddle, an easy double scroll spring, foot rests well out of the way and yet well placed on the perch over the guiding wheel. This perch extends beneath the driving axle, tapering towards the rear, and has a small steel wheel four inches in diameter at the rear end, which is carried about six inches from the ground, and which operates as a stay or brace to prevent rearward overtipping. This stay wheel is seldom called into use; but as the rider is pretty evenly poised over the driving axle, it is very easy to lift the guiding wheel from the ground, and I have noticed that sometimes, by a sudden change of position or lift on the handles, the machine is tilted so as to make this little wheel an element of safety. The handles are well placed, one for steering and support or lift, and the other for support or lift alone, the brake being applied by a separate lever. This tricycle may be classed, as to means of propulsion, as a crank-movement one; as to its driving, as a double driver; and as to its steering, as a front steerer. It has a crank shaft bearing rubber pedals in the lower part of the frame, on the left end of which is a cog wheel, connected by an endless chain with a drum on the driving axle, slightly geared up for power; and this chain gear is covered by a guard to protect the dress of the rider.

The driving mechanism is very ingenious, and shows the ingenuity of the late Mr. Starley, whose contributions to the perfection of bicycles and tricycles have been so much referred to of late in the newspapers. The drum on which the endless chain works contains three bevelled gear wheels, two of them of considerable diameter, and running in parallel vertical planes, and the other of small diameter, operating in a plane perpendicular to the others and between them. One of the larger bevelled gear wheels is fixed to the left driving wheel, which is free or movable on the axle; the other bevelled gear wheel is fixed on the axle within the drum. The axle extends across the machine through both wheels, and the right-hand wheel is fixed on the axle instead of being free, as the other one is. Outside of this axle is a tubular part of the frame, extending between the wheels and containing roller bearings, within which the axle revolves. These roller bearings each contain fifteen small rollers about two inches in length, very finely made and adjusted. The operation of the small bevelled gear wheel between the other two is such that when the machine is driven straight ahead it operates merely as a clutch, causing both wheels to revolve together and to operate as driving wheels, and to be driven alike, either backward or forward; but when any deflection is given to the course of the machine, so that one wheel shall travel faster or slower than the other, this intermediate gear, turning on its axis, allows the gear connected with the left-hand driving wheel to take a different motion, and the wheel to turn free on the axle instead of turning with it; so that one wheel may be made to run in one direction and the other in the opposite direction at the same time. C. E. P.

EXCURSIONS, RUNS, ETC.

Kron's Spring Vacation.

When I finished my 500-mile autumn tour on the last Friday evening of last September, by circling round the fountain in Washington Square, the old straw hat which had sheltered my head during the journey was "unanimously called in." Mortal eye saw it not again until the early dawn of the last Saturday in May, when the dozen bicyclers who rode in the baggage car from Fall River to Boston had the pleasure of inspecting that same historic head-gear. By that sign also was my identity revealed to the youth who had consented to take a two-days' ride with me, according to my proposal in the Bicycling World, and who, after a ten-mile spin from the suburbs, was awaiting my arrival in front of the Hotel Brunswick.

Mounting there at 8.30, we took a five-mile path to Harvard Square, stopping a half-hour for breakfast at Carl's, and proceeded through Cambridge, Malden, and Lynn, to Salem, where we tarried from 1.45 to 3 P. M. at the Essex House, 26½ miles from the start; thence to Wenham, four miles, one hour; Ipswich, six miles, three quarters of an hour; and Rowley railroad station, five miles, three quarters of an hour. There we took the train to Portsmouth, N. H.; and after indulging in four miles more of wheeling, in order to visit the Kittery Navy Yard, in the State of Maine, dismounted for the night at the Rockingham House, at 8.15. The weather of the day had been favorable; for though the clouds threatened in the morning and a few rain-drops really fell, the afternoon was bright. The clouds of the next morning, however, were not only threatening, but they fulfilled their threat. We left Portsmouth at 5 o'clock, and reached the Merrimac Hotel in Newburyport, twenty miles on, at 8.45, in a thoroughly dampened condition, for the heavy mist of the early part of the ride definitely turned into rain during the last hour. The last five or six miles comprised the poorest roads encountered on the tour, and during the last two miles the mud became quite troublesome. Having breakfasted and cleaned our wheels, we had a fire made for the drying of our garments, and betook ourselves to reading, as a pleasant way of passing the time until the 5 o'clock train should start for Boston. Even when we went down to dinner at 1.30, we had no hope of avoiding this inglorious ending of our excursion, though the rain ceased to fall soon after noon. The bright sun, however, soon tempted an examination of the roads, and the examination tempted us to risk the mud and start along at 2.45.

Once clear of the shaded streets of the town, we found no trouble, for the soil and sunshine had absorbed the moisture of the morning, and the track, freed from the dust of the previous day, was at its very best. The rain had freshened all the foliage and given life to the atmosphere; the fruit trees were in full bloom, and in many cases so overhung the road as to fill the air with fragrance; in short, it would be hard to imagine pleasanter conditions for riding. The pump on Rowley Green, six miles, was reached in an hour after starting, during which hour about a mile of perfect shell road was whizzed across, and the second hour showed a record of eight miles more. The third hour, six miles and a half, brought us to Salem, in ample season for the train. When I dismounted in front of the Hotel Vendome, Boston, at 8.20 o'clock, the cyclometer indicated ninety-three miles for the two days. My companion proceeded a little further, and as he rode somewhat before joining me, his record for the two days was a dozen miles greater. Considering that he was a boy of eighteen, who had never before been on a tour or ridden more than twenty miles in a day, I thought his utility to do 105 miles without inconvenience or subsequent ill effects was a pretty good proof of the healthfulness of bicycling. He was a leader on the road more of the time than a follower, and he often bobbed along serenely through sand and ruts when I myself, out of prudent regard for my more venerable bones, preferred to make frequent dismounts. Save for the six hours' delay, we should have covered the whole distance from Portsmouth to Boston on that memorable 29 May; and I am sure he will always be as glad as I am to recommend the track in question to all wheelmen who have not as yet had the pleasure of its acquaintance.

Nineteen and three quarter miles was my record for Monday, the 30th, which included four miles in the tail of the great parade and an afternoon spin to Chestnut Hill reservoir. The next day I did a similar distance, as one of a party of eighteen, who lunched at the Blue Bell Tavern in Milton, by invitation of the Boston men. Wednesday afternoon (I did n't get started till afternoon, because I did n't "go home till morning," from the orgies at St. Botolph's) I went to Dedham, and rode some thirty-five miles

over the admirable roads of that region, including another visit to the reservoir, and a coast down the hill there, when my wheel ran away with me but did n't quite throw me off. During about half of this afternoon's ride I had a pleasant chance companion in the person of a steady youth on a big wheel, who said his brother drove a sixty-inch, and who will himself, I doubt not, ultimately attain the requisite stature for driving a similar monster. On Thursday morning, at 9 o'clock, having sent my baggage to Springfield, I bade adieu to the Hotel Vendome, and rode out to Cambridge for breakfast. I had planned to start at 5; but the rain was drizzling down when the waiter called me then, and I was glad to sleep for another three hours. Even at 9 the sun had not been shining long enough to dry the roads; but by noon, when I left Harvard Square, all ill effects of the rain had disappeared. At Mount Auburn Cemetery, the superintendent denied my vehicle the privilege of entering the gates, so I journeyed through North Cambridge to the Monument House in Lexington, where I stopped for lunch at 2 o'clock, some twenty-one miles from the start and ten miles from the college yard. I was told that the road towards Concord was inferior, and so went from Lexington to Waltham, an excellent spin of six miles and a half, in about three quarters of an hour. Leaving there a half-hour later, my first stop was caused in an hour by some road repairs in Wellesley, seven and a half miles on. At South Framingham, I took another rest, leaving there at 6, and reaching the hotel in Northboro', fourteen and a half miles on, at 7.45, making fifty-four and a half miles for the day.

When I made my next mount, at 5.30 on Friday morning, a chilly wind from the east blew against my back and threatened all the while to turn the prevailing heavy mist into unmistakable rain. The best I dared to hope for was to reach Worcester before the roads should get too slippery. I did reach the railroad station there, nine miles, in an hour and a quarter, which I thought creditably fast travelling, considering the hills. Where the roads fork at about the middle of the journey, I took the "new" or left-hand one, and went down grade for about a mile to the railroad track, (where perhaps a tourist bound for Boston might well take the road for Westboro' rather than the Northboro' road, down which I came). If any of the Worcester riders remember the bad words I said about the journey from that city to South Framingham in the report which I printed concerning my first ride from Springfield to Boston in 1879, let me confess to them that it was all a mistake, — a clear case of "a good man gone wrong." Trusting to the Grafton route described in "The American Bicycler," I failed even to follow that with accuracy, and therefore used up the whole of a day in doing some twenty-five miles. I now wish to say that the proper track between Worcester and Boston is as good a one as any tourist ought to ask for.

The east wind and heavy mist were as threatening as ever when I finished breakfast in Worcester; but remembering the proverb that "it 's an ill wind that blows nobody good," I ventured to hope that I might be the body which this particular ill wind, cursed through the chattering teeth of everyone else, was destined to benefit. So at 7 40 I mounted again, and in an hour had got to the hill beyond the brick church in Leicester, nearly six miles. I stopped next at Spencer, an hour later, four and a half miles on. The mist here was almost thick enough to cut, and the shivering Spencerians, clad in overcoats, evidently felt murderous towards me for my apparent ability to keep warm without a coat of any sort. Brookfield, eight and three quarter miles on, was reached at 11.35, and West Brookfield, three miles, a half-hour later. When I started on again at 2 o'clock, the mist had lifted, but the east wind was as threatening as ever, and at times in the afternoon there were occasional brief sprinklings of rain. At the hill by the lake side, about a mile beyond the hotel, where I should have taken the left-hand road to Warren, I took the right-hand one; and when I discovered my mistake, I determined, rather than retrace three miles of poor road, to push on to Ware instead, and complete my tour to Springfield by that longer (and probably rougher) route. Five miles more brought me to Ware, at 3.30 P. M.; and Thorndike, eight miles on, was reached an hour later. A mile of good sidewalk riding led to Three Rivers. Jenksville, seven and a half miles on, was reached in an hour and a half, spite of several hills, and another mile of good sidewalk then led to Indian Orchard, at which place I should probably have arrived two hours earlier had I taken the Warren route. Dusk had now settled down, and darkness soon followed, with occasional rain-drops; but the east wind still helped me, and I rode nearly all the way across the plain, either in the rut or on the adjoining edge of hard gravel to the horse railroad terminus in East State street, Springfield, five miles, at 8.15. Then followed three miles of slow wheeling over the dimly lighted macadam of the city streets and the planks of the North bridge, whence I walked two miles homeward without trying a single mount. My day's journey of sixty-four and a half miles was completed at 9.45 P. M.; and by 10 o'clock the rain, which had been threatening me every hour since daybreak, was pouring down in right good earnest. The cyclometer showed 286½ miles for the seven successive days, an average of forty-one miles, and this was the first occasion of my mounting a wheel each and every day of a given week.

Two days later, 6 June, I devoted an afternoon to exploring the roads around Springfield to the extent of twenty-three miles; and next morning, at 7 o'clock, started on a long ride up the Connecticut Valley. In an hour and forty minutes I reached the station at Smith's Ferry, just nine miles, and just two minutes ahead of the train which was to carry me through the sandy stretch to North Hatfield. That last mile to the train was made in twenty minutes by running along a sandy road, and taking many short mount and two or three tumbles. But I did n't get left! Leaving the cars at North Hatfield, I by mistake took the direct road on the west instead of the longer and better road on the east. I was therefore an hour on the way to South Deerfield, — less than six miles. Good riding then led to Greenfield, eight miles, at 11.45. After a mile of sidewalks, rather poor roads followed for perhaps three miles, and then an excellent track for a like distance to the Bay State Hotel in Bernardston. A good dinner was served there for half a dollar; and after waiting nearly two hours to eat and digest it, I started on at 2.40 P. M., and reached the water trough near the slate quarry, eight and a quarter miles, at 4.05, and the hotel in Brattleboro', five miles, an hour later. The road was nearly all good, but the last hour included considerable hill climbing. The rain, which had overhung me all day, then began to drizzle mildly down, and continued to fall with varying intensity through the night; nevertheless, after supper at the Brooks House, I accepted the invitation of a party of local wheelmen, and took a spin with them out to West Brattleboro' and back, the return being made in the dark. This little sidewalk side-show of six miles brought up my day's record to forty-seven and a half miles. Next morning the mud below and mist above was far from encouraging, but I was told that the road was good for ten miles to Putney, and I made trial of it for a third of that distance before turning about for home.

Leaving the hotel in Brattleboro' at 11.30, I surprised myself by riding up the hill as far as the water trough before dismounting. The descent of the hill seemed pleasanter than the descent towards Brattleboro' the previous afternoon. Spite of the heavy and often muddy roads of this second day, I was five minutes less than before in covering the distance to Bernardston. As I dismounted at the hotel there, after riding without stop for two or three miles, a bystander drew attention to the fact that there was "something wrong" about my machine. Examination showed the backbone to be nearly broken off, the solid steel beneath serving to hold the parts together. So I sorrowfully swallowed my dinner (for the afternoon's ride promised to be a fine one and a fit ending of my pleasant vacation), trundled my machine to the railroad station, and next day took it to its Hartford birthplace for repairs and improvements. To-morrow I hope to meet it there and do some more riding, after two months of absorption in less important duties. I have no special grudge against the machine for giving out

as it did, for it was on its 3 013th mile when the break took place; that was also my twenty-first mile of that day, and the 399th of my ten-days' spring tour.

KOL KRON.

WASHINGTON SQUARE, N. Y., 1 August, 1881.

Louisville.

Editor Bicycling World: — I have noticed the descriptions of bicycle trips in almost every part of the United States in your excellent paper, but have not seen any mention of a trip in Kentucky. Therefore I will see what I can do in the way of relating the account of a bicycle trip from Louisville to Simpsonville and return. We (by which is meant Henry Schimpeler, captain of the Falls City Bicycle Club; Ed. Owen; Ferd. Dunnekake, president of Falls City Bicycle Club; and the undersigned) left Louisville on Saturday evening, the 6th inst., at 5 o'clock P. M., intending to run to Shelbyville, distant thirty-three miles, by moonlight. We proceeded safely, so to speak, to Middletown, thirteen miles, where we left Mr. Dunnekake, who was unable to go further. The rest of us then pushed on, and when about three miles from Middletown, came upon a "horse accident," which, by the way, was not caused by bicycles. Two drunken men had been scuffling in a wagon, and just as we were coming down a hill, one of them fell forward between the wheels, his neck resting on the shaft and his head jammed in between the wheel and the shaft. It required the united strength of us three bicyclers and several bystanders to so bend the wheel as to release the man from his dangerous position. In about twenty minutes he had so far recovered as to be taken into a house near by, and we started again on our way over the hills. The whole distance from Louisville to Shelbyville is up and down very steep hills. But now it had become dark, and we only had one lantern among us. "Schimp" took the lead on a 56-inch Harvard, Owen the centre, on a 50-inch Harvard, with the lamp, and I brought up the rear on a 50-inch new Columbia Standard. Unluckily for our moonlight ride, the clouds began to come up, and by the time we got to Long Run, eighteen miles from Louisville, it began to rain. When we had gone about two miles farther we had to get down and walk on account of bad roads, which had been rendered worse by covering them with dirt and loose rock. So on we tramped up hill and down hill, pushing our machines before us to Simpsonville, twenty-three miles from Louisville, after walking four miles in rain. The last mile was walked totally in the dark, as our lantern was broken by a "header." We ate supper at half past ten o'clock, and immediately went to bed, intending to go on to Shelbyville in the morning. When morning came, however, we were so delighted with Simpsonville that we concluded to pass the day there. At ten o'clock we were joined by Dunnekake, who had come on from Middletown, and Mr. Howard Thompson, of the Louisville Bicycle Club, who had come out on his 58-inch Harvard. Mr. Dunnekake rode his "Minnie," a 54-inch Harvard. We left Simpsonville at 3.30 P. M., leaving Mr. Dunnekake, who came back on the train, and arrived home safe and sound, after having enjoyed a splendid run of forty-six miles.... We have about fifty bicycles here: twenty-four in the Louisville Bicycle Club, twenty in the Falls City Bicycle Club, and eight or ten unattached.... I would like to correct one error in your Chicago news for the 12th of August. Your correspondent states that Mr. Craig lost his race here, on the 22d of June, by falling from his machine. Mr. Craig did not fall from his bicycle, but was badly beaten by Messrs. Schimpeler and Thomas, the latter of whom won the race.

C. H. J., *Falls City Bicycle Club.*

LOUISVILLE, KY., 19 August.

Louisville.

Editor Bicycling World: — Being in Richmond, Ind., yesterday, I, accompanied by two of the unattached of that city, rode out to Camp Morton, where the Fourth Regiment, Ohio National Guard, were encamped. Arriving at the guard line we were heartily received; our wheels taken to the guard tent, where they were properly cared for, while we passed a very agreeable afternoon. But it was of the behavior of the hundreds of horses we met that I wished to speak more particularly. The exercises at the camp had been extensively advertised, so that all the farmers within driving distance were there with their teams, while the railroads brought upwards of 3,000 people from Cincinnati, Columbus, and Dayton, Ohio, and Indianapolis and Logansport, Ind., and points between those cities and Richmond. This insured the use of all the livery in town, and of course all the citizens who owned horses were out, and we were among them all, meeting them in drives where we would have to dismount because the road was too narrow to pass, meeting and passing them with our alarms ringing like those nightmare-giving clocks, where the people crowded so close to the vehicles that we had to ring for a clear track, meeting and passing them swiftly and noiselessly on the avenue; and not a horse did we meet that frightened, or even appeared timid at the sight of us. This, where there was music, beating of drums, blowing of bugles, firing of cannon, bright uniforms, and many other things calculated to make a horse excitable, speaks very well for the superior intelligence of the equine inhabitants of Eastern Indiana, — that is, if we may believe those Pittsburg and New York gentlemen who pronounce the wheel such an infallible scarecrow.

1079.

LOUISVILLE, KY., 15 August, 1881.

A Better Way.

Editor Bicycling World: — Wheelmen passing through Beverly, *en route* for Ipswich, Newburyport, etc., can save themselves nearly two miles of very rough roading, without resorting to sidewalk riding, with its attendant risk of being swept out of the saddle by overhanging branches, by going through the Reservoir grounds, the entrance to which is reached just after crossing the Gloucester Branch Railroad track, on Cabot street. If the driveway gates are closed, the wheelman can easily get his machine inside through the entrance for foot passengers. The walk up one side of the hill is amply repaid by the magnificent coast down the other; but in descending the eastern slope, towards Beverly, the machine should be kept well in hand until nearly half way down, elsewise the speed would be terrific, and the consequence of a fall serious. The view from the summit of the reservoir is very fine, our palace Hospital for the Insane, in Danvers, being a prominent object. If any wheelman avail himself of the foregoing, and succeed in climbing the eastern slope without a dismount, let him send his name to the WORLD for the veneration of PEDAL PUSHER.

SALEM, MASS., 20 August.

Boston to Portland.

Editor Bicycling World: — In advance of a printed pamphlet descriptive of all the best routes, hotels, and side-trips in this vicinity, which I am preparing for free distribution to L. A. W. members, I would notify tourists who propose to ride from Boston to Portsmouth, that the Seabrook sands can be avoided by following the horse-car tracks from Newburyport *via* the Chain Bridge to Amesbury, instead of crossing the Merrimac River on the old travel bridge, near the railroad bridge at Newburyport. After crossing the Chain Bridge, wheelmen should take the second right turn at the guideboard marked "eighteen miles to Portsmouth," which road leads to the large Rocky Hill meeting-house, where a guide-board is marked "Hampton, nine miles," which road ends at Methodist Church in Seabrook. From thence the regular travel road can be followed to Portsmouth. On the return trip the right-hand guide post at the fork of the roads at the Methodist church in Seabrook, marked "Amesbury Village, 3½ miles," should be followed, instead of the left one, "Newburyport, 4¾ miles." At the open space, about two miles beyond, is a guide-board inscribed "Newburyport, 2 miles," meaning the boundary line, not the city. This road leads to Rocky Hill meeting-house, where the straight road, instead of turning to the left, leads to horse-car tracks north of Chain Bridge. This route is only about a mile longer than the direct road, and with the exception of one sharp hill, the road is excellent, and free from sand. The trip of sixty-five miles from Boston to Portsmouth, can be easily made in a day by any fair rider, and the rider has made it without a dismount for any hill or sand.

I would also notify tourists proposing to continue the run east of Portsmouth to Portland that the car wheel is preferable to his own, unless he is accustomed to pushing his bicycle through three to ten inches of loose sand. For at least six miles the forest roads in Wells and Kennebeck are sandpapered, but the paper is from five inches to a mile under the loose sand, and there is so side track or turf. The road from Biddeford to Portland is very good, and the side trip from Saco to Old Orchard Beach and return is excellent. The officers of the Portsmouth Club have recently been over the route, and if any one wishes to undertake the trip, or any other in this vicinity, full details will be cheerfully furnished by the Portsmouth L. A. W. consul, C. A. Davis, or by C. A. HAZLETT, *Director L. A. W.*

PORTSMOUTH, N. H., 20 August, 1881.

CORRESPONDENCE

The "Star" Machine.

Editor Bi. World: — Having noticed a request from "E. J. T." in your issue of the 5th, for information in regard to the "Star" bicycle from some one who has ridden one I thought I would reply, as I bought the first "Star" shipped by the manufacturers. Having ridden the old-style crank machines and found them very good and serviceable, I had some prejudice against this machines before I bought one; but I resolved to run the risk anyway, and can candidly say I am glad I did, as the machine has proved itself, so far, to be first-class. I was a little afraid of it when I got it out of the crate and looked at it, but soon overcame my fright. I mounted the first few times from a box, as I did not like the looks of the step at the side, and had no difficulty in riding it the third time I got on. This greatly encouraged me, so I tried mounting from the step. This I found much harder than the riding, and it bothered me for several days to mount easily every time; but I think I must have been constitutionally awkward, which occasioned this trouble, for I soon got the hang of it, and found that I could mount easier and quicker than on the old crank machines. Since then I have had no trouble at all with the machine, except that as Mr. Reid, of the Rochester Club, says, I think the handle bars are a little too short; but that is a matter easily remedied. I have found the "Star" to be the best machine made for our city roads, which are macadamized and have some loose stones in them, as you have no fears of "headers" when riding the "Star." I pay no attention to stones or sticks in the road when riding. As yet, I have had no good opportunity to test the speed of the machines, but feel confident that it will run as fast, if not faster than the crank machines. The saving in power is considerable, as there is no lost motion in the "Star," as the levers come back to place at once after each downward stroke of the legs. In conclusion, I can only say that I feel certain that no bicycler will think he has squandered his money if he gets a "Star"; for if they all prove as good as mine, they cannot be beat. I forgot to mention that my machine is a 51-inch, half-nickelled and is as fine a machine as I e er saw. I would like to hear more from "Ixion," and other riders of the "Star," in regard to their experiences. SYLVAN.

MOLINE, ILL., 18 August, 1881.

The American Star.

Editor Bicycling World: — I notice, in your issue of 5 August, "E. J. T." wants to hear from riders of the "Star" bicycle. I have been riding a 51-inch some time, and must say, in my opinion, it is far ahead of the crank machine, and I like it much better. I can mount easier and quicker, though at first I thought it could not be mounted, but I soon got the hang of it. I find I can go up steeper hills and take much longer rides with less fatigue and danger.

E. F. BURNS.

BROCKPORT, N. Y., 15 August, 1881.

WHEEL CLUB DOINGS

THE SAN FRANCISCO BI. CLUB. — The regular monthly meeting of the club was held at the Windsor House, on Thursday, 11 August. The treasurer reported the finances in a very satisfactory condition. The captain reported a meet on 24 July, with a very fair attendance, and a most enjoyable time to all participants. Mr. Chas. L. Barrett, having discontinued riding the fickle steed, tendered his resignation. A communication was received from the State Board of Agriculture, stating that a gold and silver medal would be offered for a bicycle race during the coming State Fair, provided five entries be received. The matter was referred to the captain and secretary to ascertain how many members would go to Sacramento for that purpose, and to notify the State Board. The proprietors of the Oakland race track having signified their willingness to lay a five-lap bicycle track on their grounds, provided they receive sufficient encouragement from the riders of the silent steed, the members decided to open a subscription list among themselves, to assist in the good work, should it be deemed advisable by the proprietors of the race track, to lay such track. The color of the uniform pants was changed from gray to brown.

GEO. J. HOBE, *Sec.*

THE OAKLAND (CAL.) BI. CLUB held the first annual meeting, 6 August, 1881. The following officers were re-elected: G. H. Strong, captain; W. H. Lowden, lieutenant; C. L. Goddard, secretary. A vote of thanks was given to the retiring officers, and the hope expressed that the incoming ones would do as well. The club is in a flourishing condition; was organized 5 August, 1881, with eleven members. During the year many new members have been added; one has been lost by death, and a few have retired. The present number is thirty-six, using eighteen "Harvards," six "Columbias," three "Duplex Excelsiors," two "Clubs," one "Hallamshire," one "Premier," one "Acme," and one "Facile." The sizes are as follows: 56-inch, five; 54-inch, twelve; 52-inch, seven; 50-inch, four; 48-inch, four; and 42-inch, two. Fifteen machines are full-nickelled, two half-nickelled, nine all bright, and eight painted. The suit consists of a blue cap, coat, knee-breeches and stockings or black leggings. The captain, lieutenant, and secretary serve also as president, vice-president, and treasurer, thus avoiding too great a drain on the intellectual and moral force of the club. The captain is the pioneer wheelman of the city, and a very enthusiastic leader. The heaviest man is trying a "What-is-it," in shape of a 42-inch "Facile," probably fearing that some of the earthquakes of this country might be laid to him if he should fall from a higher machine. The next heaviest man glides on a "shadow." Probably he will next be trying a moonbeam; though, as he is still a bachelor, we hope it won't be that of a honey-moon.

The roads of Oakland are level and well macadamized, and those to several towns a few miles away are in the same fine condition. Of course 'watering places" are numerous along the way, but the proprietors were at first generally astonished by a call for "fresh milk," though now they always know what to set out when they see a drove of calves approaching. The club room is at 1067 Broadway, where a meeting is held the first Saturday of each month, or as often as necessary. Informal runs are taken every Saturday evening. An "M. D." has just been elected to membership, and will doubtless be made club surgeon, and taken on all trips to attend to general repairs. If any Eastern wheelmen happen in Oakland, the club will gladly receive them and escort them around the "garden of the Gods." OAKLAND.

THE FRANKFORD BI. CLUB. — *Editor Bicycling World:* — Although rather late in the season, the riders in this section have eventually organized the Frankford Bicycle Club. It has been a long and somewhat tedious task for a few enthusiasts to stir up interest enough among the Frankford bicyclers to come together as a bicycle club. Our object is to make it a truly bicycle as well as a social club. At the first meeting for organization, 11 August, the following officers and members joined hands as the Frankford Bicycle Club: Joseph Dyson, president; W. J. Owrid, vice-president; John Crankshaw, secretary and treasurer; Daniel Lees, captain; Chas. M. Miller, sub-captain; H. Q. Mills, S. Smith, E. Hamilton, W. Lunn, John Ward, John Bannister, S. Ford, R. B. Swanson. Our "club room," which is the largest part of a club, is not yet secured; but a committee having been appointed to ferret out desirable localities for such a purpose have already several in view, among which is a room adjoining a fine 16-lap rink, which, if decided upon, will be utilized for winter

riding. Next spring we have hopes of turning out in full force among the foremost clubs of Philadelphia and vicinity, and have no doubt you will hear from us then. SUB.

FRANKFORD, PHILADELPHIA, PA., 13 August, 1881.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED. — Orlando H. Burleigh, 9 Main street, Natick, Mass; Louis A. Gareta, Louisville, Ky.; H. A. Burnham, Jr., box 218, Gloucester, Mass.; Geo. S. Smith, box 1072, Worcester, Mass.; Frank Mayo, Jr., Canton, Bradford County, Pa.; Harry B. George, 181 Devonshire street, Boston, Mass.; Asa B. Dolph, New London, Hudson County, Ohio; J. W. O'Harrow, Albion, N. Y.; Wm. Burroughs, St. Foye Road, Quebec, Canada.

STONEHAM BI. CLUB. — Additional: Frank H. Messer, Stoneham, Mass.

CORRECTION. — Under Missouri Bicycle Club, in the WORLD, of 5 August, Thomas Mier should be Thomas Meier, Fred Beckers should be Fred A. Beckers, Geo. Oeters should be Geo. C. Oeters.

RACES

7 September. Baltimore County Agricultural Society's Annual Fair, at Timonium, Md., Northern Central Railway. Bicycle races.

6 September. Worcester, New England Fair, bicycle races.

5 October. Brockton, Brockton Bicycle Club races.

20 September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade, and tournament.

1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society, bicycle races.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. To secretary of games, P. O. Box 3101, New York City.

15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games), 24 September, at 10 A. M. and 1.10 P. M. Fee $2, to Secretary National Association of Amateur Athletics, P. O. Box 3478, New York.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

30 and 31 August and 1 September, Morris County Agricultural Society, Morristown, N. J. Amateur bicycle races.

7 September. Bicycle races at the Aquidneck Agricultural Society's Fair (if stormy, the following day), beginning at 2 P. M. The first race for amateurs, mile heats, best three in five, the winner to receive a prize valued at $25; the second man to receive a prize valued at $10, provided there are four or more competitors. The second race will be a half-mile dash for amateurs, the winner to receive a prize valued at $15. All entries are free, and can be made to Fred. W. Greene, 72½ Thames street, Newport, R. I.

10 September. North Attleboro', Mass. The First Annual Meet and Races of the Columbia Bicycle Club will be held Saturday, 10 September, 1881. Headquarters during the meet, Wamsutta House, North Attleboro', Mass. The Meet will be at North Attleboro', Mass., on Saturday, 10 September, at 11 A. M. Dinner will be served at the Wamsutta House, at 12 M. The line will be formed on Washington street, at one o'clock, headed by the North Attleboro' Cornet Band, twenty-four pieces, and parade through the principal streets to the Fair Grounds. Prizes aggregating $165 in value. The races will commence at two o'clock sharp, and open with a club drill. Prize diploma: One-mile race — first prize, gold medal, valued at $20; second prize, gold medal, valued at $15; third prize, silver medal, valued at $10. One hundred yards, slow race — prize, a nickel-plated hub lantern. Two-mile race — first prize, gold medal, valued at $30; second prize, gold medal, valued at $15; third prize, silver medal, valued at $10. Fancy riding — prize, choice of any article valued at $10. Five-mile race, single dash — prize, gold medal, valued at $40. The one and two mile races, best two in three heats. All races will be governed by the rules of the L. A. W. All entries should be made to E. C. Stanley, secretary of Columbia Bicycle Club, on or before one o'clock, on the day of the races; no entrance fee. The races will be held on the Fair Grounds of the Attleboro' Farmers' and Mechanics' Association, and run on the fastest half-mile track in New England. Ample accommodations may be found at the Wamsutta House, North Attleboro', and at the Park Street Hotel, Attleboro', for those desiring to stay over. Special rates have been secured for visiting wheelmen. The entire control of the meet, parade, and races is in the hands of the Columbia Bicycle Club, whose members will use every endeavor to make the day a successful one. E. C. Stanley, secretary. Post-Office address, Attleboro' Falls.

13 September. Hingham (Mass.) Agricultural Fair. Bicycle races at 3 P. M. Amateur: One mile, gold and silver medals, $25 and $10. Half-mile, best two in three, gold and silver medals, $20 and $10, and bronze medal. Professional: Two miles, $50 and $25. Slow race for medal. Club parade and drill, not less than two clubs of at least nine men each allowed to compete; prize, silk banner, valued at $15. League rules to govern races. Entries free. Admission to fair grounds, thirty-five cents each. Early entries desried; right to reject any is reserved. Address Ebed L. Ripley, president, 99 Summer street, Boston.

Editor Bicycling World: — I send you a few notes on the Brockport tournament held on 16 August. A very interesting event was the great race between Miss Elsa Von Blumen and her bicycle against the well-known trotting horse, Gray Eagle, the horse to trot one mile while she rode three quarters. The appearance of the little lady in her tasty costume upon the track was greated with tremendous applause by the crowd. Even thus early in the season she has succeeded in making a great reputation as a lady rider, and the general opinion was that she would beat the horse. That they were right is shown by her winning two straight heats by several lengths. Time, 3.13 and 3.15.

In the amateur bicycle race, J. B. Barross, of Attica, N. Y., W. E. Booth, of Geneseo, and W. R. Barnum, B. H. Punnett, C. A. Smith, and T. Hovey, of the Rochester Bicycle Club, contested; the prizes being two gold badges. The race was one mile, best two in three. J. B. Barross, of Attica, N. Y., took first prize, and C. A. Smith, Rochester Bicycle Club, second prize in the race for speed; time, 3.16 and 3 17. R. A. Punnett, Rochester Bicycle Club, took first prize, and J. A. Niven, Rochester Bicycle Club, took second prize in fancy riding; and R. A. Punnett, Rochester Bicycle Club, took first prize, and W. J. Curtis, Rochester Bicycle Club, took second prize in the slow race. You will see that the Rochester Bicycle Club carried off *five* of the *six* prizes. This is not bad.

W. H. LEARNED.

ROCHESTER, N. Y., 10 August, 1881.

JOHN KEEN *vs.* F. DE CIVRY. — A meeting between these men naturally created some little excitement amongst the crowds who favored the Crystal Palace with their presence on Bank Holiday, and as six o'clock drew near, some thousands flocked to the vicinity of the track to witness a twenty-mile race between the above-named men. Keen conceded a minute start to his opponent, although the foreigner did not ask for it. Contrary to general expectations, Keen failed to get near the Frenchman, and before completing half distance had to retire, having lost some ground; De Civry completing the distance alone in very good time. The foreigner covered six hundred yards in his allowed time, going at a rare pace. Keen dashed off in his well-known manner, but when the leader completed his first mile (time, 3m. 4s.), Keen had not gained a yard. De Civry rode the two miles in 6m. 8½s., the Frenchman from then going on at a very steady pace, gaining ground on his opponent, and when five miles had been ridden the respective times were, De Civry 15m. 45s.; Keen 16m. 5s. Rain, which had fallen from the start, now came down in torrents, and the competitors were covered with the black cinder. De Civry riding in very good form, still kept on gaining ground at each lap and completed his tenth mile fifty yards behind Jack Keen, two laps ahead, in 31m. 55½s. (not bad for rain and mud). Keen then dismounted with cramp and left De Civry, to complete the distance. The Frenchman took it easy and finished the twenty miles in 1h. 6m. 1s., having ridden eighteen miles two hundred and fifty-five yards in the hour. Mr. G. P. Coleman, the official timekeeper of the B. U., took the time. De Civry rode a 57-inch, by Clements et Cie., of Paris. A ten-mile race has been arranged to take place between the same riders, from scratch, on the same track. — *Cyclist*, 10 August.

FRANCE. — On the 15th of July an interesting road race was held at Tours in France. Among the contestants were Chas. Terront, the young Frenchman who visited this country nearly two years ago, and his brother Jules; a bicycler of much renown in France named De Civry; and Esperon, of whom we have heard in connection with long bicycle trips in France and Italy. *Le Sport Velocipedique* on the 6th inst. describes the race as follows: The start was made from the Place du Cirque at ten minutes past five in the morning. Unfortunately several accidents occurred during the race. When several miles from the place of starting, Charles Terront took such a serious fall that he was injured in the face, in the right arm, and in the groin. Notwithstanding, this he remounted and reached the Court House Square covered with blood; then he was carried away to an apothecary's. During the race M. De Civry passed his handkerchief to Terront to sponge up the blood. Unfortunately, too, De Civry, who was much fatigued, upon reaching Amboise, felt a dizziness coming over him; he stopped at once, and was aided by a man who was fishing on the banks of the Loire, and given some cordial. The resolute racer then threw himself, all dressed, into the river, and after an immersion of several seconds he started again, the last in the race. When he reached Tours they had to lift, him from his machine. As for M. Esperon, he kept the lead to the finish; unluckily he struck against a stone and broke one of the handles of his bicycle. Soup and refreshments were held in readiness along the route by order of the bicycle club, but each one of the contestants was in such haste and so desirous of winning the victory that no one took advantage of these preparations. Here is the result of the race (so far as the first three are concerned), in which the distance, about seventy-five miles, was accomplished in between five and six hours: —

First, Esperon reached Tours at 10.22 A. M; second, De Civry reached Tours at 10.41 A. M.; third, Chas. Terront reached Tours at 10.54 A. M.

In the evening, at half past eight, Mr. Belle, the honorable deputy, member of the bicycle club of Tours and chairman of the board of judges of the races, offered a "punch" to the participants and the members of the club. The charming residence of Mr. Belle presented a fairy-like appearance. The lawn,

HAM & CO.
UFACTURERS OF
D TRICYCLES.
ned 1877.)
ELEY STREET, BOSTON, MASS.
of the Famous
ROADSTER.
ion of modern bicycle mechanism, a reputation which it
AMP FOR CATALOGUE.
promoting the comfort of riders and for securing to them
affords,
CRADLE SPRING AND
BBER BICYCLE HANDLES
the outfit of the Touring Bicycler, wholly absorbing all
HAM & CO., or their authorized agents.



VERING & CO.,
10 MILK ST.,
BOSTON, MASS.,
RIOUS MAKES OF
s and Tricycles
UNITED STATES FOR
- - Coventry.
OOPER - - COVENTRY.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
96 WORCESTER STREET, BOSTON.
Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of
COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B. — I will receive orders for any makes of machines at the manufacturers' list prices.

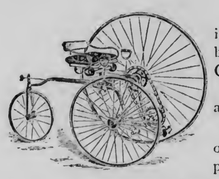
ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST or by $3.50, from
E. C. HODGES & CO., 40 Water St., Boston, Mass.

GOY, The Athletic Outfitter,
21 Leadenhall Street, } LONDON,
22 Leadenhall Street, } ENGLAND.
54 Lime Street, }
FOR BICYCLES, TRICYCLES (all makes),
CLUB UNIFORMS,
And every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing and all Athletic Sports.
GOY'S CALENDAR OF SPORTS AND PRICE LISTS
FORWARDED FREE.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur
RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

BICYCLES AND TRICYCLES.



The favorite bicycle in America is the **Standard Columbia,** filled with our special ball bearings. The 1881 pattern has more reliable, actually proved good points, for all-around use, than any other bicycle made. A large assortment always in stock at our warerooms. Also, our light and staunch **Special Columbia,** and our **Mustang,** as well as Xtraordinary Challenges and other English bicycles.

All the PARTS of our bicycles are kept on hand, and as the parts in OUR machines are INTERCHANGEABLE, any one may be easily replaced by a new one.

THE CELEBRATED TRICYCLES, the **Challenge No. 2,** the **Royal Salvo,** and other unexcelled English Tricycles, in stock and on short order. Our **Triocycle,** for three riders, now perfected.

BICYCLERS' AND TRICYCLERS' SUPPLIES AND SUNDRIES.

Niantic Stockings, ribbed, all-wool, long legs, good weight Price, $2.00 a pair. Clubs supplied with any desired color.
Gossamer Rubber Capes, made expressly for bicycling and tricycling, cover knees and all, roll up very small, with enamelled cloth case; weight only 10 oz. Price, $2.50.
Canvas Shoes, with corrugated rubber taps, sewed. Price, $4.50.
"Cradle Springs." Price, $6.00. **"Handy Tool-Bags."** Price, $2.00. **Acme Bicycle Stands.** Price, $2.00. **M. I. P. Bags.** Plain, price, $4.00; rubber-cloth lined, price, $5.00. LAMPS, BELLS, BELTS, CYCLOMETERS, *and all other* bicycle and tricycle supplies and outfittings kept in stock.
Pratt's "American Bicycler," price, 50 cents; Chandler's "Bicycle Tour," etc., price, $3.00, and other bicycling literature supplied.
Send 3-cent stamp for Illustrated Catalogue and full Price Lists.

THE POPE MANUFACTURING COMPANY,
MAKERS OF THE COLUMBIA BICYCLES, ETC.
597 Washington Street, Boston, Mass.

PHOTOGRAPHS
—OF THE—
AMERICAN WHEELMEN
At Boston on May 30, 1881.

Large Size - - - - - - - - - - Price, $2.00.
By Mail, securely packed, $2.30.

They show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.
Sent postpaid to any address on receipt of price.

E. C. HODGES & CO.
40 Water Street, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy. | BOSTON, 2 SEPTEMBER, 1881. | Volume III. Number 17.

[VOL. III. CONTENTS No 17]

Currente Calamo 198
Personal 198
Bicycle Touring Club 198
Editorials 199
Excursions, Runs, etc. 199
Wheel Club Doings 200
L. A. W. 200
Races 201
Notes, Queries, etc. 202
Correspondence 202
Books and Pages 205
Telzah's "Star" 206

Entered at the Post Office as second-class mail matter.

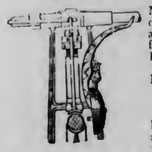
ADVERTISEMENTS

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

200 per cent Saved by Buying your Bicycles from England.



The best and cheapest bicycles are now being manufactured in Leeds, England, well known to be "the great centre" for producing steel and iron, and where mechanical labor is fully 75 per cent cheaper than any other town in the Kingdom, doubly facilitates us in offering Bicycles and Tricycles at fully 75 per cent cheaper than any other maker in England.
The Yorkshire Bicycle, the Workingman's Friend, is a marvel at the price. 48 in. and 50 in., $25.00; 52 in., $27.50 up to 60 in.
The Tourist Bicycle possesses all essential improvements, and is a thorough roadster. 48 in., $40.00, rising 75c. per in.
The Standard Bicycle embodies the latest improvements; for excellence of manufacture it is unsurpassed. 48 in., $55.00, rising $1.55 per in.
Lists post free. AGENTS WANTED.
BURNETT & FARRAR,
Yorkshire Bicycle Works - Leeds, England.

BICYCLERS' RIDING SUSPENSORY. The Bandage consists of a Silk Sack, made of the Best Hand-Knit Silk Netting, which will not interrupt the action of the respiratory organs of the skin, with an Elastic Band which encircles the body, and Elastic Straps passing over the Hips, and attached to the sack beneath, which keeps the sack in position, no matter in what position the person may put himself, the straps yielding to the movements. The Bandage is made in three sizes, Small, Medium and Large. In ordering, state which size is wanted. Sent by mail on receipt of price, $1.00. Elastic Hose Company, Highlandville, Mass.



Patent Applied For.
BURLEY'S
ADJUSTABLE SKELETON SADDLE.
THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.
Send for circular with testimonials.
In ordering, state whether Cradle spring or otherwise.
Price, $4.00. Nickel Plated, $5.25.
Send money order or registered letter.
D. W. HYDE,
Box 1133. Brighton, Mass.

WE MAKE
SPORTING GOODS
A SPECIALTY
And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.



COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

I WANT TO PURCHASE

BROKEN-UP BICYCLES

In any condition,

IF CHEAP.

WESTERN HEADQUARTERS for REPAIRING

Manufacturer of the

Fairfield Youth's Bicycle, Bicycle Bells, etc.

T. B. JEFFERY, 38 AND 40 S. CANAL ST.,

CHICAGO.

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS,

Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

FOR SALE, CHEAP. 1½ Horse Power Engine and 2 Horse Power Boiler, almost new, in fine order. Will sell cheap for cash, or will trade for any kind Bicycle, from a 46-in. to a 56-in. Address D. D. NEVINS, Attleboro', Mass.

CURRENTE CALAMO

ALL aboard for Worcester.

REMEMBER the Hingham races.

THE Milwaukee Bicycle Club has seventy members.

A MEMBER of the Milwaukee club has been seen riding on the Back Bay, lately.

A BICYCLE club has been organized at Salt Lake City, Utah, with twenty-two members.

ALL bicyclers should visit the New England Fair, and examine the exhibit of bicycles.

THE Montreal wheelmen are especially anxious for Boston bicyclers to attend their race meeting.

WHEN the floor of the exhibition building is cleared, it will be a good place to hold winter races.

THE San Francisco and Oakland Bicycle Clubs talk of giving an exhibition at the State Fair in Sacramento, next month.

THE prize medals for the Attleboro' races of the Columbia Bicycle Club will be on exhibition in the window of Tilden & Thurber, Providence, on 1, 2, and 3 September, and at Dyer's gentlemen's furnishing goods store in Bowdoin square, Boston, 5, 6, and 7 September.

THE Massachusetts Bicycle Club will meet at Trinity square, Boston, at 8 A. M. on Monday, 5 September, for a run to Worcester, to attend the races on the 6th. It will dine at Hotel Wellesley on the 5th, and pass the night at the Marlboro' Hotel, Marlboro'. Leaving there at 8 A. M. on the 6th, it will ride directly to Worcester.

ALL wheelmen are cordially invited to attend the annual race meeting of the Montreal Bicycle Club (particulars of which are given in our "Coming Events"), and they may be sure of an enthusiastic reception from the Canadians. Full particulars of hotel accommodations, etc., will be sent there on application to Secretary Tibbs.

AT the Mechanics' Institute Fair, Mr. Gooch, of Newton, has an exhibit of a nickel-plated bicycle, which compares favorably with any machine made in this country; but he has not taken advantage of the recessed hubs, and consequently the tread of the machine is broader than is necessary. The Pope Manuf. Co. and Cunningham & Co. have also fine exhibits.

E. P. TOLMAN, of Worcester, telegraphs us that all railroads centering in Worcester will transport bicycles to and from the New England Fair *free of cost.* This includes the Worcester and Nashua, Boston, Barre and Gardner, New York and New England, Providence and Worcester, Norwich and Worcester, Boston and Albany, and Old Colony Railroads.

CONSUL W. D. WILMOT, of Framingham, recommends the Framingham Hotel to all bicyclers passing through or visiting that town, as an excellent one in all respects. The prices are reasonable, and a discount of twenty per cent for single meal, and twenty-five per cent by day or week, will be made to L. A. W. members. Mr. Wilmot may always be found at the drug store opposite, and will be glad to welcome and tender courtesies to wheelmen calling upon him.

WE understand there are to be some novelties introduced at the Worcester Meet, next Tuesday, in the line of company manœuvring, showing that a parade of several hundred bicyclers may aspire to something more than an exhibition of simple column riding. The new features will be interesting alike to the crowd of spectators assembled at the New England Fair, and to the fortunate participants in the parade. As free use of bugles and whistles is to be permitted throughout the line, there will be a merrier spectacle than is usually presented on such occasions.

PERSONAL

'ARRY PERCIVAL is the coming racing man.

"JUVENIS" says that "bike" and "trike" are vulgar expressions.

Mr. CROSS, of the Providence Bicycle Club, gave us a call last Saturday.

MRS. BELVA A. LOCKWOOD, female lawyer of Washington, rides the tricycle.

C. A. PITKIN, of the Boston Club, has been wheeling in New York and Vermont.

Mr. EDDY, of Flint, Mich., is in town, and is stopping at the New Marlboro' on Washington street.

CAPT. OWEN, of the Capital Bicycle Club, of Washington, has been in town during the past week.

CONSULS SHILLABER and DEAN have adopted the "Transcript" bell, and report it quite a success.

CAPT. SCATTERGOOD, of Albany, N. Y., is in town. He is the guest of Mr. Foudrinier, of the Boston Club.

JOHN W. WILSON, professional, has purchased for his five-year old brother a 24-inch bicycle, which the youngster has mastered and rides in fine style.

IT is rumored that "old" Alden of the Massachusetts is in active training, and will soon challenge "Juvenis" of the Boston Club to a ten-mile race.

THE champion American amateur, L. H. Johnson, captain of the Essex Bicycle Club, of New Jersey, will compete in nearly all the events of the present season.

"IKE" SHILLABER is selling lots of Phosphate to the Massachusetts Club. He claims it is just as stimulating as beer, and that the after effects are not so bad. We wonder how he knows what the effect of beer is!

HOWARD E. PARKHURST, ex-lieutenant of the Massachusetts Bicycle Club, and organist of Mt. Vernon Church, has declined a call to a professorship of music in Drury College, Springfield, Mo., at a salary of $3,000.

BICYCLE TOURING CLUB

THE BICYCLE TOURING CLUB, as the International organization of wheelmen amateurs, occupies a similar position in relation to kindred athletics that Freemasonry does to other kindred societies. Wherever the wheel rolls the "B. T. C." is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over 4,000 names which are already to be found on its roll of membership.

The annual fee is two shillings and sixpence (about 62½ cents), and there is no initiation fee except the cost of the club badge in silver, which is six shillings and sixpence (say $1.62½).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the chief consul direct, who will forward same to the executive in England.

Application for membership should be accompanied by a P. O. O. for $2.50, which will cover the cost of International P. O. O., of silver badge, and of membership ticket.

To avoid difficulties as to amateurship, all applications from unattached wheelmen must be countersigned by a member of the B. T. C.

FRANK W. WESTON,
Chief Consul, U. S. A.
SAVIN HILL, DORCHESTER.

Special Notice.

GENTLEMEN who have forwarded their applications for membership, and who have not yet received their membership tickets and badges, are requested to communicate at once with the Chief Consul U. S. A., giving the date when their application was made. The non-arrival of a number of tickets and badges, now overdue, seems to indicate a miscarriage in the mail.

FRANK W. WESTON, *Chief Consul, U. S. A.*
SAVIN HILL, DORCHESTER, BOSTON.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.*

BOSTON, 2 SEPTEMBER, 1881.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BICYCLERS should remember that they have political as well as social privileges and influence in their local communities, and see to it that they exercise them in the matter of the election of city and town officers. Let them use their influence and votes to secure the election of town officers and road commissioners who will be most likely to improve and keep in good condition the public streets and highways. The first impressions made on the minds of strangers driving through a town are produced by the condition of its streets; and no person of taste and judgment, seeking a location for a suburban residence, will ever choose a badly kept thoroughfare for a dwelling site,—a fact which too many town authorities are apt to overlook.

IT is a healthy sign for bicycling, and strongly indicative of its growing importance in the community, that leading metropolitan journals throughout the country are seriously discussing the relative rights of wheelmen and the proprietors of other vehicles in public thoroughfares. Nor is it less a matter of congratulation that nearly every paper of any considerable influence arrays itself on the side of the wheelmen in their claim for equal right of way with other vehicles in public streets and driveways; for with the aid of this powerful moulder of public opinion, in conjunction with the intelligent and gentlemanly persistence of bicyclers themselves, these rights must speedily be conceded everywhere.

A POUGHKEEPSIE correspondent writes to know what are the rules governing bicycle races, and whether allowance is made for the size of wheels competing. The rules governing the bicycle races under the auspices of the city of Boston are as follows:—

1. Entries and awards will be confined strictly to amateurs; and persons entering for these races who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the judges that they are not professionals, either by their own statements in writing or otherwise.
2. An amateur is any person who has never competed in an open competition for a stake, or for public money, or for gate money, or under a false name; or with a professional for a prize or where gate money is charged; nor has ever, at any period of his life, taught or pursued athletic exercises as a means of livelihood.
3. Any competitor making a false entry will be disqualified.
4. Choice or change of machine, and choice of costume, are not limited.
5. Each competitor will receive from the judges, before the start, a card bearing a number, which must be worn during the race.
6. The drawing for positions in each race will take place at the judges' stand before the races.
7. All starts will be from a standstill, and the machines are to be held in position until the word "*go*" is given by the starter. Any contestant starting before the word is given shall be placed one yard behind the starting line, and an additional yard for each repeated false start.
8. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside; the inside man must allow room for his competitor to pass on the outside.
9. Any competitor guilty of foul riding will be disqualified.
10. Any protest against a competitor respecting his qualification as an amateur must be lodged with the judges before the start is effected; and any protest respecting foul riding or breach of rules must be made to the judges immediately after the heat is finished.
11. Competitors may dismount during a race at their pleasure, and may run with their bicycles if they wish to; but they must keep to the extreme outside of the path whenever dismounted.
12. The right is reserved to the judges of refusing or cancelling any entry if necessary, before the start, of adjudicating any questionable entry, of deciding any other point not provided for, and of making any alteration in the programme that they may deem necessary.
13. The decision of the judges will in all cases be final.

These may answer the purpose of our correspondent; and we will add that the same things would constitute a foul in a bicycle race as in a foot race, such as passing on the inside, touching a fellow-competitor, or taking the pole when less than a length ahead. Of course, there is no allowance for the size of the wheel, and it would be unjust if there were. On a rough track, with a strong wind, the small wheels generally have the advantage. As to starting a bicycle race, the English method of firing a pistol is, we think, to be preferred to the word "go"; and the starting line should be designated by a piece of red tape.

EXCURSIONS, RUNS, ETC.

From Rhinebeck to Boston.

THE writer is, he thinks, the first clergyman in the city of Brooklyn to own and ride a bicycle. The capabilities of the steel horse in the direction of attractive out-door exercise, and especially in its practical value in making vacation tours, led him to venture upon the thin ice of popular prejudice. 9 July he mounted for the first time, immediately taking the initiatory header. Thenceforward he rode with increasing ease and dignity, a morning spin on the concrete in Bedford avenue and one Saturday afternoon trip to Coney Island and return (22 miles) serving as preliminary training for a much-dreamed-of vacation tour.

The ambitious dream was a journey to Niagara by way of the Hudson to Rondout, thence along the line of the Ulster and Delaware Railroad to Delhi, thence northward to Fonda, on the New York Central, and so westward to the great cataract. The swift "Mary Powell" brought him on 2 August to Rondout. Thence next day he joyously spun westward over two or three miles of the best macadam; but beyond that to West Hurley (where the train was boarded and the western trip abandoned) stretched seven miles of so-called "stone road," hilly and abounding in ruts, a veritable night mare to a bicycler. An Irishwoman, standing in the door of a shanty, hailed the demure pedestrian trundling the 50-inch nickelled "Club" in front of him, "Say, Cap., do you grind tools with that?"

We resolved on trying the eastern bank of the Hudson, and found the good report of the roads of Dutchess County not without foundation. Three or four long hills lie between Rhinecliff and Rhinebeck; but thence, through Red Hook, Clermont, and Livingston, to the Blue Store (15⅝ miles), there are few hills and little sand. From that point four miles of clay and hills are followed by six miles of smooth wheeling on a descending grade to Hudson. North of that city, for four or five miles, we found the clay rather bumpy; but through Stockport and Stuyvesant Falls to Kinderhook (12½ miles), the slate roads were delightfully smooth, and continued so for four miles farther into Schodack, when a stretch of a few miles of rough, unridable hills prepared us to appreciate the fair gravel road from Schodack Centre to East Greenbush and Albany (6 miles). This ride of sixty miles during that week, when the thermometer marked 98° and 100° at noon, decided us in housing the machine at Albany, and taking an excursion by rail to Saratoga. Not many days passed, however, before we began to long for the saddle again, and had decided upon a trip from Albany to Boston.

From the summit of the hill at East Greenbush to West Lebanon (21½ miles) the saddle can be kept for the most part, the most notable exception being the long and rough descents into the New Lebanon valley. From West Lebanon to Shaker Village (5 miles) is a good gravel road; thence to the summit of Pittsfield Mountain (2 miles) the machine must be pushed, but after that one need scarcely dismount before he rides into Pittsfield (6½ miles). Beyond Pittsfield a veritable bicycler's *via mala* begins, and hardly ceases for the forty miles thence to Westfield. To the summit of Washington Mountain and North Becket (about 15 miles), few miles of the sandy road can be ridden, and the nine miles thence to Chester, over another mountain, must be travelled on foot. Thence to Westfield (18½ miles) we rode between the tracks of the Boston and Albany Railroad, a dangerous and desperate measure to which the sandy roads drove us. The gently descending grade and the fine scenery were compensations for two or three heavy falls and the haunting presence of peril. The smoother riding between Westfield and the Connecticut bridge in Springfield was heartily appreciated after the experience that had preceded. The route from Springfield to Indian Orchard, against which much has been said, we traversed without leaving the pigskin; but from Jenksville to Palmer, a stretch of nine or ten miles, like the "forlorn and shipwrecked brother" in Longfellow's "Psalm of Life," we trod in the footsteps left upon the sand by all the brethren of the wheel who have gone that way. The road from West Brimfield to Boston (78½ miles) is too well known to bicyclers to call for a description. Nearly all of it can be ridden without dismounting, except for hills.

The cyclometer distance from Albany to Boston is 182½ miles, and the writer was somewhat over four days in making it. The walking detracted little from the pleasure of the trip. We have slidden down the Breithorn astride an alpenstock, have jumped down the ashy cone of Vesuvius, have glided through the bazaars at Cairo on a blooded donkey, have run a horseback race with a clerical friend in the Jordan Valley, have threaded the sweet Swiss valleys, only to find on our common roads at home an excursion quite as unique and almost as enjoyable. M. D. B.

WHEEL CLUB DOINGS

SOUTHBRIDGE (MASS.) BI. CLUB. — The bicycle wave has struck this town, and the deadwood washed ashore has been collected and a club formed with eleven members, officered as follows: President, Geo. M. Lovell; clerk and treasurer, D. A. Reeves; captain, N. E. Putney. The machines owned are eight Standard Columbias, two English 'Xtraordinarys, and one Harvard. The first official club run was to Webster, 28 August, where our brother wheelmen entertained us in a pleasant and courteous manner. We were taken to Union Point on the shore of a beautiful lake, where a clam-bake was served, including everything necessary to make a first-class dinner. The Webster brethren evidently understand how to conduct an affair of this kind, everything being done up Brown. Brothers Speares, of the Æolus Club, and Tolman, of the Worcester Club, were present, the former entertaining the company after dinner with a specimen of his fancy riding, which, it is well known, cannot be beaten by any other rider in the State. We wish to return our hearty thanks to the Webster brethren, and hope to be able to return the courtesy before long.

D. A. REEVES, *Sec.*

NATICK BI. CLUB. — At a meeting of Natick bicyclers, held 12 August, a club was formed and organized by the choice of the following officers: President, O. H. Burleigh; captain, Willard Norton; sub-captain, Frank Young; secretary and treasurer, B. L. Ryder. There was a good attendance, and the club starts under favorable auspices.

MISSOURI BI. CLUB. — The first meeting was held at the St. Louis Swimming School on 24 July, in response to a call. The following gentlemen were present: Thos. J. L. Meier, Arthur Young, T. H. Drew, Geo. G. Bain, Fred. Backus, Geo. Oeters, and Richard Garvey. The name of the club was decided upon, temporary officers were chosen, and a committee on constitution and by-laws was appointed. It was resolved that the club join the League of American Wheelmen. The uniform selected could hardly be improved upon for beauty, utility, and service, consisting of blue shirt, blue knickerbockers, blue stockings, and white polo caps. This will be the costume in use during the summer, and in the autumn, English corduroys will be adopted. After this the meeting adjourned to meet 26 July. Upon the latter date another meeting was held at the same place, the president in the chair; he afterwards appointed Mr. Garvey to the chair, and then formally resigned his position as president. In offering his resignation, Mr. Meier stated that it was his intention to visit Europe this fall, on business and pleasure; in the mean time, he would make all possible observations, and note everything that would be of any interest or benefit to the club. This resulted in an an election of permanent officers, the office of vice-president being incorporated with that of captain. Mr. George Oeters was then appointed captain *pro tem.* The club is now thriving magnificently; it is already on a most substantial basis, and its club roll embraces the names of a number of the most active, enterprising, and energetic young men in St. Louis. The roster is as follows: —

Richard Garvey, president; Geo. C. Bain, captain; Thos. H. Drew, secretary and treasurer. Thos. J. L. Meier, Arthur Young, Fred. Backus, George Oeters, E. H. Gregory, J. Gazzam, Louis Kempff, E. M. Senseney, Lewis Luedders, John W. Stein, Thomas A. Allen, T. M. Gifford, James A. St. John, John M. Donaghue, H. B. Bringhurst, of Litchfield, Ill., and Henry Talbott, of Waterloo, Ill. The club holds its regular monthly meeting on the first Tuesday of every month.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED. — Charles E. Freeman, 102 South High Street, Columbus, Ohio; F.W. Hequembourg, Box 1736, Bradford, Pa; Will H. Brooks, Potsdam, N. Y.; C. J. Fox, Jr., B. U., B. T. C., etc., East Temple Chambers, White Friars street, Fleet street, London, E. C., England; Arthur Wellington Clark, Lawrence, Mass.

MASSACHUSETTS BICYCLE CLUB. — Additional: Samuel T. Parker, 29 South Market street, Boston. Mass.

ROXBURY BI. CLUB. — Additional: W. H. M. Bellows, 545 Washington street, Boston, Mass.; J. E. Savell, 13 Walnut avenue, Boston, Mass.

FORT EDWARD BI. CLUB. — New: W. J. Taylor, C. W. Boutell, W. B. Millman, A. R. Wing, J. M. Barber, secretary, — all of Fort Edward, N. Y.

MONTREAL BI. CLUB. — Additional: George S. Plow, with F. Stephen & Co.; C. A. Lawford, with Bank of Montreal; Allan Arthur, with William Evans, seedsman; H. L. Putnam, with Hugh McLennan, — all of Montreal.

DETROIT BI. CLUB. — Additional: Charles D. Standish, Detroit, Mich.

ARLINGTON BI. CLUB. — Eben Fish, Harvey H. Pratt, Alfred R. Pratt, Walter E. Turfant, Carlos P. Faunce, secretary, — all of Arlington, Mass.

DIRECTORS. — Mr. Richard Garvey, 417 Chestnut street, St Louis, Mo., has been appointed director for Missouri, as colleague of Mr. F. M. Gifford, of Edina.

RACES

Coming Events.

24, 26 September, Philadelphia, Pa., Bellevue Station, Gormley and Dawson's "Pastime Park" sports. Bicycle races. Prizes valued at $250. Amateur two-mile bicycle steeple-chase, over sixteen obstacles, which are inclined planes twelve feet square and two feet high in the centre; three prizes, gold bicycle emblem and two gold medals. One-mile bicycle flat race; three gold medal prizes. Entrance fee, $1.00; close 19 September. Address, Frank Gormley, 1035 Locust street, Philadelphia, Pa.

29 September. Dayton, O., bicycle tournament and races. $200 in prizes, mile heats, best two in three. Southern Ohio Fair Association.

21 September. Annual race meeting of the Montreal Bicycle Club, to be held on the Montreal Lacrosse Grounds. The following events will be open to amateurs according to L. A. W. definition: One-mile championship of Canada, best two in three; prizes, $50 and $25 in value. Two-mile championship of Canada (straight away); prize values, $50 and $25. Two prizes, valued $10 and $20, for best exhibitions of fancy riding. Entries with full name, — club, if attached, colors, and when possible, size and make of wheel, with fifty cents for each event, should be sent to Horace S. Tibbs, Hon. Sec., P. O. Box 1733, soon as possible, and not later than 14 September.

14 September. Buffalo Bicycle Club Meet. Three club and three open races.

9 September. Northern Ohio Fair Association. Bicycle races: Mile championship of Ohio, best two in three. Entries free and open to amateurs only. The prizes will be gold and silver medals, value $75, given by the Northern Ohio Fair Association, and the race will be under the auspices of the local club. Entries must be sent to Alfred Ely, Jr., Sec. Cleveland Bicycle Club, on or before Saturday, 3 September, 1881.

13 September. Hingham (Mass.) Agricultural Fair. Bicycle races at 3 P. M.

10 September. North Attleboro', Mass. The First Annual Meet and Races of the Columbia Bicycle Club will be held Saturday, 10 September, 1881.

7 September. Baltimore County Agricultural Society's Annual Fair, at Timonium, Md., Northern Central Railway. Bicycle races.

6 September. Worcester, New England Fair, bicycle races.

5 October. Brockton, Brockton Bicycle Club races.

20 September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade, and tournament.

1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society, bicycle races.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. To secretary of games, P. O. Box 3101, New York City.

15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games), 24 September, at 10 A. M. and 1.10 P. M. Fee $2, to Secretary National Association of Amateur Athletics, P. O. Box 3478, New York.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

30 and 31 August and 1 September, Morris County Agricultural Society, Morristown, N. J. Amateur bicycle races.

7 September. Bicycle races at the Aquidneck Agricultural Society's Fair (if stormy, the following day), beginning at 2 P. M.

JOHN KEEN won the mile professional bicycle race for the championship, a gold chronograph worth $150, and $100, at Wolverhampton, England, 3 August.

KEEN AND DE CIVRY. — The *Revue des Sports* says of the ten-mile race at Wolverhampton, which took place about a week after the twenty-mile race at Crystal Palace, described in our last issue: —

"A second victory has been won by our champion, F. de Civry, in a race with J. Keen, on Tuesday, 8th inst., at Wolverhampton, thus substantiating our confidence in him, and confirming our estimates of the first race with the redoubtable English champion, who, until now, has not been beaten in nine years in any race of from ten to twenty miles. This time it was ten miles only that our compatriot had to run. Notwithstanding the fact that he did not desire it, his competitor insisted upon his taking thirty seconds' start. As at Crystal Palace, the weather was frightful. At seven o'clock, the time for the race, the rain fell in torrents, but notwithstanding that, a thousand people were in position on the grand stand. The track, which only measures about 320 metres (five laps to the mile), was very heavy and full of water. During his first mile, which he made in 3m. 6s., De Civry lost some 40 yards of the 275 that he made in his thirty seconds' start; but at the close of the second mile (6m. 18s.) he had regained the lost ground and 15 yards more, which he increased to 30 at the end of the third mile (9m 25s.). After a formidable spurt of his adversary, Jack Keen was overtaken, making the Frenchman one lap ahead. Pretending, then, that his arm was lame, Keen threw up the race and declared himself beaten, and invited De Civry to dismount, which he did at the end of four miles, run in a beating rain in 12m 55s. These two successive victories of the French champion over such a competitor should place him without doubt at the head of the best English racers."

MARLBORO'. — The second club race of the Marlboro' Bicycle Club was held at Riverside Park, Hudson, on Monday, 22 August, distance, one mile. The following is the summary: Arthur Curtis first, in 3.31; George E. Frye, second, in 3.33½; John Sawin, third, in 3.35. F.

MARTHA'S VINEYARD. — At Cottage City 3,000 persons assembled about Ocean Park, Friday afternoon, 19 August, to witness the second day's racing in the series for the *Herald* and citizens' prizes. The whole course around Ocean Park and the cottage fronts along Ocean avenue were thronged with spectators. The entries for the race were: H. E Lombard Cambridgeport: Abbot Lawrence, Lowell: George E. Whittaker, Hudson; S. T. Kaulback, Malden; H. S. Owen, Washington. Whittaker won the three successive heats, being pushed by Kaulback in the first two. Kaulback came in a good second. The time for the two miles was 7m. 41½s., 8m. 14½s., and 7m 51s. Considering the course, this is very good running. The final race in the series was run on Friday of last week. The entries were Kaulback, Whittaker, Chas. M. Stowe, Hudson, Harry Percival, Boston; Joseph Patry, Hudson; and E. M. Bent, Cochituate. In the first heat Kaulback and Bent had it most of the way, closely followed by Patry on the last lap, with the others trailing behind. Bent won in 7m. 40s., thus lowering the record. In the second Bent crossed the line the winner of the heat in 7m. 35s. In the third heat, the racing was all done by Bent, Kaulback, and Patry, Whittaker contenting himself with one lap, and then retiring. As between Bent and Kaulback, the run was a pretty one, but Bent was first at the finish, as usual; time, 7m. 42s. The judges then decided to have the tie between Bent and Whittaker run off within half an hour; but subsequently decided, as Bent was very much fatigued and somewhat ill from the hard riding in the afternoon, to call the race at nine o'clock next morning. Whittaker protested, and went over the course alone. Next morning Bent ran the course in 7m. 47s., being accompanied by Kaulback, and to him the judges awarded the first prize; second to Whittaker.

CHATHAM, N. Y. — At the Fair Ground, 25 August, the programme opened with a match, in which Miss Elsa Von Blumen was to ride a mile in less time than "Dan," a sorrel trotter from Albany, could cover one and one half miles. Miss Von Blumen appeared in a neat and appriate costume, and rode a 48-inch wheel over the track, which was in an execrable condition. In the first heat, horse and bicycle got the word on the first attempt. The horse, of course, led off round the turn, and widened the distance to the quarter pole, where it led about one hundred and fifty yards. The horse scored the half-mile in 1.20, the mile in 2.59, and one and one half miles in 4 43. Miss Von Blumen's score was: half-mile, 2.02; mile, 4 10, giving her the first heat. In the second heat the horse covered the one and one half miles in 4 32. Miss Van Blumen made her mile in 4.22, and won the heat and race. The principal contest of the occasion, and the one that elicited the most interest, was the race between George E. Patton and Walter J. Beebe, of Chatham. Patton was to ride a bicycle ten miles, while Beebe ran six miles, for a purse of $40. Beebe made a brave effort to accomplish this feat of speed, but was finally beaten by over half a mile, in 47 21. Beebe's time, as recorded

for each of his five completed miles, was respectively as follows: 6.43, 9.15, 9.00, 9.09 9.00. The last mile was not completed. Patton's time by miles was as follows: 4 18, 4.35, 4.25, 5 10, 4.56, 5 27, 4 48, 5.12, 4.07, 4.23.

ÆOLUS (WORCESTER, MASS.) CLUB. — The second contest for the badge and colors took place on the Driving Park, on Thursday, 25. The half-mile race was won by Speirs in 1.46, with Brown second, in 1.56. Higgens had the misfortune to get thrown from his machine at the quarter pole by striking a bad place in the track, which was to be regretted, as the three leaders were in a position for an interesting finish. The two-mile race was won by Higgens in 7.39, with no one near him during the time. Spiers did not start. For the fancy riding, Higgens, Spiers, and Brown entered. Spiers and Higgens scored 293 points each, and will therefore keep the badge and colors that they won in July till the September Meet....We have inaugurated a morning drill at 5.30; and out of nineteen members, we turned out on Wednesday last, nine men, and Saturday, eleven men.....We are anticipating a large gathering at the New England Fair races. The Fair officials desire to do all that is possible to make a perfect track and both clubs will do all they can for the comfort and pleasure of their guests. ÆOLUS.

AT the Caledonian Club (Boston) games at Arlington, Mass., Thursday, there was an amateur three-mile bicycle race for gold medals, — three prizes, — but there were only two entries, Messrs. Harry Percival, of Boston, and S. T. Kaulback, of Malden; and these gentlemen competed. but the track was not good and the speed was not sufficient to aw ken much interest. nor was the time recorded. A number of headers were taken by both gentlemen, but without serious accident to either except a slight wrist sprain to Percival. Kaulback took first prize and Percival second. The former rode a 54-inch machine, and the latter a 50-inch machine. There was a so a professional race, one mile, for the third medal, competed for by John W. Wilson, Luther W. Porter, and James E. Edwards, all of Boston. Porter took the lead, followed by Edwards, but Wilson passed both on the second lap (the track was eight circuits to the mile), and kept the position to the end; Porter second.

DAYTON, O. — The Dayton Bicycle Club has determined on holding a tournament, in which all the clubs of the State will be invited to participate. The have arranged with the Southern Ohio Fair Association, and the race has been set for Thursday, 29 September, at one o'clock in the afternoon. The association offers a premium of $100 in gold, $50 for the one who makes the best time, $25 for the second best, $15 for the third, and $10 for the fourth. The race will be one-mile heats and the best two in three. The club will issue their invitations to all the wheelmen in the State, and the novelty, as well as the interest in bicycles, will probably draw a large attendance.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

A SAN FRANCISCO correspondent asks concerning tricycling by ladies in this section, and would like to learn from personal experience about the utility of the three-wheeler.

WE are continually receiving requests for individual and disinterested experience of the merits and demerits of the "American Star" bicycle, from such as have "tried it on." We published two accounts last week, and our columns are open for more. We have understood there is one in the Crescent Club of Boston; if so, will the rider please rise and explain?

Editor Bicycling World: — "Pedal Pusher" will find that the League uniform is as reasonable in price and as serviceable for wear as anything he can obtain. In regard to color, a dark gray is preferable to black or brown, on account of not showing the dust. The lantern holder made by Jackson & Frisbie, of New Haven, is probably the best device yet introduced for carrying a lamp, although a lamp is not desirable for a long tour over rough country, owing to the fact that the best riders can rarely escape without a header, and few care to ride at night after a day's journey. AN OLD TOURIST.

Editor Bicycling World: — In answer to "Pedal Pusher's" inquiry, I would récommend the following costume for general touring: Pants, of a grayish color, and of any material but corduroy; gray shirt and blue stockings; also, don't forget to take (when on a long tour) a small waterproof cape to *protect the contents of your pockets*. (I know this from bitter experience.) For a hat, I would use a straw one, with a moderate-sized brim, to be turned down all around in hot weather; canvas shoes, as they do not tire the feet as others do. This is not a very *picturesque* costume, but it possesses the merit of being *comfortable*. METEOR.

BOSTON, 26 August, 1881.

LIGHT WEIGHT RECORDS. — In the last issue of the WORLD appears the riding record of a heavy wheelman, who has covered 1,600 miles since 1 April. As an offset to this, I give the record of a light-weight Jerseyman, who practically commenced his year's riding on 1 May. Mr. J. Warren Smith, E. B. C., Consul L. A. W., has ridden 2,100 miles from 1 May to 1 September, mostly over the smooth macadams of Orange; riding in May 400, June 500, July 600, and August 600 miles. Mr. Smith weighs 120 lbs., and has ridden, exclusively, a 52-inch Harvard Roadster, with cradle spring, rubber handles, and an Excelsior cyclometer; which combination was probably rather heavy for a man of his weight. His wheel cost 35 cents for repairs during the four months. .... Captain Johnson, of the Essex, has ridden since 1 March, 2,100 miles on road, his longest day's run being on August 27, 100¾ miles in 10h. 10m. His weight is 150 lbs.; machine, a 56-inch Harvard Roadster, weighing, with everything attached except rider and lamp, 52 lbs. There have been no repairs, the machine never having been down. NOAH ARK

YALE LIGHT ROADSTER. — Will some rider of this machine please give his experience with it upon ordinary and rough roads? The points about which information is especially desired are: 1. Is the wheel as rigid and strong as an ordinary one of heavier build? Has it ever buckled or become untrue. 2. Is the curved handle bar an additional comfort? How do the front bearings wear? 3. What effect do sharp stones have upon the D. S. B. rim? Does the tire loosen in road riding? Any information will be grateful to IXION.

CORRESPONDENCE

Montreal.

Editor Bicycling World: — What has come over our "Club Dawg"? I am afraid something must have disagreed with his canine stomach, or else much running hath made him mad. The idea of saying that I, "K. K.," and the "bugler" are one and the same person! Why, Mr. Editor, I would not know what end of the bugle to put to my mouth should I try to blow. We had a very pleasant trip last Saturday (13th); and now methinks I see sundry of our wiseacres loosening their collars, settling their spectacles, and exclaiming, "Oh, yes; it is very easy to tell who wrote that piece": but even at the great risk of being taken for another fellow, I will go on and tell you of the jolly time put in last Saturday and Sunday by the Montreal Bicycle Club. We left the city Saturday afternoon about 3 P. M. and started for Sault au Recollet, with a stiff gale in our teeth the whole distance. We had five riders with us who were experiencing the delights of their first road ride, in this case their pleasures being augmented considerably by the high wind. After sundry adventures, we arrived at the half-way house, about five miles out, where, after refreshing our inner man, the "tyros" compared their wounds and bruises, which seemed to afford them great satisfaction. They all seemed to be fitted with "boil bearings" to both seats, but it must be confessed they bore their pains with heroic fortitude. On the way out, A. A. was seen to be engaged several times in a friendly contest with his machine as to which could stand on their heads the oftenest within a given distance. The judges gave the prefere ce to the machine, on the ground that A. A. invariably was stretched out on the ground, while his "5" stood erect with the little wheel waving triumphantly in the air. Well, time passed on until the hour arrived for the "greenies" (I had better take the opportunity of calling them that now, for in a week or so they will be quite old riders) to return; which they did, with the w nd, which still kept up, in their rear, while the gallant few again resumed their weary struggle with rude old Boreas. Sault au Recollet was at last reached all safe and sound with the exception of the bugler, who came a pretty "crumpler"; cause, three ruts one after the other. When he got up, the handle of his "54" was bent like a "Yale," only more so. However, a smithy on the roadside soon put it to rights again. After a few minutes' stoppage at Sault au Recollet, away we wheeled for St. Vincent de Paul, and certainly the road for about six miles was a sufficient recompense for the tough time experienced in getting that far. Imagine a road running straight away for nearly three miles on the footpath alongside the fence, about three feet wide, as smooth as the palm of my hand, and entirely guiltless of stones, large or small. Then add to that the very fine gardens — one in particular, attached to a convent — that we passed, and I think you would agree with me in saying it was worth while undergoing a great deal of toil to enjoy such a pleasant ride. We soon reached the ferry, — a primitive old arrangement, consisting of a flat-bottomed scow large enough to take on a large hay wagon and a team of horses, yet easily navigated by two small boys, who were superintended in their labors by an old one-armed Frenchman, who smilingly demanded "*Dix sous, Monsieur, sil vous plait.*" We crossed safely, and after surmounting a very tall hill, fo nd ourselves on the outskirts of the village of St. Vincent de Paul, and in ten minutes more we were all busily engaged in washing off (and down) the effects of our run at mine host Bertrand's. Here we intended to stop for the night, and after having supper we strolled through the village, the "observed of all observers." After sauntering around for a while, and viewing the outside of a large penitentiary that is in the village, we returned to the hotel, where our captain's musical abilities, assisted largely by the "Growler" and "'Arry," enabled us to pass a very pleasant two hours. Our "bugler" volunteered a solo on his bugle, but it was thankfully declined. Shortly after we retired, a party "from the country" came in and ascended to the parlor, and opening the piano, began a song which was shouted at the extreme top of a by-no-means despicable pair of lungs. After enduring this as long as possible, our "Growler" got up, and with murder in his eye-(glass) and a three-legged stool in his fist, stole quietly along the corridor to murder the "musicianer." Appalled by the ghastly apparition, the "musicianer" fled, and the "Growler" returned triumphant, and soon the whole house sank into a peaceful repose. broken only by the musical snores proceeding from "'Arry's" English nose. On wakening the next morning, the bugler thought he was in duty bound to waken the rest of the club, which he did in a most heartless and fiendish manner. After breakfast we got outside, and our spirits sank when we saw cloud after cloud arising, and finally a fine, drizzling rain came down, with every promise of a wet day; but about noon the sun came out as if he had only been playing a little joke on us, and had been laughing in his sleeve at us all the morning. At 1 P. M. we started for Terrebonne, six miles, which we reached at about 2.30 P. M., having spent a lot of time on the road in various occupations. We had dinner, and afterwards we strolled out to see the pl ce. It is a very pretty place in summer, and well worthy of a visit. One residence in particular, that of the Lady of the Seignory, would compare very favorably with that of anything we have in town, situated as it is on the brow of a small hill, with a beautiful and well-kept lawn stretching out before it, down to as pretty a little river as one would wish to see. On leaving the village, we were escorted part of the way back by a numerous deputation of the Terrebonne Tricycle Club. We left Terrebonne about 4.30 P. M., and reached Sault au Recollet at 5.45, having made the thirteen miles or so in 1h. 15m., including stoppa es. While we were at dinner at Terrebonne our "Frenchman" came out strong. The pretty girls who waited on our table asked us, "*Cochon de lait, Monsieur, ou Roas Bif Rouge?*" We did n't know what "*Cochon de lait*" meant; but not to show our ignorance, were going to ask for "*Roas Bif Rouge*," when our Frenchman explained that "*Cochon de lait*" meant "*sucking pig*," and then wanted to know if he was not just exactly the proper person to talk French. Of course we all admitted his claim, and "'Arry" said, "Oh, yes: you are quite too utterly too too." By the way, that same "'Arry" is a "most intense young man." With the exception of a great rivalry between the 'Growler" and the "bugler" as to who should first get into the good graces of the "maiding fair" who waited on our table at Sault au Recollet, and who waxed so boisterous that our captain had to tell them to "haud yere tongues, ye blathering skytes," nothing of any great importance occurred, and 5.30 A. M. next morning found us on our way home; and although we did not do anything very great in the way of mileage, yet the amount of solid enjoyment we managed to cram into the short time we were away was simply immense. K. K.

MONTREAL, 12 August, 1881.

Chicago Notes.

Editor Bicycling World: — Messrs. Dean and Runnion concluded to take a wheel trip to Joliet last Sunday, — forty miles. The road was t o dusty for them, however, and when they reached Lemont they concluded it was far enough, and turned back. The highway was broad enough for any ordinary people; but a Texas steer happened to have the right of way, as he thought, and took offence at the bicycle. This is what we call bull-headed reasoning. and why some park commissioners are likened unto the bovine. Mr. Dean happened to be ahead, and Mr. Bull made a dash at him, locking his horns in the spokes, and tossing machine and rider over his back. Mr. Dean landed on the creature's back pretty much the same as a pair of saddle-bags would, and had a free ride for a moment until he fell off. Mr. Runnion immediately secured a resrved seat in the peanut gallery of a neighboring fence, and safely viewed the fracas. Strange to say, the only damage done was a spoke slightly bent, not even the paint of Mr. Dean's machine being scratched. ... For the first time in the history of the Chicago Bicycle Club, we failed to have a quorum at our last business meeting. Cause, e.erybody out of town.....We are revising our by-laws. At present they are too cumbersome and weighty, and it is suspected that the awful penalties and things contained therein scare off a good many would-be members. If secretaries of other clubs will kindly send us a copy of their rules, the courtesy will be appreciated. Of all the club regulations we have seen thus far, those of the Massachusetts Club are the most concise, and are gotten up in very neat form. We shall probably imitate their style somewhat, unless they have it copyrighted! ...A most fearful and wonderful machine has appeared at Mr. Fairfield's repair room, in the shape of a French bicycle, bearing the simple name of "*L'Noiset Brevite, Bruxelles.*" The wheel consisis of one hundred fine piano-wire spokes running into nipples at the hub, two spokes to each nipple; making a most beautiful wheel, but bad to true up.....The new Premier elliptic spring, as used by President McClure, is pronounced by him a success It is the easiest thing we have ever seen in the way of patent springs: but after all, there is nothing like the plain spring as used on the "Columbia" or "Harvard," provided it is made to weight. But the majority of people buy a machine with springs calculated to carry an elephant, and then find fault with the principle because they do not carry a light weight easily. The worst feature of the plain tail spring is the rattling in the loop or slide. The socket slide has proved very agreeable in our experience, and gives no trouble, except perhaps the oozing out of oil used in lubricating.... A "Howe" bicycle has just put in its appearance here as a candidate for favor. It is understood to be a favorite with the Montreal Bicycle Club, and on that ground Mr. Fairfield bought one to try its merits. It has direct spokes locknutted in gun-metal holes, Stanley head, adjustable step like the "Centaur" (which, by the way, is the most preferable way of adjustment), and double-ball bearings, brazed to the hollow fork. This latter feature is a good one. On the whole, while possessing some good points, it is an ordinary machine, not to be compared to the "D. H. F. Premier," or "Harvard." We used to have great fear of gun-metal hubs and direct spokes, but so far they have proven to be much less trouble than the nippled. They look better, are easier cleaned, make a more rigid wheel, are probably less liable to allow the wheel to buckle, and altogether are more desirable. Such has been our experience, and nearly every machine in Chicago, so far as we have seen, are now direct spoked.....We are anxiously awaiting the decision of the Central Park Commissioners in that test case. It seems to go along slowly, but we trust surely for the interest of the defendants. ... Mr. I. W. Johnson departed for England a week ago, to be gone a year ....Mr. Cragin, of the Boston Bicycle Club, who has been one of us for a month, has gone to Warsaw, Ill., to reside.....Secretary Ayers is back from the Black Hills, and reports the wheeling of Minnesota and Dakota perfect. The natural roads of that region, untouched save by the itinerant wheel of the prairie schooner and freight wagon, are smooth, hard, and without dust. They resemble asphalt in appearance. The earth is of midnight blackness and roads, consisting of two smooth, level ruts, branch out over the prairies in every direction. There are frequent gradu.l rises of ground that could be easily ascended on the bicycle, but which would make a splendid coast down again, of three or four miles in length.....Mr. A. G. Beaumont, ex-sec-

retary *pro tem.* of the Milwaukee Club, spent a few days with us preparatory to departure for Denver, Col., where he proposes to hail from in future. .. Mr. R. L. Taylor has sold his "Stanley," and bought a "D. H. F."; says the "Stanley" goes easier, but the "D. H. F.' is more rigid and steady. STENO.

Cleveland.

Editor Bicycling World: — The State Meet at Columbus and race for one-mile championship of Ohio, to take place here 9 September, are at present the topics of conversation among local wheelmen, it reaching its culmination on Friday, 19 August, when the club decided to wheel out to the track and see what could be done. We don't feel any better, and in fact are fast recovering, as mile heats in 5.52, 5.12, 4.20, and 4.22, and quarters in 1.01, .59¼, and .55½, about took the wind out of our sails, and we returned wiser and sadder. While at the track, things were made a great deal livelier than the time made would indicate, by jockeys, rubbers, and hangers-on in general setting a ferocious bulldog upon the riders. ...Our youthful unattached, after going out to the track and making a mile in 9m., is crazy to enter in a race..... One of our new club members, on a recent run, took nine headers, by a government gauge, and walked more than half way home.....Three brothers have been giving an exhibition with a bicycle on a tight wire, strung over Rocky River, for the last ten days. They use an ordinary bicycle with tire removed, to which at the hubs is attached a double trapeze, on which two do various blood-curdling feats, while the third on the machine propels them across the wire, a distance of about eight hundred feet..... A friend and myself had an elegant ride on Thursday, 12 August, from here to Elyria (30 miles). Starting from the city at 3 P. M., we rode out Detroit street to Rocky River (10 miles), over a very dusty road; time, 55m. After watching the athletes on tight wire, mentioned above, and refreshing the inner man, we proceeded on our journey, and almost immediately struck sand for about a quarter of a mile, after which we found very good riding to Elyria (for this section), excepting about a half mile more of sand between West Dover and Ridgeville. Few incidents worthy of note occurred during the trip, except being caught by a little shower just as we had dismounted to go under a tree, and when an excited woman exclaimed, "Sarah, look at them tight-rope walkers" Arriving in Elyria at 7.15 P. M, we proceeded to the Beebe House, where we, in about one minute, filled the hotel office with an excited crowd, the majority of whom had never seen a modern bicycle before. While "washing up," a tall man, with full beard, stepped up to me and said, "Member of the press; what time did you leave Cleveland?" I was scared, but by a hard effort I calmed myself sufficiently to say "three o'clock," and at his mysteriously disappearing a minute afterwards was about used up. After eating supper, we sailed out in full uniform, and after making a call, finally took a late train for home ....The subject of club headquarters is being agitated at present, with a prospect of having them some time this fall.....The uniform of the club at present consists of knee-breeches and short coat, buttoning to the neck, with a cadet collar, — material, white flannel, — dark-blue stockings, and helmet hat of the Massachusetts Club pattern. This makes a very pretty uniform, thought quite startling at night, and has been much admired since worn.....There is a rider here who has caused some little notoriety by his solitary habits, and the queer manner in which he rides his machine, and many funny things are told about him. He is said to ride with his instep on the pedal instead of the ball of his foot; and I saw him one evening riding up Euclid avenue in a terrible rain, clad with a rubber coat, while the cobble-stones were covered with an inch or more of water and mud. On another occasion, a club member, in riding past him, courteously touched his hat, while he looked on in blank amazement with mouth open. ....We had the pleasure of a call from Mr. Herbert N. Kitchell, of the Cincinnati Club, and brother of Director Kitchell, who, with Capt. Reed, of the Cincinnati Club, had just wheeled from Cincinnati to Sandusky in five days.

CLEVELAND, O., 21 August, 1881. RELCYCIB.

Scranton, Pa.

Editor Bicycling World: — Since my last letter, interest in 'cycling in this city has advanced somewhat by the arrival of several new machines, among others a light "Harvard roadster," of which your corespondent is the happy possessor; several other "Harvards" have been received by various members in our club. Our captain, Mr. A. J. Kolp, who has been spending his vacation in Lancaster County, this State, returned last week. I make a few extracts from his log-book, which will be of interest to readers of the WORLD: "20 July. Left Scranton for Harrisburg by rail, arriving at 3 P. M.; remaining over night with friends, I left at 11.35 with my wheel for Marietta, distance twenty-five miles. Rode one half mile on towpath and one half mile on turnpike to Baldwin (three miles), arriving at 12 M. Preferring towpath to road, I left at 12.15 P. M.; arrived at Middletown (nine miles) at 1.45. Experienced great trouble from tree branches overhanging path; although protecting one from the sun, it prevents making good time, knocking off one's cap, and in fact, riding the rider sometimes. I experienced one such mishap when, after dodging a small limb, I struck a large one, which swept me from the saddle. Grappling it with my hands, I found it would not bear my weight, and I fell to the ground, landing on my back. I left Middletown by towpath at 3.15. The limbs causing so much trouble, after riding five miles I tried the road again, which proved so hilly, my brake being also broken and useless, I gave it up, taking the train to Marietta. Left here for Mountjoy by turnpike at 6.25 P. M.; found it excellent wheeling, the road being limestone pike. Made the distance (nearly seven miles) in forty minutes, without a dismount. This being so fine a run, I made the trip several times during my stay at Marietta, where I spent most of my time. I can recommend this road to 'cyclers who may visit this part of the State." ...The proposed excursion from Honesdale to Port Jervis and Milford will occur about 15 September; the run from Honesdale to Port Jervis (fifty miles) will be made by towpath. It is expected from twenty-five to thirty wheelmen will make this trip, and that we will be joined at Port Jervis by others. The roads in this locality to Milford, Bushkill, and Delaware Water Gap are the finest. In my next I will give the programme of the trip complete, in order that clubs can make their arrangements to join us. ...Our club received their cards from Secretary Putnam last week, so we are now full-fledged L. A. W.'s. ...Mr. Frank Hinman, of the New Haven (Conn.) Bicycle Club, was in town last week. During his stay he showed us some fancy riding, and gave us points of interest in the art. Mr. Hinman is a gentlemanly bicycler and we are always glad to meet such.....The Honesdale Club, while taking a turn in the park one evening last week, were agreeably surprised at the appearance of a member of the Essex Club of Orange, N. J., mounted on a 58-inch machine, having made the run from Port Jervis (fifty miles) by towpath, in eight hours. ....The Lackawanna Agricultural Fair, 26, 27, and 28 September, promises to be a success. During the fair there will be two races for amateurs. F. C. H.

SCRANTON, PA., 27 August, 1881.

Milwaukee.

Editor Bicycling World: — For some time past, up to the present writing, wheeling notes among clubmen have been scarce; but this unnatural dulness is only the usual concomitant of the "summer" vacations which usually occur at this season of the year among the wheelmen who form the Milwaukee Bicycle Club, and on account of the absence of many prominent club members from the city, the Friday evening drills and runs have been discontinued until 9 September, when we hope to see the usual large attendance at all the meetings thereafter. Last Wednesday evening twenty "green and grays" wheeled over the drives in Schlitz Park, and by special invitation of the manager, they marched into the spacious hall and took seats reserved for their benefit, and listened for two hours to Clauder's delicious music, and partook of the sparkling b——. "Did you say beer?" During the intermission the audience were convulsed with laughter by the freaks of Oscar and the director, who are occasionally let loose upon a long-suffering people. The director specially distinguished himself by kicking six full beer glasses, held by a jovial German waiter above his head, into a thousand fragments, whereupon said waiter demanded a "knowoter" to satisfy the damages to glasses and self. During the concert, Sub-Captain Reed's S. H. F. and Meinecke's D. H. F. Premiers, full nickel, were stacked before the admiring gaze of the audience. Our honorable secretary, A. C. Jones, has received letters from the managers of the Jefferson and Janesville fairs, who extend to us an invitation to attend their fairs on 17 and 18 September, and at the same time pay all our expenses. The boys are considering this liberal offer; and up to the present time, Messrs. Reed, Rogers, Hathaway, Richardson, Messer, and Pierce have consented to go. 'T is reported that Doc. and Butler have trick riding to perfection, and have occasional exhibitions before the college. The numerous friends of Allen J. Beaumont regret exceedingly his removal to Colorado, and every one feels deeply the loss of an enthusiastic and elegant wheelman and a jovial companion. Messrs. Harry Weller and Ed. Chapman, third luff., have returned from an extended tour through Montana, Dakota, and Minnesota. Mr. Meinecke has received his full-nickelled 53-inch D. H. F. Premier, and feels deservedly proud of his beautiful wheel. We all hope Butler will color the "putty" handles when he arrives at his new home, that they will not be so distinctly apparent at evening calls. 'CYCLUM.

MILWAUKEE, 23 August.

Dastardly Assault.

Editor Bicycling World: — Mr. E. A. Durrell, a member of the Portland Bicycle Club, was riding a few days ago on Sunday, in the vicinity of Old Orchard Beach, Me., when he was maliciously run into, his machine run over, and himself barely escaping serious injury. It happened thus: He was riding slowly down a hill (using a brake), on his own side of the road, when he was met by a man and woman in a wagon, who when first seen were on *their* own side of the road; but when the man caught sight of the bicycle he deliberately crossed the road at a point where a deep gutter made it impossible for the wheelman to avoid him. The bicyler spoke to the man, asking him to give him room; and finding him intent on wrecking him, drew his handkerchief and tried to make the horse sheer out; but the animal was too old or blind to mind it, so the thill of the wagon struck the fork, the wheelman was thrown on his head and shoulders, and bruised badly, and the bicycle was run over and rendered unridable. The indignant expostulations of the wheelman were answered with laughter, jeers, and abuse. This seems a very aggravated case. The wheelman is a careful rider and a gentlemanly and inoffensive young man. He could not ascertain the man's name at the time, and having recovered from his bruises and had his bicycle patched up, he has not taken any steps to bring the miscreant to justice; but our club are quite excited and indignant over the matter, and are not willing to have the matter drop without teaching these wretches of horse drivers that wheelmen have *some* rights and mean to maintain them, and to that end they will ascertain the identity of the man, and summoning witnesses, who were fortunately at hand at the time, they will proceed against him in a court of justice. I will notify you of the progress of the case. C. H. LAMSON,

Director L. A. W., Maine.

PORTLAND, 26 August, 1881.

Too Bad.

Editor Bicycling World: — The experience of H. J. Metcalf, of the Framingham Bicycle Club, will probably convince him that it will pay to carry a lantern in the future, and is a lesson for others. As he was riding in the dark over a private way leading from the camp meeting at Lakeview, Thursday night, he turned out for some one on foot, and got his wheel between the horse and front wheel of a team. Fortunately Mr. Metcalf was not hurt, but the horse got his heels into the wheel and kicked the machine all to pieces, so that Mr. Metcalf only picked up the backbone, fork, and tire of large wheel, and left the rest. ***

MR. T. T. GILMER, from whom we shall be glad to hear at any time, writes, under date of 26 August, from Charlotte, N. C., of bicycling in his section: "Being a subscriber, and not seeing any correspondence from this State, I take the liberty to write and let you know the wheel is appreciated in this section. Bicycling is scarcely six months old here, yet we have eighteen or twenty riders, and will organize a club in the fall. The WORLD is read with interest by all, and I hope to send you several subscribers ere long. One of our veteran riders, W. E. Shaw, had a bad fall recently, which will incapacitate him for riding until many weeks."

OUR Nashua (N. H.) correspondent, "Nashoonon," says that wheelmen in that place look for the weekly arrival of the BICYCLING WORLD with much interest, and he extends his hearty wishes for our prosperity, for which which we gratefully thank him. He adds: "The bicyclers of Nashua will give a public exhibition of trick and fancy riding, 17 September, at which time Master Georgie Gerard, of Portsmouth, who has been riding a 'Mustang' for only the past two months, under the personal supervision of Director Hazlett, will be the main feature. He is also expected to be at Worcester the 6th. He is the most plucky boy we have seen, and his manner of handling the bicycle is wonderful. Director Hazlett and Consul Davis will accompany him, and assist at our first and miniature 'Meet,' on which occasion the time will be consummated, and we shall expect the birth of a vigorous boy, who will be christened 'The Nashua Wheel Club'; and we trust to see it speedily develop into rugged manhood."

MISHAP TO BICYCLE RIDERS. — Yesterday afternoon Martin Rudy, Jacob Shirk, and Thad. S. Herr started to ride to the Volksfest on their bicycles. They made fine progress through the streets of the city, proceeding in the order named, and attracting considerable attention by their graceful and skilful riding. Arrived at the park, on entering the grounds Mr. Rudy, observing the steep decline, slackened speed, while Mr. Shirk, who was directly in the rear, kept on and went ahead. Rudy, seeing this confidence in his companion, fell in behind at a rapid pace. Shirk glanced backward for an instant, which was an unfortunate thing for him to do, for it caused him to lose control of his bicycle, and over he went sprawling on the ground. Rudy, to avoid running over his friend, quickly turned out, not observing a deep gully alongside, when over went his machine, and he, too, plunged head foremost, burying his face completely in the thick red dust. Herr managed to dismount from his bicycle unhurt. Rudy's and Shirk's bicycles were somewhat damaged, but the injuries to the riders consisted of a few trifling bruises and scratches. The mishap being observed by a number of the picnickers, they were liberal in their expressions of sympathy, and gave the unfortunates a most cordial welcome. This hill falls at an angle of about forty-five degrees. — *Lancaster (Pa.) Intelligencer, 24 August.*

BOOKS AND PAGES.

SCRIBNER'S AND ST. NICHOLAS for September are at hand, and filled, as usual, each with good things of its peculiar kind. In the former, the illustrations are generally exceptionally fine, scarcely if at all behind the August (midsummer) number, and the articles are as varied in character as one can desire, no less than interesting in matter. The young people must be delighted with *St. Nicholas*, for it is seldom that even this charming juvenile is more richly stocked with entertaining and instructive reading, or so elegantly and tastefully embellished.

THE RUSSELL PUBLISHING COMPANY of Boston ought to and no doubt does feel proud of its charming little monthly, *Our Little Ones*, for very youngest children out of swaddling clothes. Our limited space forbids a detailed list of its numerous contents; and so we will only say that while they are all exceedingly nice, both in text and illustrations for the "little ones," the story and pictures of "Three Little Sailors" pleased us most, and is alone worth three times the price

of the September number which contains it.

THE "INDISPENSABLE."—Henry Sturmey's *really* indispensable bicyclists'hand book for 1881 contains all that is of any value in the previous issue, and much more of new and valuable mention and description added. Among others, he devotes considerable space to "peculiar bicycles'" — the "American Star," the "Hall," the "Sun and Planet," "Little Shielty," and the "Devon Safety." The author, in his preface, says: "In issuing this, the fourth annual edition of the 'Indispensable,' I have found it necessary to eliminate from its columns a large number of obsolete parts of the bicycle, — a list of which is appended at the end, — in order to make room for the novelties introduced for the present season. This really makes the 'Indispensable' more than ever a record of the bicycles of the present day, as the reader is not fogged over a multitude of parts which are now never made, and but rarely used." See advertisement in another column.

Telzah's "Star."

"WHICH do you like the better?" and "Will it supersede the crank bicycle?" are the questions I 'm hourly asked while riding my American "Star," and I invariably decline to express an opinion; as a comparison between a machine which has carried me with safety and satisfaction over 6,000 miles, and one which I have tried but a short time, might be unfair and prejudiced. I shall now only give my first day's experience in learning to ride, and note the differences between the old and new as they appear to a novice. I labored under the disadvantage of not having a teacher, and found that I not only had to learn to ride and mount, but also to find out and teach my assistant the best way to hold the "Vice Versa." I selected him a week previous from a number of club applicants who were just itching to see the captain taste the dust in his struggles with his latest hobby. He secured the position by claiming the advantage that in case I should fall on him, being the only married man in the club, he would receive more wifely sympathy and home-made Balm of Gilead than would any of the bachelor members.

Our attempt to run the wheel backwards from the yard was an utter and awkward failure, and one of which even experience does not wholly prevent repeated trials. Between us we wheeled it in a zigzag course to our famous "campgro nd," at an hour when we thought no club member would be around. Owing to the persistency with which the small wheel would ascend each time, an effort was made to mount. It was some time before I was in the saddle, but once mounted, with a sharp push from behind, a reminder to lean forward, and I was off alone, — not on the ground, but actually riding the "Star," and pumping away for dear life with ever-changing long strokes and short strokes, sometimes alternately and sometimes together. Everything was odd, and tended to revive my first struggles amid the iron posts at 87 Summer street. The little eleven-inch easy turning handles gave me a world of thought; and did I attempt to sit upright or pull up on the handles, the steering wheel would rise a number of inches. An irregular letter "s" course marked my progress down the street. I succeeded in turning and running up and down the level space several times. This emboldened me to attempt a sharp incline in the road, where, outrunning my assistant, I found myself aiming directly for a tree on the opposite side of a gutter. The handle of the powerful brake was then a trifle too low for my fingers, even had I been able to let up on my vise-like grip on the handles long enough to reach it. Then I back-pedalled, or thought I did; anyway, I held them down solidly, but all the time that tree was coming nearer at a ten-mile-an-hour gait. My assistant was frantically shouting in the distance, "Lean forward," but I voluntarily did what three years' experience had instilled; I moved back in the saddle, I even wanted to sit back on the spring, when up went the little wheel, buzzing around amid the lower branches of the tree, while I landed safely on my feet behind the big wheel. I thus learned the backward dismount. . . . Mounted again after one or two trials, I succeeded in running up a grade that the "greenies" don't get over the first week; but it took every pound of strength I had. as the inability at first to pull up on the handles is a decided drawback to an old bicycler. Before an hour passed I could dismount by the step, over the handles, or by the hub; I could also cross my feet over the steering rod and coast quite a hill. Then I wanted the whole club for an audience, for I had done it all without a fall, or what I feared the most, a "backer." I even proposed calling on the members on the "Star," but my assistant thought it would be better to learn the mount first. We had studied the instructions, and imagined how easy one could pull on the handles and swing to the seat. We tried it. I landed in the street and the spring landed on the calf of my leg, which was afterwards decorated its whole length with black and blue. Yet the success had been enough to invite the club to an evening exhibition. Numerous spectators assembled with them, and discussed the merits and demerits of the new animal. Some declared that the curved backbone of the old bicycle was more graceful than the straight, garden-syringe-looking steering rod, and remarked about the regular click of the ratchets and the rattle of the poorly attached brake. I showed them the useful quality of my 51 "Star" as a family machine by allowing members riding from 36 to 56 inch wheels to pedal it.

I went through my little performance successfully. A non-believer suggested that I show them the mount. My calf suggested a negative, but pluck said, "Try it." With a confident smile I mounted. The headway was insufficient, and the machine slowed down, while the little wheel whirled around back and forth in the air. I thought it time to dismount, but my assistant thought otherwise; consequently, my heel striking his arm, Mother Earth suddenly sprung up fifty-two inches and daubed my elbow and thigh with black, blue, and a shading of yellow to match the calf. Something must also have struck my head, for I saw half a million "American Stars" all my own; but somehow I did n't seem to appreciate that I was the largest bicycle owner in the world. However, declining all offers of Balm of Gilead and sympathy, I mounted and rode it home. That evening I could boast that I possessed the largest left arm and calf muscles in the club. I did not feel as happy and confident as I did when I invited the club to the show. The "Star" did not twinkle as brightly as in the morning.

At daybreak, Dame Nature having changed the swellings into dark colorings, I worked out the stiffness by an eight-mile spin on my old bicycle and a swim in the surf. With the assistance of the front fence, I mounted the "Star" and ran off several miles into the country. Where I went and how I returned, and whether the "Star" is for sale or to usurp the place of the "first love," I may relate another time. TELZAH.

PORTSMOUTH, N. H., 15 August, 1881.

MR. GEORGE R. CLARK has invented a rest for the back to be attached to the bicycle. Those who have tried it speak favorably in regard to it. It is doubtful if there will be much demand for such a thing, although it may afford rest on long journeys.

SEDALIA, MO., has a goodly number of bicyclers, the following gentlemen having their own machines and being expert riders: Messrs. Emmot King, Charley Taylor, W. H. Reynolds, Frank Richardson, and Fred. Houx. The following gentlemen are accomplished riders: Tom Fulley, Bert Pierce, Willie King, Leo Davis, Chas. Richardson, Robert Grey, Ed. Mason, and Jule Matthews.

THE British postmaster-general, Prof. Henry Fawcett, in his annual report, states that "in order to afford relief to letter carriers, and to expedite the delivery of letters," he has had tricycles introduced in many places. Since the government has thus recognized the utility of the machine as a rapid and practical motor, there can be little doubt of its general adoption in all branches of out-door occupation. The tricycle has also been successfully utilized in many of the police districts.

ON the occasion of the Eighteenth Annual Fair of the New England Agricultural Association, Tuesday, 6 September, members of the reception committee will be at the union station until 12.15 P. M., to escort visiting wheelmen about the city or to headquarters. Dinner will be served at 12.30 P. M., after which the company will parade in the park and witness the races. The committee extending the invitation wish to know by the 1st prox. the member intending to be present from each club. It being important that they know how many they are expected to entertain, members will please notify the secretary of their club by the 30th inst., if they intend being present.

THE horse is a ridiculously timid creature, as everybody knows, and the addition of one or two bicycles here and there won't make much difference after all, where there is so much else to frighten him. — *Boston Sunday Budget.*

DEALERS say the bicycle trade in this country is booming splendidly.

DIRECTORY

OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

Addresses inserted in this department, $5.00 per year.

CALIFORNIA.

SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.

HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 98 Crown Street.

ILLINOIS.

CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.

HELENA. W. E. Norris.

NEW HAMPSHIRE.

PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.

NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.

LIMA. Gale Sherman.

PENNSYLVANIA.

PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

WM. M. WRIGHT,

791 5th Avenue,

NEW YORK CITY.

BICYCLES

OF EVERY MAKE.

Bicyclers' Sundries.

SECOND-HAND BICYCLES

A SPECIALTY.



☞ Send 1-cent Stamp for Circular; and length of leg, inside measure, to ball of foot under the shoe.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

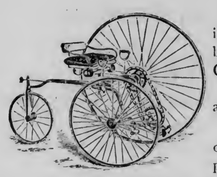
English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

HILLMAN, HERBERT & COOPER - - COVENTRY.

BICYCLES AND TRICYCLES.



The favorite bicycle in America is the **Standard Columbia**, filled with our special ball bearings. The 1881 pattern has more reliable, actually proved good points, for all-around use, than any other bicycle made. A large assortment always in stock at our warerooms. Also, our light and stanch **Special Columbia**, and our **Mustang**, as well as Xtraordinary Challenges and other English bicycles.

All the PARTS of our bicycles are kept on hand, and as the parts in OUR machines are INTERCHANGEABLE, any one may be easily replaced by a new one.

THE CELEBRATED TRICYCLES, the **Challenge No. 2**, the **Royal Salvo**, and other unexcelled English Tricycles, in stock and on short order. Our **Triocycle**, for three riders, now perfected.

BICYCLERS' AND TRICYCLERS' SUPPLIES AND SUNDRIES.

Niantic Stockings, ribbed, all-wool, long legs, good weight. Price, $2.00 a pair. Clubs supplied with any desired color.
Gossamer Rubber Capes, made expressly for bicycling and tricycling, cover knees and all, roll up very small, with enamelled cloth case; weight only 10 oz. Price, $2.50.
Canvas Shoes, with corrugated rubber taps, sewed. Price, $4.50.
"Cradle Springs." Price, $6.00. **"Handy Tool-Bags."** Price, $2.00. **Acme Bicycle Stands.** Price, $2.00. **M. I. P. Bags.** Plain, price, $4.00; rubber-cloth lined, price, $5.00. LAMPS, BELLS, BELTS, CYCLOMETERS, *and all other* bicycle and tricycle supplies and outfittings kept in stock.
Pratt's "American Bicycler," price, 50 cents; Chandler's "Bicycle Tour," etc., price, $3.00, and other bicycling literature supplied.

Send 3-cent stamp for Illustrated Catalogue and full Price Lists.

THE POPE MANUFACTURING COMPANY,
MAKERS OF THE COLUMBIA BICYCLES, ETC.
597 Washington Street, Boston, Mass.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B. — I will receive orders for any makes of machines at the manufacturers' list prices.

THE TRICYCLING JOURNAL
— AND —
MANUFACTURERS' ADVERTISER,
Edited by - CHARLES CORDINGLEY.
Subscriptions received at this Office.

One year.....$2 25
Six Months.....1 15
Three Months.....60

Specimen copies sent from
146 Fleet St. - - London, E. C.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 40 WATER ST., BOSTON.

The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual.'
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from
E. C. HODGES & CO., 40 Water St., Boston, Mass.

GOY, The Athletic Outfitter,
21 Leadenhall Street, } LONDON,
22 Leadenhall Street, } ENGLAND.
54 Lime Street, }
FOR BICYCLES, TRICYCLES (all makes),
CLUB UNIFORMS,
And every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing and all Athletic Sports.
GOY'S CALENDAR OF SPORTS AND PRICE LISTS FORWARDED FREE.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy. | BOSTON, 9 SEPTEMBER, 1881. | Volume III. Number 18.

[VOL. III. CONTENTS. No 18.]

Currente Calamo. — Personal 210
Editorial: "The Bicycle Nuisance." — Suggestions 211
Construction: An English View 211
N. E. Institute Fair 212
Chicago Wheeling 213
L. A. W.: Applications, etc. — League Race Meeting. — What a League Meet Costs . 213
Races 214
Correspondence 216
Notes, Queries, etc. 218
Books and Pages 218
Tours on the Bicycle. — Miscellaneous. . . . 218

Entered at the Post Office as second-class mail matter.

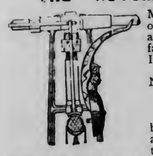
ADVERTISEMENTS

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

A BARGAIN!

FIFTY-SIX-INCH Harvard Roadster, new last April. Has never fallen. Full nickel-plated, including rims, Cradle Spring, Nash Rubber Handles, Automatic Alarm, Handy Bag and Excelsior Cyclometer. Cost $168.50; will take $125.00 cash. Reason for selling, ride 57-inch.
L. H. JOHNSON, E. Bi. C.,
Orange, N. J.

---

200 per cent Saved by Buying your Bicycles from England.



The best and cheapest bicycles are now being manufactured in Leeds, England, well known to be "the great centre" for producing steel and iron, and where mechanical labor is fully 75 per cent cheaper than any other town in the Kingdom, doubly facilitates us in offering Bicycles and Tricycles at fully 75 per cent cheaper than any other maker in England.
The Yorkshire Bicycle, the Workingman's Friend, is a marvel at the price. 48 in. and 50 in., $25.00; 52 in., $27.50 up to 60 in.
The Tourist Bicycle possesses all essential improvements, and is a thorough roadster. 48 in., $40.00, rising 75c. per in.
The Standard Bicycle embodies the latest improvements; for excellence of manufacture it is unsurpassed. 48 in., $55.00, rising $1.55 per in.
Lists post free. AGENTS WANTED.
BURNETT & FARRAR,
Yorkshire Bicycle Works - Leeds, England.



Patent Applied For.
BURLEY'S
ADJUSTABLE SKELETON SADDLE.
THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.
Send for circular with testimonials.
In ordering, state whether Cradle spring or otherwise.
Price, $4.00. Nickel Plated, $5.25
Send money order or registered letter.
D. W. HYDE,
Box 1133. Brighton, Mass.

WE MAKE
SPORTING GOODS
A SPECIALTY
And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.



COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H. HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

Steel Crescent Form
Bicycle Rims,
Wheels, Cranks,
Horn Handles,
Bells and Stands.

Repairs parts of every description for English Bicycles.

Second-hand Bicycles in any condition wanted.

T. B. JEFFERY,

38 AND 40 CANAL ST. - - CHICAGO.

THE BEST WAY TO KEEP

YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST IS to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

BICYCLE FOR SALE. Harvard Roadster, full nickel, silver-plated, spokes included; latest pattern, all improvements; 50-inch front wheel. Machine has been used but a few times, and is practically as good, and looks like new. It is the best machine in the market. Will sell very cheap for cash. For particulars, address, with stamp, BICYCLE OWNER, Box 10, Castleton, Rutland Co., Vermont.

WANTED. A second-hand American Star, 46 to 52-inch. State full particulars and lowest price. MISSOURI BICYCLE CLUB, 407 Chestnut street, St. Louis.

WANTED TO PURCHASE. A Star bicycle, second-hand. Must be in good condition and cheap. Address, with size and price, J. D. D., 408 Penn street, Philadelphia.

FOR SALE. A 54-inch Nickel-Plated "Special Columbia" Bicycle in excellent order, complete with saddle, oil can, wrench, tool bag, hub-lamp, M. I. P. bag and cyclometer for 50-inch wheel; will sell for $100.00. Address O. W. THOMAS, JR., Louisville, Ky.

CURRENTE CALAMO

WHO saw Comet C? See? He, he!

LAST week we ho'd for Worcester, and this week we ho!-ho! for Attleboro', and have just time to ho!-ho!-ho! for Hingham.

DON'T forget the Attleboro'
Bicycle Meet to-moro',
For if you don't go
To that bicycle sho',
You'll afterward feel soro'.

A HARBOR trip to Nantasket, and a wheel run thence to Hingham, is fun enough for one day, — provided it be next Tuesday.

THE *Evening Star* calls the moon the "silent friend of the gas companies." She was their invisible friend nearly all last week.

THE Ohio wheelmen, under the auspices of the Columbus Club, had a grand meet and parade in that city on 30 and 31 August, with racing at the Fair grounds, and organized a State League for the furtherance of bicycling interests. We received the report too late for this issue, but shall give an account next week.

AN English dog-cart driver has just had to pay $50 and costs for brutally running down a bicyclist, although the wheelman was unhurt and his machine but slightly damaged.

THE Dayton (O.) Bicycle Club's invitation and programme for their 29 September event is a very neat and tasteful one, but we hope none of the members will abandon the amateur platform.

KEEN, the English professional, has been singularly unfortunate (?) in his contests with the Frenchman, De Civry, in that he gets disabled somehow when it becomes evident that the Gaul has the race his own way.

THE L. A. W. Hand-Book, which was to have been ready for distribution at this time, is unavoidably delayed, but will probably appear in a week or two. It will contain a correct list of the board of general officers, State directors, consuls, the constitution, by-laws, and rules and regulations, a complete list of members to 31 May, 1881, and much general and particular information in relation to roads, racing rules, etc., and will be sold for about twenty-five cents per copy, to cover expense of publication.

THERE was a young fellow from Brewster,
Proposed to a maiden of Wewster;
But the damsel was proud,
And the poor fellow coud,
When she haughtily said, "I refews ter."

Or:

There was a young lady of Worcester
Once wooed by a fellow from Brorcester:
But the wooer was slow
About popping, and sow
She accepted another young rorcester.

Or:

A red-headed girl once near Gloucester
(Her name was, I think, Fanny Foucester)
Crossed a field where a bull
Was browsing. Her will
Caught his eye, and he chased her and toucest 'er.

THE judges at Hingham bicycle races, 13 September, will be C. E. Pratt, E. C. Hodges, and C. P. Shillaber. Races at 3 P. M. Amateur: — First race, one mile: first prize, gold medal, value $25; second prize, silver medal, value $10. Second race, half-mile, best two in three: First prize, gold medal, value $20; second prize, silver medal, value $10; third prize, bronze medal. Professional: — 2 miles: First prize, $50; second prize, $25. Slow race, for medal. Club parade and drill; silk banner, value $15. Among the entries for amateur races are Lewis J. Frye, Wm. W. Stall, E. M. Bent, G. E. Alden, Harry Percival, W. C. Woodward Professionals: John W. Wilson, John S. Prince.

AN exchange correspondent takes the WORLD to task for recently, in our "Currente Calamo," recommending to readers an article in *Zion's Herald* on "Bicycles for Ministers," written by a clergyman, which article, the correspondent avers, somewhat severely animadverts on President Bates's good-natured confession to a preference for a Sunday wheel run to a church interior. Our paragraph was based on a strong eulogy of the *Zion's Herald* article from several parties (for we had not seen the article) as being an unusually good argument on the side of the bicycle; and in our zeal for the cause we allowed the recommendation to go in. We promptly apologize for our indiscretion, and withdraw our indorsement of anything in the article which may in the least reflect on the beloved president and moral preceptor of the Detroit wheelmen.

PERSONAL

CHARLES JENKINS, of the Louisville (Ky.) Bicycle Club, has a half-mile record of 1.35.

CORRESPONDING SECRETARY PUTNAM, L. A. W., was in Boston and vicinity during the past week.

COL. POPE has returned home from England, and we shall expect to see a boom shortly in bicycle novelties and manufacture.

FRANCIS CRAGIN, of the Boston Bicycle Club, started at 7.30 A. M., 5 September, from the headquarters of the Chicago Bicycle Club in that city to wheel to Boston.

SECRETARY PUTNAM has been vacating during the past two weeks, and has been obliged, perforce, to neglect League matters to some extent; but having returned, refreshed and invigorated, we trust, his correspondents will be promptly attended to hereafter.

HARRY PERCIVAL and John L. Ayer were tricycling on Columbus avenue Saturday, when an express wagon collided them, upsetting and giving severe sprains to both. The former, in consequence, withdrew his entries from all but the half-mile run in the Worcester races.

THE name of Pratt has another claim upon the regard of wheelmen. With President Pratt, Director Pratt, Consul Pratt of Painesville, and other Pratts of the League, the whole Pratt family of Marlboro' are now pleasantly thought of by those whom they so agreeably entertained on Monday evening.

DIED. — On the 1st inst., Ben-Israel Butler, aged twenty-eight years, at Bay View, Mass. Those who knew him were won by his quiet, gentlemanly bearing; and among the multitude of his friends who mourn his loss, none do so more than his fellow wheelmen, who lose a true friend and companion.

To the members of the Boston Bicycle Club: You are hereby ordered to wear a small crape bow under your badge, when on the wheel, for thirty days from date, in memory of our recently deceased member, Ben-Israel Butler, of Lowell.

The above can be obtained of the club secretary. Per order,

E. C. HODGES, *Capt.*
J. S. DEAN, *Sec.*, 28 State street.
BOSTON, 2 September, 1881.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

Advertising Rates.

ONE INCH, one insertion, $2.00; each additional insertion, $1.75; ordered for one month, $7.00; three months, $20.00; six months, $38.00; one year, $74.00.
TWO INCHES, one insertion, $3.50; each additional insertion, $3.00; ordered for one month, $12.25; three months, $35.00; six months, $66.50; one year, $129.50.
THREE INCHES, one insertion, $5.00; each additional insertion, $3.75; ordered for one month, $19.00; three months, $55.00; six months, $100.00; one year, $190.00.
FOUR AND ONE HALF INCHES (one half column), one insertion, $6.00; each additional insertion, $5.25; ordered for one month, $20.00; three months, $56.00; six months, 107.00; one year, $205.00.
ONE COLUMN, one insertion, $10.80; each additional insertion, $9.50; ordered for one month, $37.50; three months, $110.00; six months, $205.00; one year, $400.00.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 9 SEPTEMBER, 1881.

"The Bicycle Nuisance. — Suppress It."

THE above heading appeared in the *Daily Graphic* of 2 September, under a full-page cut of a bicycler on a new and unique machine. The artist is certainly of an inventive turn of mind. In some mysterious manner the forks of the machine are attached to the hubs of the wheel *inside of the spokes*, although the forks pass outside and above the tire, in the usual manner. The artist does not state wherein his patent lies, but in our opinion the wheel must run on thin air, which is recommended chiefly by its cheapness. At the right of the sketch, an athletic-looking gentleman with a dyed mustache is trying his best to pull a thousand pounds of horseflesh into the buggy, while his companion, from his attitude, is evidently engaged in selling pools on the chances. At the left a timid-looking man has thoughtlessly thrown his reins away at the first appearance of danger, and is gracefully trying to recover them, while his horse is "going it alone" up the road. This is the only correct idea in the cartoon. This is exactly (with a little exaggeration) what causes the majority of accidents on the road. A cool head and steady hand will bring almost any spirited horse through the most alarming trouble. Notwithstanding the fact that the artist has done so well with the subject, the editor deems best to back him up, and accordingly delivers himself of the following, under the heading of "Pictures of the Day": —

"Bicycle riding in itself may be a harmless amusement, although even that assumption is open to argument; but when it is indulged in on the public drives, it becomes a nuisance that should be abated. Its devotees do not undertake to deny that horses are frightened by the queer vehicle, and that scores of people have been maimed in consequence, but they say that when horses get used to it all these dangers will vanish. This may be all true enough, but the getting-used-to-it process is objectionable. If the bicycle was a great public convenience, like the elevated road, there would be good reason for compelling owners of horses to run the risk of being killed in the attempt to familiarize their animals with it; but the bicycle is but a toy at its best, and to ask that it be given the same privilege to mangle people as an elevated train enjoys is asking too much. If there is any large number of bicycle riders, a path or roadway might be set aside for their use in Central Park; but that is as much as they can expect the community to do for them."

The above needs no comment from us. We *have* equal rights in the public streets with the editor and his spanking team: the only question now before the courts is, Have we a right to the public parks and drives? This question we hope to have settled by the test case, in Central Park, now before the courts; and that being once settled, the much-vexed question will be over, and the editor will have to look elsewhere for material for sensational cuts and comments.

IN anticipation of the fall meeting of the board of officers of the League, we wish to offer a few suggestions which we think will not be amiss, and which will echo the sentiments of the majority of the members of the League.

We would like to see the abolition of club delegates, as we think the League is composed of "wheelmen" and not of clubs, and that a club as a club should not have any standing in the League, further than is necessary to render the annual parade manageable. It was manifest to all observers at the last meeting how defective the delegate system is, and we advocate a complete change.

It has been the experience of the Bicycle Touring Club that, in order to insure a hearty response from the members, it is necessary that each member should be given a chance to vote for the officers according to his individual preference; as this cannot be done where presence is a qualification for the right to vote, some new method must be devised to overcome the difficulty. We don't pretend to advocate one method in preference to another, but we think the subject should receive the careful attention of the board.

The directors, we think, should be elected from their own States, as this would insure the selection of men who in their own State, at least, are considered as proper persons to assume the governing power of the League; and in this respect we only advocate what has been found in the Bicycle Touring Club to be the best and most practicable way.

The office of commander should be abolished, and a chief marshal appointed from the place in which the League Meet is to be held. This change does not need argument, as one can readily see under what disadvantage the commander must labor when the Meet takes place in a city of which he is not a resident; as the number in the parade increases this will be aggravated to a great degree. The officers who have nurtured the League through its infancy so successfully should in weaning it endeavor to place it on legs both strong and symmetrical. We feel that the League is an assured national success, and our only desire is to see its organism so strong and lasting that it will preclude the possibility of any attempt to establish a similar institution in this country.

Construction: An English View.

Editor Bicycling World: — As an ardent lover of the wheel, and as one of its earliest devotees, — my initiation dating from the advent of the bone-shaker from France, — I was delighted some months since to become one of your regular subscribers. Week by week your numbers reach me, and it is with a

feeling of great pleasure that each copy is perused, and afterwards added to the file for the binder. Among other articles, the series on "A Comparative Study of the Bicycle" were particularly interesting; and it has long been my intention to exhibit a few thoughts on paper, and hazard the chance of their being consigned to the uttermost depths of your waste-basket. And first with regard to the articles by "H.": Seeing that he labored under the great disadvantage of being so far removed from the natural home of the bicycle, the conclusions he draws and the criticisms he urges are as a whole wonderfully correct; but I would supplement his remarks by a few of my own. After going through every intermediate stage, the favorite roadster of the present day in England would average the following description: —

Handle bars, 24 to 26 inches.
Distance from tires, 5 inches.
Rubbers, ⅞ to 1 inch.
Spokes, 60 to 80 and 20 to 30.
Cranks, detachable and adjustable, and from 4 to 6 inches throw.
Bearings, single or double balls to both wheels.
Pedals, ball, rat-traps, or rubber.
Size of wheels, 3 to 1; *i. e.*, a 54-inch driver to an 18-inch trailer.
Saddle, Rampleigh and Brown's suspension.
Colors, full nickel, or half nickel with a finely lined body color.

To particularize: —

HEADS.

I grant that low handles are a desideratum, but unfortunately they generally bring one of the worst possible evils in their wake; I refer to the shaky and rickety steering inseparable from short centres. A few makers recognize the fault, and provide for it in various ways; notably Hillman & Herbert in their new pattern of Stanley head, Rucker & Co. in their "Rucker," and last, but by no means least, Simpson & Son in their "Special Tubular Defiance." In this latter make the handles are made adjustable to within three inches of the rubber, and yet the centres of the head are from six to seven inches asunder. It is questionable if, with the immense strength this style of construction provides, any improvement in head pieces is possible.

HANDLES AND HANDLE BARS.

A sudden rage for long handle bars has recently set in here. Would that all crazes were as theoretically and practically correct as this one! My own experience is that 26 inches is more suitable than anything over or under this measurement, but it is obvious that length of limb must ever be a factor in this calculation. As to tips, I have for many years used, and always swear by, ivory billiard balls two inches in diameter. These fit the hand in every position, and give by far the greatest comfort on a long journey.

HUBS.

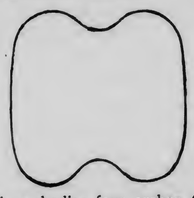
My experience leads me to believe that a deeply recessed hub with large flanges is the right and proper thing. By hollowing out the hub, and carrying the bearing well inside, the tread is narrowed and the spread or dish of the wheel not decreased; thus insuring plenty of margin against the risk of buckling.

THE TUBULAR SYSTEM

is now universally adopted, but I have always failed to see that its application to spokes and handle bars is an advantage. In the case of a mishap to the latter, only the maker can efficiently repair the damage.

BACKBONES.

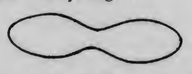
The circular tube is, and probably always will be, the favorite; but it certainly does not possess the undeniable strength of some of the sections in use. For instance, one firm uses a tube which is pressed into this shape: —



and this embodies four arches (two of them inverted) in one section. I think Friend "H." slightly underrates the advantages of rigidity in a backbone. I may be wrong, but I have ever held it to be the correct principle to make the framing of your machine as rigid as possible, but have a sensitive spring to relieve the rider of all unnecessary concussion. The back-kicking of the hind wheel in most bicycles is a wretched defect; and the only way to remedy it is by seeking rigidity of framing and steadiness of steering, by employing sections of tubing which in practice exhibit the greatest strength, and in separating the centres of the head as much as possible.

FORKS.

Each maker sticks to his own pattern, of course; but I much prefer a broad, deeply fluted, and nicely tapered single hollow fork to anything else.



For the back wheel a very efficient and light pattern of half-tube — *i. e.*, one tube split as it were in two, and carried half to each side of the wheel — is now often used.

BEARINGS.

The strictures Friend "H." heaps upon cones, I fully indorse: they created wear solely for the sake of adjusting it. Plain Sheffield bearings always give the greatest satisfaction; but after all their apparent contradictions, I firmly believe good double balls to wheels and pedals make a difference or gain of at least twenty-five per cent on a long day's journey. As now made, they are practically dust-proof, as I have proved by extended experiments.

PEDALS.

It is questionable if for all sound purposes anything beats a good ball pedal with rubber bars; but if a rat-trap is needed, Butler's slipper will be found to answer the purpose, or better still, the new grip attachment made by Garrood. In this latter case the sole of the boot is gripped and held down, so that it is possible to *pull* a little as well as *push*. They are a great advantage on the racing path. All good ball pedals are covered in at the ends, and so made dust-proof.

While agreeing most cordially with "H." in the majority of his predictions, I must take exception to that in which he foretells the application of springs to the trailing wheel. So far they have been anything but successful; and this goes to prove the correctness of my theory of using a perfectly rigid frame, more particularly in roadsters.

"AB INITIO."

N. E. Institute Fair.

WE made a visit to the New England Institute Fair, last week, and made a cursory survey of the different bicycles which are on exhibition. The Pope Manufacturing Company has the largest exhibit, showing several sizes of their three styles, — the "Standard," "Special," and "Mustang, — all which are so well known that it will not be necessary to discuss their merits or demerits. However, we are inclined to think that the "Standard," with Pope's excellent ball bearings, is the best. We should like to see more spokes in the front wheel, as the motion of the hub is more readily and steadily transmitted to the rim, and where the spokes are numerous the loss of one is not felt so much, and the wheel is not so apt to buckle. The machine is well adapted to roads, but its lightness and rigidity would be increased by hollow forks, and its beauty increased by a little lower head. There is also the triocycle, which looks exceedingly social with its three seats and good space in the centre, where ample luggage and other conveniences could be carried. Their exhibit of sundries is also good, and deserves the attention of all who are in want of any of the adjuncts of the bicycle. We referred last week to the excellent machine exhibited by Gooch, of Newton. The machine which he shows is a good sample of American industry and skill. The machine is exceedingly graceful in its outline, but would be improved by being built closer. Last but not least, we come to the exhibit of the pioneer firm of America, Cunningham & Co. After weathering the storms for four years it comes to the front with an exhibit of over seven different makes, including its well-known "Harvard," with goodly backbone, strong mechanical head, and good bearing; being universally admired, and receiving the praise of the

groups of young men who may always be seen around this exhibit, eagerly discussing the merits of the different wheels. Right beside a 58 "Harvard" is the "Matchless," with its rubber cushions and easy spring, which promises comfortable riding on rough roads and pavements. Its weight is rather more than most riders desire. This machine is fitted with Hancock's non-slipping tires, which prevent slipping on "greasy" roads. Next, the neat, close-built, and trim-looking "Rudge," the machine which is such a favorite in the South of England, commands our attention; this machine is well liked by light riders, and deserves all the praise which has been bestowed upon it. In the centre of the group is a "Special Timberlake" roadster, well known as a strong machine, but rather heavy. There is also the "Yale," with its curved handles, hollow rim, and strong oval backbone. This machine is strong, rigid, and very light, and is similar to the one ridden by Cortis in nearly all his races. This firm also exhibits the "Humber" and round-fork "Stanley." The whole exhibit is an interesting one to bicyclers, and opinions of visitors are considerably varied as to the comparative æsthetic and mechanical merits of each. REP.

Chicago Wheeling.

PAVEMENT in the city of Chicago is undergoing a complete change. Heretofore we have had nothing but wooden blocks. Smooth oblong blocks laid closely together, with no spaces between, make splendid wheeling; but our few streets so paved don't seem to pan out well in point of durability. Another species of wood pavement consists of narrow half-inch-wide blocks, packed closely together. It is perfection itself in the way of bottom, fully equal to asphalt. Our square-block pavement, laid with slight spaces between the blocks, is being rapidly superseded by the round cedar block. Both are excellent and pleasant to run over when new, provided you have an inch tire; but when the edges of the wood wear off, bicyclers have no further use for the street. Now, all our side and residence streets are being paved with yellow and gray macadam. The latter is much easier for the bicycler, being equal to concrete when new. The former has more of a tendency to stick to the wheel. Such has been the judgment passed upon the two "shades" of macadam by our wheelmen. Then comes our Belgian block, consisting of oblong blocks of concrete, laid closely together. It is about the same thing as an ordinary smooth concrete pavement, only more durable. Of asphalt, we have a little — just enough to know how it feels; while it might prolong a bicycler's life, it nevertheless pounds a horse to pieces. Nearly the whole business portion of Chicago is now newly paved with round cedar blocks. When these wear out, the Medina stone, next-door neighbor to cobble stone, will follow, and then good by to slick runs down-town; but by that time the rest of the city will be entirely paved, the boulevards will be finished, and we will then have no occasion to use the down-town streets.

Two of the most elegant drives in the country are now being rapidly pushed forward to completion in Chicago. On the south side, Michigan avenue boulevard from Lake Park and Exposition building to the head of Grand boulevard, five miles, is to be finished this year, and will then give our riders a straight seven miles of magnificent driveway to Hyde Park. On the west side, West Washington street, from Halstead street to Central Park, four miles, is being rapidly converted from a street to a boulevard, and is expected to be finished this fall. This will make a clear connection for our bicyclers from the business centre west to Central Park, five miles. From thence, an elegant drive winds through the open country northward to Humboldt Park, three miles, and south from Central Park to Douglas Park, three miles. From Douglas to South Park the system is incomplete, also that portion between Humboldt and Lincoln Parks. When these drives are finished, they will form an oblong square, thirty-five miles around, with the city in the middle, connecting together in one chain six splendid parks, — Lake, South, Douglas, Central, Humboldt, and Lincoln.

As to our rights and privileges on the boulevards, we cannot say that we have been entirely excluded from their use. The feeling of the park commissioners towards us is quite friendly; and when we want to ride on the drives, all we have to do is to telephone them for a permit, and it is cheerfully granted. We have always used the drives evenings without the special permit. When applied to for a removal of all restrictions on the bicycle, the commissioners have expressed themselves in favor of it; but say that there is a feeling of uneasiness on the part of drivers of horses, and that as this class is in the majority, their wishes would have to receive first consideration. Just as soon as the bicycling public grew into respectable proportions and assumed the appearance of a fixed and permanent class, then their rights would be recognized in full. They have never denied the rights of bicyclers on the drives, contending only that our number and doubtful permanency was the only drawback. On the whole, their position has been so very fair, considering the circumstances, and they have been so obliging when we have had occasion to ask favors of them in the way of temporary suspension of the prohibitory rules, — even tendering us an escort of park police when we have proposed a big run through the parks, — that we have made it a point not to annoy them by unduly pushing our claims, but have laid the matter on the table; on the whole, content to wait until our numbers increased to a degree that would entitle us to consideration as a class of riders, equal in every respect to equestrians and drivers of carriages: and the wisdom of our policy is daily manifest. We have the good-will of the commissioners. Opposition on the part of horse owners is weak, and growing weaker.

The influence of our club members has been potent with the Common Council, and taken altogether we have been very well treated. We have yet to get the numbers necessary to carry everything before us, but these are being rapidly acquired. In our population of over 500,000, there ought to be at least 5% bicycle owners to constitute an institution. We have now over 200. Our ratio of increase has been from half a dozen in 1879 to about fifty in 1880, and about 150 in 1881. Granting a continuance of the ratio of increase, we will have our desired proportion — 5% — next year. STENO.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

CHICAGO BI. CLUB. — Alexander W. McClure, Ivel W. Johnson, Walter A. Fitch, Maurace Van Platen, Geo. W.

Tarr, T. B. Jeffries, Louis W. Conkling, Burley B. Ayers, William S. Blinn, Rodney L. Taylor, M. L. Parker, T. S. Miller, W. P. Meldrum, Geo. D. Hoffman, Chas. Losch, Milroy F. Olds, F. M. Douglas, Walter H. Packard, J. A. Hoffman.

UNATTACHED. — W. D. Packard Warren, O.; B. I. Allen, Baldwinsville, N. Y.; Gilbert E. Chandler, 85 Devonshire street, Boston. Mass.; F. S. Allen, care of J. M. Fairfield, Chicago, Ill.; Henry Parsons, Gloucester, Mass.

PHILADELPHIA BI. CLUB. — Additional: Thomas Hockley, 603 Walnut street, Philadelphia, Pa.

ALBANY BI. CLUB. — Additional: Walter Van V. Marsh, Travelers Ins. Co., Albany, N. Y.

DIRECTORS. — Mr. J. D. Shatford, Central Wharf, Halifax, N. S., has been appointed director L. A. W. for the Maritime Provinces. Mr. E. H. Winship, of Minneapolis, Minn., has been appointed director L. A. W. for Minnesota.

League Race Meeting.

THE first annual race meeting of the League of American wheelmen will be held in New York City, on Thursday, 6 October, on the Manhattan Polo Grounds, corner 110th street and 6th avenue. Races will begin at 3.30 P. M. Members of the League will be admitted to the grounds upon presentation at the gate of their certificates of membership. For all other than League members the price of admission will be fifty cents.

PROGRAMME OF RACES.

1. Five Mile Race (scratch). — Open to League members only. First, second, and third prizes; League medals in gold, silver, and bronze, costing $30, $20, and $10 respectively.

2. One Mile Championship Race (scratch). — Open to League members only, for diamond medal, valued at $100. According to the rules of the League, this medal shall be the property of the League until it shall have been won three times by the same competitor. After each competition, however, it shall remain in the possession of the winner, subject to the order of the commander.

3. One Mile Race (handicap). — Open to League members only. First, second, and third prizes: League medals in gold, silver, and bronze, costing $25, $15, and $10 respectively.

4. One Mile Tricycle Race (scratch). — Open to all amateur wheelmen. First and second prizes: Gold and silver medals, costing $20 and $10 respectively.

5. Three Quarter Mile Ride and Run Race (scratch). — Open to League members only. First and second prizes: League medals in gold and silver, costing $20 and $10 respectively.

All entries, accompanied by entrance fee of $1.00 for each event, must be made to C. K. Munroe, 331 Pearl street, New York City, before 30 September. No entries will be received after that date. Per order,

C. K. MUNROE, *Commander L. A. W.*
S. T. CLARK, *Rec. Sec. L. A. W., Clerk of Course.*

What a League Meet Costs.

Editor Bicycling World: — As a response to a good many inquiries from Boston and other wheelmen, and by special request of several parties, I send you herewith, for publication, a balance sheet, prepared from the itemized statement retured by me to the Entertainment Committee, showing the expenditures and receipts incidental to the late Meet. Besides gratifying the curiosity of many, this may be of use to some future committee in forming estimates: —

BALANCE SHEET L. A. W. ENTERTAINMENT COMMITTEE FOR 1881.

Dr.

Stationery and printing	$129 00
Music Hall expenses	213 00
Complimentary testimonials to exhibition performance	53 78
Dinner	762 25
Care of machines	134 51
Sundry expenses	15 94
	$1,308 48

Cr.

Subscriptions	$616 48
Music Hall tickets	178 00
Dinner tickets	514 00
	$1,308 18

In addition to this, the L. A. W. paid from its treasury $105 for rental of Bumstead Hall and headquarters at the Hotel Brunswick, and numerous small bills were donated by our sub-committees, hence it seems the cost of the League Meet must have been, in round numbers, about $1,500.

CHAS P. SHILLABER,
Treas for the L. A. W. Ent. Com. for 1881.
BOSTON, 1 September, 1881.

RACES

Coming Events.

24, 26 September, Philadelphia, Pa., Bellevue Station, Gormley and Dawson's "Pastime Park" sports. Bicycle races.

14 September. Buffalo Bicycle Club Meet. Three club and three open races.

13 September. Hingham (Mass.) Agricultural Fair. Bicycle races at 3 P. M

10 September. North Attleboro', Mass. The First Annual Meet and Races of the Columbia Bicycle Club will be held Saturday, 10 September, 1881.

5 October. Brockton, Brockton Bicycle Club races.

20 September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade, and tournament.

29 September. Dayton, O., bicycle tournament and races. $200 in prizes, mile heats, best two in three. Southern Ohio Fair Association.

21 September. Annual race meeting of the Montreal Bicycle Club, to be held on the Montreal Lacrosse Grounds.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. To secretary of games, P. O. Box 3101, New York City.

15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games), 24 September, at 10 A. M. and 1.10 P. M. Fee $2, to Secretary National Association of Amateur Athletics, P. O. Box 3478, New York.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

24 September, St Louis, Mo. One-mile bicycle race (championship of Missouri). Prize, silver medal presented by Richard Garvey, president of Missouri Club. The club offer in addition a membership and one year's dues paid up, to the first rider making a three-minute record. (Eight entries to date.)

24 September. The twenty-mile race for the championship of the Boston Bicycle Club will be held at Beacon Park, Saturday, 24 September, at 2 30 P. M.; entries to be made to J. S. Dean, secretary, 28 State street, and E. C. Hodges, captain, 28 State street.

27, 28 September. Lackawanna County Agricultural Fair. Scranton, Pa. Bicycle races; open to all amateurs.

6 October. Manhattan Polo Grounds, New York. First Annual L. A. W. Race Meeting

A BICYCLE race, half-mile heats, three in five, for $25, $15, and $10, took place at the fair grounds, Cynthiana, Ky., 25 August. It was won by Thomas Skillman, who took the second, third and fourth heats; Henry Skillman (won first heat) second, and Harry Milward, third. Time, 2.11, 2.10, 2.06, 2.05. All the riders, who included Alex. Morgan and Robert Barr, are members of the Lexington Bicycle Club.

TWENTY-MILE RACE BETWEEN J. KEEN AND F. DE CIVRY. THE PROFESSIONAL RECORD BEATEN. — The expectation of witnessing a close finish, together with the fact of its being "firework day," caused a large muster of spectators at the bicycle track of the Crystal Palace on Thursday afternoon, when a race was witnessed between J. Keen, the English professional champion, and F. de Civry, the present champion of France. The weather was all that could be desired, and there was scarcely a breath of wind blowing to harass the contestants; whilst the path, which measures exactly three and a half laps to the mile, was, despite the recent heavy rains, in first-class condition. Six o'clock was the hour appointed for the start; and both having mounted, Mr. G. S. Venables fired the pistol at exactly fifteen seconds past the appointed hour. De Civry from the outset made the running, and riding in capital form, cut out the pace at a sharp rate. At the end of the first mile he led his opponent by some five yards, and this advantage he managed to keep for several miles. Five miles occupied 15m. 42⅖s. (official time), Keen still keeping slightly in the rear, though at times there was scarcely daylight between the two machines. The seventh and eighth miles occupied somewhat longer. At the completion of the last-mentioned distance Keen, who had been waiting for an opportunity, rushed to the front, and led his rival by some half-dozen yards. This advantage he maintained till the last lap of the tenth mile, when De Civry, with a tremendous effort, made up the lost ground, and keeping up a terrific pace, completed the half distance a few yards ahead, in the very creditable time of 31m. 56⅛s. Five laps later, Keen, who it had been noticed had, since losing the lead, been working with his left hand only, was obliged to retire, having unfortunately injured his right wrist, which he had the misfortune to sprain a short time back. In the mean time De Civry had been rattling along at a good pace, and expressed his intention of beating record time from ten to twenty miles. This he ultimately succeeded in doing, completing the full distance of twenty miles in 1h. 4m. 21⅛s., or 5⅝s. quicker than the previous professional best on record. The winner, who rode a 57-inch bicycle of French make, showed splendid form, and amply demonstrated both his capabilities of speed coupled with the powers of staying. He was, however, far too inclined to look behind him, and if pressed could undoubtedly have done 30s. better. Keen, who rode a 55½-inch "Eclipse" of his own manufacture, on the other hand, was evidently far from himself, and seemed to move very stiffly. A good rest will certainly do him much good. The following times were taken by Mr. G. P. Coleman, the official timekeeper of the Bicycle Union. The laps were scored by Mr. P. M'Kinlay, Mr. G. P. Coleman also officiating as judge: —

Miles.	Leader.	Min.	Sec.
1	De Civry	3	5 2-5
2	"	6	13 2-5
3	"	9	18 4-5
4	"	12	31 1-5
5	"	15	42 2-5
6	"	18	51 2-5
7	"	22	4
8	Keen	25	10
9	"	28	40 1-5
10	De Civry	31	56 1-5
*11	"	34	57 4-5
*12	"	38	14 3-5
*13	"	41	35 1-5
*14	"	44	54 3-5
*15	"	48	9 1-5
*16	"	51	23 3-5
*17	"	54	39
*18	"	57	55 1-5
*19	"	61	9 3-5
*20	"	64	21 1-5

(*) Denotes the fastest professional time on record.

We understand that Keen is dissatisfied with his defeat, and has challenged De Civry to race him again, level, over the same distance, at the end of September.

WORCESTER, MASS., PARADE AND RACES. — This long-talked-of and pleasantly anticipated event came off Tuesday of this week; and although the unpromising weather of that and the previous day made the attendance of visitors much less than was expected, and would have been the case otherwise, the whole was very successful and gratifying to all wheelmen present, — to the home clubs no less than their guests. Many went to Worcester Monday afternoon and evening, but the bulk of the visitors reached that city on the morning of the 6th, some partly and some wholly by rail, but by far the greater number wheeling from places many miles, more or less, distant. The Worcester wheelmen, already famous for liberality and courtesy, not only maintained but largely added to that reputation, for nothing could exceed their activity and zeal in looking after and promptly attending to the welfare of the visitors. The committee's headquarters was a most lively place until 12.30 P. M., when the visitors were formed in line and marched to G. A. R. Hall, where a most excellent and abundant banquet was put at their disposal and done ample justice to; after which preparations were made for the parade and races, the various wheel clubs being assigned their respective positions and attracting a large congregation of spectators during the formation of the line. The following clubs were represented by the latter, and in the parade, took position in the order named: Boston, Marlboro', Webster, Framingham, Medford, Melrose, Hartford Wheel (of Hartford), Columbia, of Attleboro', Springfield, Star (of Lynn), Portland, Rockingham (of Portsmouth), — these forming, and headed by the Worcester, the first division; the second division, led by the Æolus (of Worcester), comprised the Providence, Massachusetts (of Boston), Chelsea, Waltham, Northboro', Southbridge, Hudson, Haverhill, and Stoneham. The marshals were: F. S. Pratt, of the Worcester (chief); C. E. Pratt, of the Boston; F. W. Blacker, of the Æolus; A. W. Parsons, of the Massachusetts; and W. E. Gilman, of the Chelsea. E. C. Hodges, of the Boston, commanded the first division; and H. A. Hazlett, of the Rockingham, the second division. In this order, the column took up the line of march for the park, entering the track double file, the first division turning to the left, the second division to the right, in open order, and when meeting around the track, each passing between the files of the other and repeating the movement; after which both divisions returned to close order, passed each other twice — each on the right; the second division then countermarched, and the whole column re-formed in fours, riding once around, and dismounted.

This whole parade was carried out in fine style, and formed a most beautiful and attractive feature of the gathering. At its conclusion, preparations were at once made for the races. The judges were C. E. Pratt of the Boston, S. A. Marsden of the New Haven, and Waldo Lincoln of the Worcester. Messrs. G. H. Whitney, F. H. Blake, and E. S. Knowles, of Worcester, acted, by request, as timekeepers. The first heat of two-mile race was called at 3.20, the starters being C. T. Carpenter of the Columbia, E. M. Bent of the Cochituate, John E. Brown of the Webster, L. H. Johnson of the Essex (Orange, N. J.), and amateur champion of the United States, H. E. Lombard of Cambridgeport, and G. E. Whittaker of the Hudson. The track was half a mile, and the race was for gold, silver, and bronze medals, best two in three. Bent took the lead, with Brown, Whittaker, Lombard, Johnson, and the rest in that order close behind. At the end of the first lap the order was Bent, Carpenter, Whittaker, Brown, Johnson, Lombard; and the mile showed Carpenter, Bent, Johnson, Brown, in order, Lombard and Whittaker dropping out. The next lap Johnson spurted and took and kept the lead, Carpenter second, and Brown third; and the first heat was finished with Johnson winner in 6.42, Carpenter, second, in 6.44, and Whittaker in 6.55. The first heat of the mile race for gold, silver, and bronze medals was next run, the starters being L. J. Frye of Marlboro', Brown, H. G. Wheeler of Marlboro', T. Waite of Hartford, and Clark Lawrence of Hartford. Wheeler took the lead, followed by Frye, Lawrence, Brown, and Waite; and at the end of the half-mile the order was Frye, Lawrence, Wheeler, Brown, and Waite. — Frye leading about ten lengths. The finish showed Frye first, in 2.13½, Lawrence second, in 3.24, and Brown and Wheeler together, in 3.29½. Frye increased his lead from the start, and rode a waiting race. The first heat of the half-mile race for gold, silver, and bronze medals came next, the starters being Whittaker, Harry Percival of Boston, E. P. Butler of South Windham, Conn., B. W. Potter of South Windham, Conn., and W. W. Stall of Waltham. The latter took the lead, followed by Butler, Whittaker, Percival, and Potter, the finish showing Stall first, in 1.38½, Whittaker second, in 1.41, and Percival third, in 1.42. The second heat of the two-mile race was then called, the starters being Johnson, Carpenter, and Whittaker, Carpenter leading and Whittaker second; but just after crossing the half-mile, Johnson took second, and that order obtained until the last lap, when Johnson easily passed to the front, winning the heat in 6 56, Carpenter second, in 7.01, and Percival third, in 7.35, and in that order the prizes were delivered. The second heat of the mile race was now called, the starters being Frye, Lawrence, Wheeler, and Brown. Wheeler led, followed by Frye, Lawrence, and Brown, and the half-mile changed the order to Frye, Brown, Lawrence, and Wheeler, and the finish gave the heat to Frye, in 3 24, with Lawrence second, in 3.25, and Brown third, in 3.33, in which order the prizes were given. The second heat of the half-mile race put Stall, Whittaker, and Percival again on the track, in which order the race was run and finished, Stall's time being 1.46½, Whittaker's 1.43, and Percival's 1.45. Stall's first quarter in this heat was made in 44 seconds, and in each he at he had it all his own way, easily leading his competitors without exertion.

Unfortunately, no regular count of the wheelmen in parade was taken, but as nearly as could be ascertained, about 175 were in the line on entering the park.

MORRISTOWN RACES. — *The Half-Mile.* A large attendance and splendid weather contributed to the success of the first day's racing at Morristown. A number of 'cyclers were present, and among the spectators we noticed Charley Rowell, who is over here this time, he says, on a "pleasure trip only." Out of an entry of twelve only four came to the post, the following being the starters: L. H. Johnson, Essex Bicycle Club; E. R Bellman, Essex Bicycle Club; F. W. Fullerton, Manhattan Bicycle Club; W. M. Woodside, Manhattan Bicycle Club. The race needs little description, as Johnson, who had the pole, got off with the lead, which he held to the finish, and won by about twenty yards from Bellman. Fullerton made a good race for second place with Bellman, till about half of the distance was ridden, when, his pedal loosening, he was virtually out of court. Ten yards separated Woodside from Bellman. Fullerton close up. The two Essex men evidently knew the nature of the track (which was dusty and lumpy), as they both rode "Harvard Roadsters," with cradle springs. Woodside, who rode a light "Humber" racer, had no chance whatever on such a track. The time was remarkably good for a trotting track, being 1m. 39½s. — *The Quarter-Mile Heats.* In the quarter-mile only three faced the starter; viz., Messrs. Johnson, Fullerton, and Bellman. The first heat was won by Johnson by fifteen

yards, from Bellman, Fullerton close up. The second heat resulted again in a victory for the champion; Fullerton, however, taking second place, with Bellman fifteen yards in the rear. Mr. Johnson, having won two straight heats, took first prize. Fullerton and Bellman ran off for second prize; a capital race ensued, Fullerton holding his own all the way, and winning by about half a yard, hands down. — *N. Y. Sunday Courier.*

WORK FOR THE LEAGUE. — A resolution adopted by the National Association of Amateur Athletes, on date of 21 June, reads as follows: —

"No person competing in games other than those given by an associate or approved club, shall be allowed to compete in games given by associate clubs, nor at the championship meeting This resolution shall not affect members of clubs located beyond a radius of fifty miles from New York city, except when competing within such radius."

According to this rule, bicyclers who compete at Morristown, Waverly, or Worcester are debarred from competing in the championship or any races under the direction of an athletic club. We hear that an application was made by the Waverly committee for the sanction of the N. A. A. A. A., which was peremptorily refused. Surely the League should take some action in this matter. — *Courier.*

MONDAY evening, 22 August, the directors of the California State Fair held a meeting at the Baldwin Hotel, and decided that a mile dash should take place on the 24th of next month. The track is to be specially prepared for the occasion, and we suggest to wheelmen not to endanger themselves by racing on a track which is not in proper order. It is with much hesitation that gentlemen from this city enter in these races, as they are heavily handicapped by the Sacramentans, who have all the facilities for training, and are accustomed to the hot weather which prevails there. Mr. Flint, of Sacramento, who has been training for some time, will undoubtedly reduce the time considerably at the coming race on his big 56-inch wheel. — *San Francisco Call.*

CORRESPONDENCE

Scranton.

Editor Bicycling World: — I promised to give you date of our excursion to Port Jervis and Milford. As we have decided upon the same, I hasten to give the information to the readers of the WORLD, many of whom, we hope, can make it convenient to join us. We propose starting from Scranton Saturday, 17 September, at 2 P. M., for Honesdale, where we will meet other wheelmen. Sunday morning at 5 o'clock we start for Port Jervis (fifty miles), *via* towpath, stopping at Lackawaxen (twenty-five miles) for breakfast. Remaining over night at Port Jervis, we start for Milford and other points Monday. A reception will be given at Milford on the evening of the 19th. We can promise bicyclers who will join us at Port Jervis a most enjoyable time, as the roads in this vicinity are the very best, and the people the most hospitable. F. C. H.

SCRANTON, PA., 1 September, 1881.

Montreal.

Editor Bicycling World: — Allow me to present my report of the proceedings of the Montreal Club for the month of August: —

	To end July.	During August.	To end. of August
Number of rides,	37	11	48
Attendance thereat,	220	69	289
No. of different members,	19	21	30
Largest attendance,	10	15	15
Smallest attendance,	2	3	2
Total club mileage,	464	170	634
Longest ride,	50	46	50
Shortest ride,	4	3	3
Number of practices,	43	12	55
Attendance thereat,	255	137	392
No. of different members,	32	26	35
Largest attendance,	12	15	15
Smallest attendance,	1	0	1

Bugler and Second Lieut. Miller is leading for both prizes; viz., for the "best mileage," with a score of 490, and for "frequency and punctuality at practice," with a score of 42, — late only four times. Bully for him!.... F. C. Holden won the third competition for the club mile champion belt in 3.50, on Saturday, 27 August, defeating Maitland Smith, the former winner, and "Tommy" Lane, but not by much. A two-mile race was contested the same afternoon, which Holden, who is only eighteen years of age, won; "Jack" Trotter, second; "Mosquito" Barclay, third.....I thank you for giving such prominence to the announcement of our races. I hereby challenge any other dog of my weight to run a mile there for "sandbone.....Fourth Lieut. Whitham has resigned, and Sixth Lieut. G. DeSola, of Boston fame, promoted to fill the vacancy. Mr. Trotter was appointed fifth lieutenant in his place.....During the month, we had the pleasure of visits from several wheelmen from distant parts, viz., Mr. Winter, of the Newcastle, England, Amateur Bicycle Club; Messrs. N. K. Bayly, L. A. W. consul for Kingston, Ont., and Mr. Carruthers, of the same place, both of whom have now the right to add M. B. C. to their signatures; and last, but not least, Mr. Greata, of the Falls City Club, Louisville, Ky.

CLUB DAWG.

MONTREAL, 3 September, 1881.

Providence.

Editor Bicycling World: — Owing to the absence of many of the Providence Club during the summer, no official runs have been called, but a great deal of night riding has been enjoyed in squads of threes and fours. Many trips have been made after tea, up and down on either side of the bay, and wheelmen have patronized the summer gardens extensively. A few evening since, a dozen of our club took an informal run out through the park, and on our return took in the "Mascot" at the Garden, occupying half of the front row. In the second act *Bettina* (Mrs. Carter), while fretting under the restraint imposed upon her by her lord and master, exclaims, "Oh, give me, give me a bicycle!" The hard-hearted *Lorenzo* replies, "No bi; no bi.".... The writer was surprised a few weeks ago by the announcement that all wheelmen are charged half a dollar for the carriage of their bicycles from this city to Boston. In conversation with one of the baggage masters, he remarked to the writer that he, personally, was always glad to carry the wheels, having had some thirty or more in his car on the way to the Meet in May last, and he thought he knew something about it; but that shortly after, a Dedham wheelman chanced to have a couple of spokes knocked out while in transit to Boston, and becoming very wroth, was for suing the company for damages. Immediately after this, the superintendent issued orders that a tariff of fifty cents should be levied upon each wheel carried upon the Boston and Providence Railroad. Would that this youth had sent us his bill for repairs, than that we should hereafter suffer this extra tax! ....Our club have lately secured a very pleasant club room in the heart of the city, heated by steam, and with an elevator near at hand. Visiting wheelmen will always be most welcome....At our last regular meeting C. T. Grammont and E. C. Danforth were admitted to membership. The latter gentleman has taken up a temporary residence in our city, which we trust may result in his remaining here permanently. Though the writer has ridden with him a number of times since his arrival among us, he cannot recall more than one "real æsthetic" header that he has indulged in, and then he rode home, some seven miles, minus a handle. ....At our last meeting the resignation of R. L. Lippitt was accepted. JAKE.

PROVIDENCE, R. I., 4 September, 1881.

Transportation.

Editor Bicycling World: — I would like to call the attention of the officers and members of the L. A. W. to the subject of the charges made by the different railroads for carrying bicycles, when accompanied by the owners. A little experience of myself and friends will serve to show the utter absence or disregard of any regular rate for transporting machines. Wishing to take my machine a distance of fifty miles, I was told by the railroad officials that it was very doubtful if I should be allowed to take it at all! After some "chin," it was finally taken at a charge of seventy-five cents. Returning by the same route a few days later, I was charged but fifty cents. A friend wishing to go forty-four miles into the country was charged fifty cents; but on his return, the grasping baggage-master wanted a dollar and a half! Refusing to pay it, a compromise was effected at one dollar. In the face of all this, still another party carried his machine one hundred miles for half a dollar. These are but a few, and perhaps not fair examples; but it would seem that the officers of the League could institute an important movement towards reform in this direction by requesting the managers of some of the principal railway lines to fix a rate, and thus prevent the wily baggage smasher from getting rich at the expense of unfortunate wheelmen.

BI. RO.

HARTFORD, CONN., 1 September.

A Gentle Protest.

Editor Bicycling World: — To a man up a tree, and who therefore was not at the League Meet, and consequently does not know *all* the facts in the case, it would seem that the communication of "Bernard," in the BICYCLING WORLD of 17 June, not only bore a strong odor of sour grapes, but was freighted with unwarrantable sarcasm, and untruthfulness withal. It is very like an Italian, however, to stab in the back; but when he cuts at our worthy president, he irritates the vertebræ of nearly all the members of the League. Hence the subscriber's spine has been curved like a cat's ever since reading the ugly production; but as he has been vainly waiting for some better known contributor to resent the broad-sided insinuations therein thrown at Mr. Pratt and Col. Pope, he will now rise in his place and speak a word for Pennsylvania.

On 30 May last, the L. A. W. held their business meeting in Bumstead Hall, Boston, for the election of officers for the ensuing year, and we then elected Mr. Charles E. Pratt to be our president. He was chosen and elected, not because he was in any way connected with any manufacturing establishment, or because any manufacturer wanted him, but because he was our choice; because his heart and hands were in the work; because, and in recognition of, his past valuable and appreciated services; because he was and is a popular gentleman; and because *we*, the majority of bicycling enthusiasts, promoters, and well-wishers of the League, *wanted him.* If "Bernard" was not of this opinion, it would have been in much better form and taste for him to have spoken "right out in meetin'" like a man, and had his full say, and if overruled by numbers, then to have gracefully bowed to the will of the majority, than to have sneaked off home and endeavored to get the disappointed bile off his stomach by throwing mud *à la* ward politician, through the columns of the BICYCLING WORLD, and behind the mask of a *nom de plume.* This writer is no more anxious to make enemies than to curry favor; but while he holds it to be an undisputed fact that Mr. Pratt and the Messrs. Pope have done more for the cause of bicycling in this country than any other dozen men, he is constrained to make a protest when attacks of this character are made upon such champions of our sport as these gentlemen are, and to maintain that their worth in the promotion and growth of our favorite pastime is indispensable, and should be so recognized by every member of the League. To this end Mr. Pratt has worked earnestly and successfully ever since the wheel first began to roll in New England; and this is what we call "getting up a record" that will be as enduring as the outer portals of Kingdom Come.

Decidedly we are not of "Bernard's" religion, and it is sincerely to be hoped that he will revise his edition.

F. B. W., *Consul L. A. W.*

ERIE, PA., 7 July, 1881.

Mr. Lippitt Again.

Editor Bicycling World: — In reply to the letter in your issue of 19 August, signed "A Member Providence Bicycle Club," allow me to say that on 31 May I received a challenge to race for the Howard medal. Among the entries for the race was Mr. Thurber, who, as I understood, did not belong to the Providence Club, to the members of which the right to race was limited. Accordingly I wrote him that in my opinion he was not elegible, but if there was any doubt about it I would join with him "in having the matter thoroughly discussed and the right or wrong proved." On 6 June, the secretary sent me word that Mr. Thurber was a member; and on inquiry, told me he had resigned, but his resignation had not been accepted. I determined to inform Mr. Thurber that I had been mistaken, but before doing so, asked to see the secretary's records. Under date of 19 February, I found that his resignation had been laid on the table; but turning over, I found under date of 9 April that it then had been accepted. The secretary who made the record subsequently told me he was confident it was correct; and Mr. Thurber has acknowledged that he received a notice of the acceptance. This record of 9 April had been scratched out, and Mr. Cross, the present secretary, who now accuses me of acting ungentlemanly, confessed it had been done by him. In other words, he had, without notifying the club or informing me, and though knowing there was a misunderstanding about the matter, scratched the acceptance of Mr. Thurber's resignation from the records, and written me he was still a member of the club. I was of course surprised; but, anxious to settle the matter, I made a written proposition to the club to postpone the race one week, and that I would allow any member to enter up to the day before the race, at the same time saying I thought Thurber not a member; and at a subsequent meeting I sent a friend to repeat the proposition, and explain the reasons for my course in regard to Mr. Thurber. Under the guidance of Cross, the seven or eight members who were at the meeting refused to listen to my explanation; and feeling that it was no longer proper for me to remain in the club, I handed in my resignation. This was not accepted. For the next week these members indulged in a great deal of hard talk; and at the end of that time, in a fit of boyish petulance, without notifying me or asking for any explanation, they passed a resolution of expulsion, and it was published that I had been expelled for conduct unbecoming a gentleman.

The matter had now become too public to be passed without notice, and I called the attention of the executive committee to the constitution, which provides that a member can only be expelled after seven days' notice and a fair hearing, and demanded a trial. Against the wish of the members who had been active in the matter, and who declared there was no necessity for discussing it further, the committee agreed. A disinterested committee of three was appointed, one by me, one by the club, and the third by the other two. Their written instructions were to consider my conduct "both according to the special rules of the Providence Bicycle Club and the general principles which should govern the conduct of gentlemen." Their written and unanimous verdict was, that they found nothing in my conduct "which called for or *in any degree justified* my expulsion." As the facts have become known, several members have expressed their approval of my course; and Mr. Thurber said he thought the club had been unfair. As an indication of the opinion of those conversant with the affair, I quote from a letter of Mr. Howard, who presented the medal to the club, and of whom, on 10 June, I asked advice. He writes: "After carefully examining the matter, I consider you have in every respect complied with the rules and regulations under which I presented the medal to the club, and the interpretation you have put upon them corresponds with what I intended they should mean when I made the gift." To show what the person to whose generosity the club owe the gift, thought of their actions, on 10 June Mr. Howard wrote to the club that as they had failed to comply with the conditions of his gift, he withdrew the medal, and he subsequently presented it to me, saying I was fairly entitled to its possession.

Your correspondent of 19 August has acted wrong in again making public a matter which the officers of his club agreed should end with the verdict of the judges. He is wrong in pretending he wrote in reply to a letter of mine, as previous to this I have never written you on this subject; and he is more than wrong when he says the verdict of the judges was given on any legal or technical point whatever. The trouble was to a great extent due to the petulance and boyish ignorance of the managing coterie of the club. Had Cross known that the proper way to correct a supposed error in the records was by a resolution of the club, and not by quietly erasing it and acting as if it never existed, or had they known the way to settle a misunderstanding was to consider both sides of the question, they would not have refused to listen to my explanation, and they would not have endured the humiliation of seeing the medal withdrawn from their possession. Had they known it was proper to

expel a member only after careful consideration of the reasons for his conduct, they would not have grown bitter at seeing their impulsive decision reversed by a board of judges whose impartiality no one questions; and if, having made a formal agreement the matter should end with the verdict of that board, they had as a club denied the responsibility of the letter in your issue of 19 August, as I made a written request they should do, it would not have been necessary for me to make these matters public in your paper. R. LINCOLN LIPPITT.

PROVIDENCE, R. I., 27 August, 1881.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.

W. to F.

Editor Bicycling World: — Under the title "Kron's Spring Vacation," we notice a very frank retraction of the statements concerning the road from Worcester to Framingham. Our esteemed friend says the proper track is as good a one as any tourist ought to ask for; but what will he say when he actually goes over the right road; for it is clear, from his taking the "new" road and going down grade to a railroad track, that he is again "a good man gone wrong." Friend Kron! next time you come this way, don't take any "new" roads, but call on ONE OF THE WORCESTERS.

Yale Light Roadster.

Editor Bicycling World: — In answer to "Ixion," I will give my experience of five or six hundred miles on a "Yale Light Roadster (thirty-seven pounds ready for the road, ⅞-inch tire) on good and bad roads.

1st. The wheel is more rigid and is far stronger than the ordinary one. It has never buckled, and is as true as a wheel can be. Judging from the tone of the vibration, not a spoke has slackened in the least degree. 2d. The curved handle bar is a great comfort, but also as much or more of a discomfort when coasting, and when a sudden dismount must be made on the up-crank side with the upper leg caught under the handle. It is a help to hill climbing, and gives a natural, easy position on the machine. Upon the whole, the writer prefers the straight handle. 3d. The effect of stones is not different from that on any other form of rim. It is next to impossible for a stone to strike the side of the rim to indent it. 4th. The tire holds as well as any other. There is no question as to the strength and rigidity of this machine; but the vibration on rough roads, and the narrow tire on soft ones, are facts which convince the writer that this machine will not be popular for rough usage. H.

WORCESTER, 3 September, 1881.

BOOKS AND PAGES

"FICTION" is the appropriate title of a new weekly publication, just issued by Keppler and Schwarzmann, of New York, the publishers of *Puck*. *Fiction* is a thirty-two-page pamphlet full of readable stories, both serial and completed, and is printed in large, clear type, very attractive to the eye. From a hasty but comprehensive glance at its pages, we should say that it fills a need in popular light literature, the stories in this initial number being excellent in quality and entertaining in character; and we shall welcome its weekly appearance with pleasure.

"YOUTH AND PLEASURE" is a pleasant little paper, full of stories and pictures for young people between the ages of nine and eighteen, and is edited by William H. C. Lawrence, the publication office being at 141 Franklin street. The leading attraction, and begun in the first number, is a serial mediæval romance entitled, "The Story of Master John," and with the other stories and articles is finely illustrated. It has a puzzle department, a music department, and a very unique and beautiful title-page, and is altogether very readable for old and young of both sexes.

THE CENTURY CO., publishers of *Scribner's Monthly* (to be known as "*The Century Magazine*" after October), will soon issue a portrait of Dr. J. G. Holland, which is said to be a remarkably fine likeness; it is the photograph of a life-size crayon-drawing of the head and shoulders, recently made by Wyatt Eaton, and will be about the size of the original picture. It is to be offered in connection with subscriptions to *The Century Magazine*.

TOURS ON THE BICYCLE. — Henry H. Bentley, president of the Philadelphia Local Telegraph Company, is an enthusiastic votary of the pleasures of the rapid wheel. During a recent business trip which he made through various parts of New York, the bicycle was a frequent means of travelling; and so thoroughly is he imbued with a sense of the benefits to be derived from such trips, that he intends to make an extended tour, accompanied by his son George and another gentleman, through portions of New York and New England, in September and October. "I should have thought," said he to a reporter, "that by this season the people throughout the country would be accustomed to the sight of bicycle tourists; but my little trip this week shows me that such is not the case. Country people are prone to regard bicycling as a boyish pastime, and remarks made by many of them are anything but complimentary to the dignity of the rider. If bicycling is a boyish pastime, all I have to say is, a great many gray-haired men make boys of themselves. The hard work is well compensated by the improvement in physical condition gained by such trips. A man who rides a bicycle cannot indulge in intoxicating drinks, for if he did he would n't ride far. The tourist must keep good hours, live on plain, wholesome food, and refrain from all those vicious habits which tend to enervate him. I have found that the man who uses tobacco on a tour generally fails to keep pace with the others, and is compelled to go home or take to the railroad. — *Germantown Times.*

AMONG the many wheelmen who wheeled Worcesterward, this week, were a "baker's dozen" of the Massachusetts Bicycle Club, who think that they were remarkably favored with good weather, good roads, good company, and good cheer. A part of them started at eight o'clock Monday morning, had "a glorious dinner" at Hotel Wellesley, and met at South Framingham another party (including some of the Boston Club) which left Boston at 2 P. M., and their esteemed Marlboro' members, Messrs. Atkins and Pratt, who rode down to meet them, and escorted them to the Central House at Marlboro', where the whole party spent the night. Of seven new members voted in at the last meeting of the club, five were of the party; and to one of them, Mr. R. D. Pratt of Marlboro', belongs the credit of one of the most delightful entertainments and pleasant surprises which the club has enjoyed. Invited to his residence for a social call, the club were cordially welcomed by his family and lady friends, and several members of the Marlboro' Bicycle Club, and after a social hour, were seated about a table loaded with delicacies. The Massachusetts Club seldom quails before such an array, but it felt now that this was too much; when cheers were heard, and a large and lively re-enforcement appeared in the shape of a dozen members of the Boston Bicycle Club, who, invited by Mr. Pratt, had ridden over from Northboro' — in a 'bus! (the Boston men are always careful of their wheels); and joining forces with the Massachusetts men, full justice was done to the sumptuous repast. After a most enjoyable evening, the company broke up, voting Mr. Pratt and his friends the best of hosts.

Tuesday morning the start was made for Worcester, and excepting one bad "header" by a new member on a Shrewsbury bi., an entirely successful run from Boston to Worcester was completed. The thanks of the club are due to Mr. A. L. Atkins, its Marlboro' representative, for his active exertions in its behalf.

MASS.

WE have a few words to say this week about "Sociables." Ever since we saw a lady and gentleman starting on an Easter tour this spring on one, we have had a great desire to try a double "trike." Some months of careful economy enabled us last week to acquire the machine we had been longing for; and we can unhesitatingly state that we believe there is a very good future for double tricycles, where the riders sit side by side, and are able to converse. They only want to be tried to be appreciated. Even with only a daughter for a companion, we had a most delightful ten miles' spin on the first evening; while we can well imagine the pleasure with which the gay youths of the wheel world will be pervaded when they find that by virtue of double trikes they can enjoy spooning without giving up riding. There are certain inconveniences, of course. A man may not care to risk the cost until he is sure of the pleasure, unless he will take our word for it. The difficulty of storage is hardly greater than with any ordinary tricycle, for with the small geared wheels used the machine can be inserted lengthwise into a doorway, for which it would be too wide if wheeled in the ordinary way. In fact, the only drawback that we can see — and after all that is not a very great one, — is that, blow high or blow low, the journey must be ridden out, as taking a train with a "Sociable" would not be a joke. Bad weather can always be shirked by leaving the machine, as one does a boat on the river, and returning another day to "work her home." One thing is certain, that with a "Sociable" no 'cyclist need not give up riding on entering the "holy estate." Speaking from our own experience, we can say that with a companion weighing from seven to eight stone, we found we could easily propel the machine alone on the level, while down the least incline there was only necessity for one to work. The only rise we have yet encountered is the somewhat stiff gradient of Kew Bridge, which was mounted with no more exertion than if bicycling. Down-hill is of course "jam," as good foot-rests are provided.—'*Cyclist*, 10 *August*.

No one can sympathize with a 'cyclist who is detected and fined for riding on a footpath, because he is selfishly seeking his own ease to the detriment of 'cyclers generally. — '*Cyclist*.

DIRECTORY

OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

Addresses inserted in this department, $5.00 per year.

CALIFORNIA.

SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.

HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 98 Crown Street.

ILLINOIS.

CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.

HELENA. W. E. Norris.

NEW HAMPSHIRE.

PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.

NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.

LIMA. Gale Sherman.

PENNSYLVANIA.

PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from **CUNNINGHAM & CO.**, or their authorized agents.

BICYCLERS' SUNDRIES.

* The "TAKE-ME-TOO," for carrying a coat, etc., does not interfere with mounting or coasting: universally liked. Send size of waist	$ 90
Wright's Anti-Rust	25
Wright's Illuminating Oil	25
Acme Stands	1 75
Hub Lamps, nickelled, small size	3 25
" " " large like "King of the Road"	3 75
* Leggings, send size of calf	1 50
* Saddle Bags, similar to "Handy Tool Bag"	1 25
Bugles, brass	2 00
" nickelled	4 00
Rubber Handles, in ordering mention make of bicycle	2 00
* Horn Whistles	60
Shoes, canvas with corrugated rubber soles	3 25
* Gong Bells	75
* Nickelled Oil Cans	25
* Wrenches, Blue Monkey	70
* The Wright Standard Holder, for Club colors, torches, etc	1 50

Articles marked thus * can be sent by mail.

Remittances may be made by P. O. Order on Station H, or check.

SECOND-HAND BICYCLES A SPECIALTY.

☞ Send 1-cent Stamp for Circular; and length of leg, inside measure, to ball of foot under the shoe.

W. M. WRIGHT, 791 5TH AVE., N. Y.

STODDARD, LOVERING & CO.,

2 CUMBERLAND ST., MANCHESTER, ENGLAND,

10 MILK ST., BOSTON, MASS.,

IMPORTERS OF VARIOUS MAKES OF

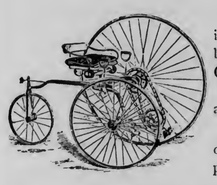
English Bicycles and Tricycles

SOLE AGENTS FOR THE UNITED STATES FOR

SINGER & CO. - - Coventry.

HILLMAN, HERBERT & COOPER - - COVENTRY.

BICYCLES AND TRICYCLES.



The favorite bicycle in America is the **Standard Columbia,** filled with our special ball bearings. The 1881 pattern has more reliable, actually proved good points, for all-around use, than any other bicycle made. A large assortment always in stock at our warerooms. Also, our light and stanch **Special Columbia,** and our **Mustang,** as well as Xtraordinary Challenges and other English bicycles.

All the PARTS of our bicycles are kept on hand, and as the parts in OUR machines are INTERCHANGEABLE, any one may be easily replaced by a new one.

THE CELEBRATED TRICYCLES, the **Challenge No. 2,** the **Royal Salvo,** and other unexcelled English Tricycles, in stock and on short order. Our **Triocycle,** for three riders, now perfected.

BICYCLERS' AND TRICYCLERS' SUPPLIES AND SUNDRIES.

Niantic Stockings, ribbed, all-wool, long legs, good weight. Price, $2.00 a pair. Clubs supplied with any desired color.
Gossamer Rubber Capes, made expressly for bicycling and tricycling, cover knees and all, roll up very small, with enamelled cloth case; weight only 10 oz. Price, $2.50.
Canvas Shoes, with corrugated rubber taps, sewed. Price, $4.50.
"Cradle Springs." Price, $6.00. **"Handy Tool-Bags."** Price, $2.00. **Acme Bicycle Stands.** Price, $2.00. **M. I. P. Bags.** Plain, price, $4.00; rubber-cloth lined, price, $5.00. LAMPS, BELLS, BELTS, CYCLOMETERS, *and all other* bicycle and tricycle supplies and outfittings kept in stock.
Pratt's "American Bicycler," price, 50 cents; Chandler's "Bicycle Tour," etc., price, $3.00, and other bicycling literature supplied.

Send 3-cent stamp for Illustrated Catalogue and full Price Lists.

THE POPE MANUFACTURING COMPANY,
MAKERS OF THE COLUMBIA BICYCLES, ETC.
597 Washington Street, Boston, Mass.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER.
Edited by - CHARLES CORDINGLEY.
Subscriptions received at this Office.

One year.....$2 25
Six Months.....1 15
Three Months.....60

Specimen copies sent from
146 Fleet St. - - London, E. C.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 40 WATER ST., BOSTON.

The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from
E. C. HODGES & CO., 40 Water St., Boston, Mass.

GOY, The Athletic Outfitter,
21 Leadenhall Street, } LONDON,
22 Leadenhall Street, } ENGLAND.
54 Lime Street, }
FOR BICYCLES, TRICYCLES (all makes),
CLUB UNIFORMS,
And every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing and all Athletic Sports.
GOY'S CALENDAR OF SPORTS AND PRICE LISTS FORWARDED FREE.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy. | BOSTON, 16 SEPTEMBER, 1881. | Volume III. Number 19.

[Vol. III. CONTENTS. No 19.]

Currente Calamo.—Personal 222
Buckeye Club.—San Francisco 222
Editorial.—Hill Riding.—The League Contests 223
L. A. W. 223
Races 224
Correspondence 225
Wheel Club Doings 229
English Railway Rates 229
The Muswell Hill Contest 229

Entered at the Post Office as second-class mail matter.

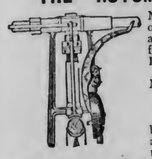
ADVERTISEMENTS

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE:
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

FOR SALE OR EXCHANGE
[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

FOR SALE.—52-in. Full-Nickelled Harvard, nearly new, everything complete. Also, 50-in. bicycle in perfect condition, cheap. Address,
"BICYCLE," Box 1307, Boston, Mass.

---

200 per cent Saved by Buying your Bicycles from England.



The best and cheapest bicycles are now being manufactured in Leeds, England, well known to be "the great centre" for producing steel and iron, and where mechanical labor is fully 75 per cent cheaper than any other town in the Kingdom, doubly facilitates us in offering Bicycles and Tricycles at fully 75 per cent cheaper than any other maker in England.
The Yorkshire Bicycle, the Workingman's Friend, is a marvel at the price. 48 in. and 50 in., $25.00; 52 in., $27.50 up to 60 in.
The Tourist Bicycle possesses all essential improvements, and is a thorough roadster. 48 in., $40.00, rising 75c. per in.
The Standard Bicycle embodies the latest improvements; for excellence of manufacture it is unsurpassed. 48 in., $55.00, rising $1.55 per in.
Lists post free. AGENTS WANTED.
BURNETT & FARRAR,
Yorkshire Bicycle Works - Leeds, England.



Patent Applied For.
BURLEY'S
ADJUSTABLE SKELETON SADDLE.
THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.
Send for circular with testimonials.
In ordering, state whether Cradle spring or otherwise.
Price, $4.00. Nickel Plated, $5.25.
Send money order or registered letter.
D. W. HYDE,
Box 1133. Brighton, Mass.

WE MAKE
SPORTING GOODS
A SPECIALTY
And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

48-inch Ball Bearing Standard Columbia Bicycle for Sale.
Has been ridden but little, and is bright and exactly as good as new. Reason for sale, owner unexpectedly going to Europe. This machine cost $97.50, but will be delivered on board cars or boat at Peoria, Ill., on receipt of $80.00, and guaranteed as represented; or will send by express, C. O. D., with privilege of examining, on receipt of sum sufficient to cover charges both ways.
Address, GEO. W. ROUSE,
PEORIA, ILL.



COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H. HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

CURRENTE CALAMO

WHO goes to Montreal?

NEXT Wednesday will be a lively day for the Canadian wheelmen.

THE Holyoke Bicycle Club has just been formed, with twelve members.

AN interesting paper from President Bates, received too late for this issue, will appear next week.

ST. MARK'S COLLEGE at Southboro', Mass., has thirty pupils, and twenty-eight of them have bicycles.

THE medals for the League championships will be made by Messrs. Jaques & Marcus, Seventeenth street and Broadway, and will be on view one week previous to the race.

FRIENDS sending reports of events in their sections are requested to despatch them as soon as possible after each occurrence that they may appear in the earliest subsequent issue of the WORLD.

THE events to come off between this and our next issue are, 17 September, Nashua, N. H., meet; 21 September, Montreal meet and races; 21 September, Waverly, N. J., races; 22 September, Franklin, Pa., parade and tournament. All bicyclers should attend such of these gatherings as may be convenient, and so do their part towards enhancing and adding to the display.

COMMANDER C. K. MUNROE announces that owing to the recent action of the National Association of Amateur Athletes which practically debars our best racing men from competing for their medal, the L. A. W. has decided to offer a gold medal, valued at $50, for the amateur championship of America, open to *all amateurs;* the medal to become the property of the winner. Entries to be made to C. K. Munroe, commander L. A. W. Mr. Munroe adds that if made according to designs furnished, our medals will be the handsomest for the cost he has ever seen.

TO-MORROW the Nashua, N. H., bicyclers will organize as the Nashua Wheel Club, and have arranged for a grand time. Invitations have been sent to adjoining towns and cities, and they hope to assemble quite a number of wheels. League Director Hazlett, of Portsmouth, with Consul Davis and Master Georgie Girard, will be present, and the latter will exhibit some of his tricks on the "Mustang" after an experience of two months. His courage and pluck was liberally encored by five thousand witnesses at the New England Fair, in Worcester. It has been a matter of regret with us that we inadvertently omitted mention of the lad in our Worcester report last week. In addition to his wonderful skill and grace as a rider, the boy's personality is unusually attractive. He is modest and unassuming, without diffidence, handsome in face and winning in manners and expression, and while active and spirited, bears himself with a quiet and gentlemanly dignity which wins a respect from his elders which few grown-up young men can be boast. We understand that his feats at Worcester were so well appreciated by an experienced fancy-riding wheelman that he removed the gold badge himself had won and placed it on Master Girard as an acknowledgement of the latter's superior worthiness to wear it. Mr. Hazlett, his instructor and friend, is justly proud of him.

PERSONAL

ROLLINSON, professional rider, was at the Attleboro' meet last Saturday.

CAPTAIN HODGES of the Bostons has gone to the woods of Maine for "birds, beasts, and fishes."

RECORDING SECRETARY L. A. W., SAMUEL T. CLARK, of Baltimore, was in Boston this week on business connected with the League.

ELSA VON BLUMEN, the graceful and popular little bicycless, gave an informal exhibition of riding at the rooms of the Pope Manufacturing Company last Friday.

FRANCIS CRAGIN of the Boston Club, who left Chicago at 9 A. M., 5 September, to bicycle here, has sent us "way" cards from Blue Island, Ill., the same day; Kankakee, 7 September, and the wilderness between St. Anne and St. Mary, Ill., 11 September.

MR. L. D. ROSS, general ticket agent of the Keokuk and St. Louis line, and several other enterprising young business men of Keokuk, have organized a bicycle club, which now numbers thirty-five.

TREASURER DILLWYN WISTAR telegraphs that the Fairmount Park commission of Philadelphia will to-day, Friday, 16 September, remove all restriction whatever against bicycle riding in the Park.

PRESIDENT A. W. GUMP, of the Dayton Bicycle Club, writes us that gold and silver medals have been substituted for the $100 prizes in money to be given by the Southern Ohio Fair Association to the winners in each of the bicycle races, to occur at their grounds, 21 September. We are glad to learn that such wise action has been taken, and trust that the Ohio wheelmen will have a grand and successful Meet on that occasion.

MR. DUKER, of the Crescent Club, of Boston, proposes to start on a wheel trip to Baltimore, next Monday, and will be accompanied as far as Springfield by Mr. Woodward, of the same club. The Crescent, Massachusetts, and Boston Clubs will meet Monday morning, at six o'clock, in Trinity square, to escort the gentlemen a few miles out of the city, and would be pleased to have other wheelmen join the run to give them a good send-off. A breakfast at Wellesley may be a feature of the ride, so that gentlemen may return directly to the city and to business.

THE Buckeye Bicycle Club, of Columbus, Ohio, has the following very excellent road rules: 1. In riding on city streets, within one mile of the State House, speed greater than five miles an hour must not be attained. 2. In using park avenues, speed greater than six miles an hour must not be attained. Racing should never be indulged in, especially with horses, as it endangers life and limb. 3. Bicyclers must always keep to the right of the road, and if possible, never pass a vehicle going in the same direction on the wrong side, as in case of an accident you are liable for damages. In passing a team, a lead of ten yards should be given before taking the pole. 4. Care should be taken not to startle a horse by passing at a high rate of speed; and in meeting one which shows signs of restiveness, a dismount should invariably be made, and in as quiet a manner as possible. 5. A bicyclist should not ride by a horse from behind without speaking, and should give him as wide a berth as convenient, and should not close in immediately in front of him. The voice is a great calmer; when a bell or a whistle might startle or alarm, a word or two will quiet and reassure. 6. The horse is a very expressive animal, and by observing him as one approaches, particularly his ears and poise of his head, one can tell at once whether it is necessary to speak, or to ride slowly to one side, or to dismount. 7. Bicyclists must always endeavor to keep their machines well under control, and in crossing a street running at right angles, must not ride at a speed which would prevent them from turning quickly in either direction.

It is a courtesy of the road to turn out more than the law requires. It is polite to use more care when meeting or passing ladies; and if several be riding bicycles together and meet a lady on horseback, or driving alone, if the horse or the lady appears at all disturbed, it is courteous for one to dismount and lead the horse by.

SAN FRANCISCO. — The bicyclers of the city are in close consultation as to the advisability of applying to the Supreme Court to prevent the enforcement of the restrictions placed upon them. The wheelmen claim that they have a perfect right, as tax-payers and citizens, to enjoy themselves as they may feel disposed, by bicycle or in carriages.... The regular monthly meeting of the Oakland Bicycle Club was held on Saturday last, and fourteen members signified their intention to take part in the tournament and races on the 17th inst. Entries can be made with the captain, George H. Strong, at 202 Sansome street, this city..... On one evening this week, the wife of an enthusiastic bicycler of Oakland will ride the tricycle, and on the same evening C. L. Leonard will perform a number of pretty evolutions on the bicycle, and will afterwards ride the "One-Wheeler." †

SAN FRANCISCO, 5 September, 1881.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

Advertising Rates.

ONE INCH, one insertion, $2.00; each additional insertion, $1.75; ordered for one month, $7.00; three months, $20.00; six months, $38.00; one year, $74.00.

TWO INCHES, one insertion, $3.50; each additional insertion, $3.00; ordered for one month, $12.25; three months, $35.00; six months, $66.50; one year, $129.50.

THREE INCHES, one insertion, $5 00; each additional insertion, $3.75; ordered for one month, $19.00; three months, $55 00; six months, $100.00; one year, $190.00.

FOUR AND ONE HALF INCHES (one half column), one insertion, $6.00; each additional insertion, $5 25; ordered for one month, $20.00; three months, $56.00; six months, 107. 00; one year, $205.00.

ONE COLUMN, one insertion, $10.80; each additional insertion, $9.50; ordered for one month, $37.50; three months, $110.00; six months, $205.00; one year, $400.00.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 16 SEPTEMBER, 1881.

WE publish elsewhere an account of the recent hill-climbing contest, which will be found interesting, and will, we trust, induce similar trials on some of the smooth up-grades in this country. We should imagine that the English hill was a difficult one, even for Britons, not only from the description, but from the fact that only nineteen of the forty-five starters succeeded in accomplishing the feat. These contests might be made an interesting and exciting feature of bicycling, besides inciting our wheelmen more generally to practise up-hill work than many of them care now to essay, and so better qualify them for summer touring through the mountain districts, as these long trips are growing more popular every year. Another variety of competitive wheeling might be instituted to advantage, also,—pedalling through a hundred yards or more of soft or sandy road of a practicable and uniform but difficult depth. As experienced bicyclers know, bad roads and steep grades are quite as often conquered by skilful wheeling as by brute strength, and wheelmen in localities where these drawbacks are the rule soon master the conditions from necessity, and show to better advantage on country roads than riders of longer experience in better roaded districts. All these novel and uninviting contests, therefore, are useful and instructive and assist in training the muscles to meet emergencies and conditions which must often be encountered in extended tours.

WE have heard it stated, and with some authority, that several of the leading amateur wheelmen who have been conspicuous in recent races will not compete against each other in the League contests. Now this shows either a rare David-and-Jonathan spirit of friendship, an ultra-refined sentiment of delicacy, or an abject fear of defeat and consequent diminution of laurels won in less ambitious contests. It should be borne in mind that the League races are instituted to determine who are the "best men," to use a technical phrase, on the race track. Differing from the irregular and generally local character of bicycle races which have hitherto obtained in various parts of the country, these League contests are national in their scope, and to all American amateur wheelmen will be the authority for comparison, for reference, and for record. They will be the first really official amateur events in the history of American amateur bicycling, and it is therefore to be hoped that the best wheelmen in the League will enter any or all of the races without respect to who their competitors may be; for, no other legitimate objection interposing, failure to compete must presuppose fear of the result. Friendship ought not to interfere with the desire, for the contest is a friendly one, and any delicacy in the matter is so utterly absurd that the least suspicion of it should subject the considerate individual to all the punishment which satire and ridicule can inflict. No, gentlemen of the race-course, do not let such weak considerations bar you from the prizes which you feel confident you can win. In justice to the League, which has instituted the official and only standard national competition, for the honor of your club and section, and for your own credit as well, go in boldly, confidently, and may the "best man" win, and the "second best" be the first to cordially congratulate him on his victory!

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

CLEVELAND BI. CLUB. — J. H. Wade, Jr., E. Q. Norton, W. O. Beckwith, J. H. Collister, S. H. Beckwith, F. W. Douglass, S. R. Johnson, Sterling Brewer, — all of Cleveland, Ohio.

UNATTACHED. — Harry C. Keefer, Frederick, Md.; E. W. Herrick, Phillips Exeter Academy, Exeter, N. H.

CORRECTIONS. — Asa B. Dolph, New London, Hudson Co., O., should be Asa Dolph, New London, Huron Co., O.; Arlington Bi. Club should be Abington Bi. Club, of Abington, Mass.; and Walter E. Turfant, of this club, should be Walter E. Trufant.

CINCINNATI BI. CLUB. — Additional:

W. H. Innes, W. L. Hudson, E. A. Hart, R. A. Holden, Jr., Chas. Allen, — all of Cincinnati, O.

RACES

Coming Events.

21 September. Annual race meeting of the Montreal Bicycle Club, to be held on the Montreal Lacrosse Grounds.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. To secretary of games, P. O. Box 3101, New York City.

24 September. Two-mile bicycle race at the grounds of the New York Athletic Club (championship games), at 10 A. M. and 1.10 P. M.

24, 26 September, Philadelphia, Pa., Bellevue Station, Gormley and Dawson's "Pastime Park" sports. Bicycle races.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

24 September, St. Louis, Mo. One-mile bicycle race (championship of Missouri). Prize, silver medal presented by Richard Garvey, president of Missouri Club. The club offer in addition a membership and one year's dues paid up, to the first rider making a three-minute record. (Eight entries to date.)

24 September. The twenty-mile race for the championship of the Boston Bicycle Club will be held at Beacon Park, Saturday, 24 September, at 2.30 P. M.; entries to be made to J. S. Dean, secretary, 28 State street, and E. C. Hodges, captain, 28 State street.

27, 28 September. Lackawanna County Agricultural Fair, Scranton, Pa. Bicycle races; open to all amateurs.

28 September. Framingham, Mass. Middlesex South Agricultural Society Fair. One-mile bicycle race, prize, $15 value, winner's choice; half-mile bicycle race, prize, $10 value, winner's choice. Races in forenoon. Open to all amateurs. Entries to C. A. Hemenway, secretary.

29 September. The Berrien County Agricultural Society offers premiums to amateur bicycle riders for mile and half-mile heats, best two in three, on the third day of the county fair. The premiums are silver and gold pieces of plate.

29 September. Dayton, O., bicycle tournament and races. $100 in prizes, mile heats, best two in three. Southern Ohio Fair Association.

5 October. Lansing, Mich. Central Michigan Agricultural Society. Bicycle race. Race to be for the one-mile championship of Michigan, to be run under rules of L. A. W., in mile heats, best 3 in 5; open to all amateur riders in the State; entries free. First prize, silver water set valued at $35; 2d prize, watch valued at $25; 3d prize, horse tinier, split seconds, valued at $15; 4th prize, nickel-plated cyclometer.

5 October. Brockton, Brockton Bicycle Club races.

6 October. Manhattan Polo Grounds, New York. First Annual L. A. W. Race Meeting

8 October. Philadelphia Fall games of Young America Cricket Club, of Germantown, held at Stenton. Three-mile bicycle race for gold and silver medals. W. T. Wilcox, 1701 Pine street, secretary.

GOUVERNEUR, N. Y. — The first day's race here, 1 September, was won by Chas. H. Olmstead of Potsdam, N. Y. (prize, Columbia bicycle); Starr King Smith of Watertown, N. Y., taking second prize, silver medal. Time, 4.16. The second day's race was won by Geo. H. Simons, Potsdam, first prize, gold medal: Chas. Porter of Watertown taking second, silver medal. Time, 4.6. The track was very heavy, which accounts for the slow time.

RACING IN GERMANY. — The Berlin races, given by the bicycle club of that city, proved to be a great success, and will interest, undoubtedly, many of your readers. They were held on Sunday last, at 4 P. M., in the Flora Botanical Gardens, in Charlottenburg, about three miles outside of Berlin. The course was the broad walk round the entire garden, two and one half laps to the mile, roped off, and in good condition. The slow time was caused through several twists and turns, and an incline leading up to the terrace. The weather was fine, and nearly 3,000 people present.

One-Mile Race (open for German clubs): First heat — B. A. Molling, Berlin (1), 3m. 43s.; J. M. Dumstrey, Berlin (2), 3m. 44⅘s. Second heat — H. H. Koop, Jr., Bremen (1), 3m. 41s.; Henri Haase, Berlin (2), 4m. 3⅘s.; Oscar Schmidt, Berlin (3). Third heat — T. H. S. Walker, Berlin (1), 4m. 2s.; Henri Göhring, Berlin (2). 4m. 8⅘s.; Rich. Krüger, Berlin (3). Final heat — H. H. Koop, Jr., Bremen (1), 3m. 38s.; T. H. S. Walker, Berlin (2), 3m. 47⅘s.; B. A. Molling, Berlin (3).

Two-Mile Handicap (for Berlin Club): H. Göhring, scratch (1), 8m. 4s.; J. M. Dumstrey, 85 yards (2), 8m. 11s.; O. Schmidt (3), 140 yards.

One-Mile Open Race: Paul Pieper, Berlin (1), 3m. 57⅘s.; J. M. Dumstrey, Berlin (2), 4m. 0s.; B. A. Molling, Berlin (3).

One-Hundred-Yard Slow Race: H. H. Koop, Jr., Bremen (1): H. Hennerl, Munich (2); J. M. Dumstrey, Berlin (3). No time taken.

Five-Mile Race (open for German clubs): T. H. S. Walker, Berlin (1), 20m. 40s.; H. H. Koop, Jr., Bremen (2), 21m. 20s.; H. Göhring, Berlin (3), 21m. 27⅘s. This was undoubtedly the best race of the day, Walker taking the lead from the start and retaining it to the finish. In the eleventh circuit a game struggle ensued between Koop and Göhring, the former eventually carrying off second honors by 7⅘ s. Walker rode a 56-inch "Howe" semi-racer, and Koop a 52-inch "Royal Challenge" roadster.

The club intend holding another day's races at the end of September. Many thanks are due the energetic captain, Mr. T. H. S. Walker, the judge, Mr. Fr. Freisleben, and the starter and timekeeper, Mr. F. P. E. Freundlich.

WARREN LEETE,
Hon. Sec. Bremen B. C.

BERLIN, 7 August, 1881.

HUDSON, N. Y. — In a contest at the Hudson (N. Y.) Fair Grounds, 6 September, Messrs. George E. Patton and Walter J. Beebe, two Chatham bicylers, were the only starters, although quite a number of wheelmen were present. These two got off evenly, but Beebe soon took the lead, and at the quarter pole was two lengths ahead. At the half-mile Patton drew to the fore, but Beebe was soon at his side, and held his place for a few seconds, when Patton slowly gained and passed ahead, winning the race by two and a half lengths in 3.35, beating his own best time. Mr. Patton rode a 52-inch wheel. The prize was a gold badge, presented by Miss Von Blumen, who on the same occasion won two races against horses. The first of these was a mile for the running horse Little Joker against the lady's half-mile, best two in three, and Elsa won the first two in 1.20 and 1.39. Her second victory was over the trotting horse Gray Stranger, in the first heat, the lady to make two circuits to the horse's three. The horse being badly beaten and played out, in the second heat No Name was substituted, but fared no better, being distanced by the lady in 3.59. Her time against Gray Stranger was 4m.

FORT EDWARD, N. Y. — A bicycle race was held at the county fair, Thursday afternoon, 6 September, for a gold medal. There were three contestants, viz., supervisor A. R. Wing, railroad ticket agent James Barber, and landlord W. B. Milliman, of the Eldridge House, all of this village. The contest was to be best three in five, half-mile heats. In the first heat, Mr. Milliman took the lead and held it finely till within fifty yards of the goal, when Mr. Wing closed upon him, and the judges deemed it so close a finish as to call it a "draw" between the two, with Mr. Barber third. Time, two minutes. Mr. Milliman, deeming that he was a clear winner of the heat, and had not been fairly treated by the judges, withdrew from the contest. In the second heat, Mr. Barber was an easy winner in 1.47. Then came the final trial, in which Mr. Wing gave up at the end of the quarter, and Mr. Barber made a slow run home, winning the heat, race, and medal. The time was not taken. Mr. Barber claims that he can drive the steel steed a half mile in 1.35.

NANTUCKET FAIR RACES. — The bicycle races at the agricultural fair at Nantucket, Wednesday and Thursday, were witnessed by a large crowd of people. Three riders entered for the prizes: F. H. Johnson, president of the Brockton Bicycle Club, Merton Holmes of Bridgewater, and Charles Marshall. The first heat was won easily by Johnson, on his big 56-inch machine. in 3m. 54s., Holmes coming in second in 4m. 10s., and Marshall third, time not taken. In the second heat, Johnson's pedals became heated and "stuck," which compelled the rider to dismount for repairs, Marshall winning in 3m. 53s., Holmes coming in 10 seconds later. In the last heat, Johnson won the race in 3m. 12 4-5s., closely followed by Holmes, whose time was 3m. 18s., with Marshall but three seconds to the rear. The first prize, an elegant silver ice-pitcher, was awarded to Johnson, and the second, a silver cup, bestowed upon Holmes.

TIMONIUM, MD. — The bicycle races at the Baltimore County Agricultural Society Fair, held here 7 September, had the effect of drawing the largest crowd ever on the grounds, notwithstanding the intense heat, and were fairly exciting to the country folk, whose interest had been awakened by often seeing the Baltimore wheelmen glide swiftly and noiselessly by them on their usual afternoon runs. The races, open to all amateurs under the L. A. W. rules, comprised a half-mile race for a $30 plate and a $10 medal, and a two-mile race for a $50 plate and a $10 medal. The start in each race was standing from scratch; and in the first, the starters, Abram G. Powell of the Germantown Bicycle Club of Philadelphia, Samuel T. Clark of the Baltimore Club, G. H. Boehm of the Baltimores, and G. W. Coale of the Baltimores. This race was won by A. B. Powell, Samuel T. Clark taking second. Mr. Powell also won the two-mile race, while, as before, Mr. Clark bore off the second prize. So Mr. Powell proved the "dark horse" to the Baltimoreans; but while his graceful and excellent riding was cordially applauded by all, his good-fellowship dissipated any feeling of annoyance on the part of the home club at both the first prizes going away from their town. Mr. Clark, of the Baltimores, who secured both the second prizes, is the recording secretary of the League of American Wheelmen. The run back to Baltimore after the races was enjoyed by all, although the heat was fearful; but the imbibition of frequent lacteal pokes blunted the disagreeable effects of the latter, and encouraged the riders to extend their run several hours after nightfall through the Park and over the smooth roads at Druid Hill by moonlight.

MEET OF OHIO WHEELMEN. — RACING AT THE STATE FAIR. — BANQUET AND ORGANIZATION OF A STATE LEAGUE. — Under the auspices of the Buckeye Bicycle Club, of Columbus, O., a grand meet and parade of wheelmen was held in that city on Tuesday and Wednesday, 30 and 31 August. About fifty wheelmen were present, representing the Buckeye, Cincinnati, Hill City (Hillsboro'), Delaware, Toledo, Cleveland, Canal Winchester, Springfield, Dayton, Washington Court House, and Upper Sanduskv Clubs, and some unattached riders. Visitors were promptly received and taken care of by the home club as they arrived. At 3 P. M., Tuesday, the line formed at headquarters and proceeded to the fair grounds, making a fine show as they passed along the route. They entered the ground just before the trotting, and between the heats of these gave an exhibition run down and back in front of the grand stand, their handsome uniforms and wheels flashing in the sun, and their whole appearance fascinating in the extreme, and eliciting frequent applause. The race was a one-mile dash for gold and silver badges, and the starters were W. T. Eldridge of Columbus, J. L. Pease of Columbus, S. S. Mott of Dayton, W. H. Reed of Cincinnati, J. T. McCune of Columbus, J. P. Taylor and Baldwin McGrew of Springfield, and Harry Glidden of Cleveland. The Springfield Club entered a protest against Mr. Mott, on the ground that he had ridden for money, but Capt. Hutchinson, of the Buckeye Club, said the gentleman denied the charge; and it was ruled that he might enter, but would forfeit the prize if he won it and it should afterward be shown he was ineligible. With that understanding, the matter was dropped and the race proceeded. Soon after starting it was evident that the contest would be between three men only, the rest being well distanced. These three were Pease, Reed, and Mott, who finished the race in the order named, the former winning in 3.51⅘, the others but a few seconds behind. The judges were Alfred Ely, Jr., of Cleveland, and T. C. Orndorff and C. J. Krag of Columbus.

In the evening the visitors, by invitation of the Buckeyes, attended the performance at the Grand Opera House, and next morning were photographed in State House square. In the afternoon they rode out to Shadeville, ten miles, to dinner, returning to the city about six o'clock in the evening. Later all assembled at the Park Hotel and effected an organization of the clu s of the State under the title of the "League of Ohio Wheelmen," with the following officers: President, H. B. Hutchinson, Columbus; vice-presidents, Alfred Ely, Jr., Cleveland, H. S. Livingston, Cincinnati, J. S. Crowell, Springfield; secretary and treasurer, D. E. Barnum, Springfield; executive committee, the officers, and T. C. Orndorff of Columbus and C. H. Walbridge of Toledo. A constitution was adopted, and after the transaction of some minor business the wheelmen adjourned at ten o'clock to partake of a splendid banquet prepared for them by the home club, and during the sitting much fun and some excellent vocal music and congratulatory speeches were enjoyed, and the assembly broke up at a late hour. The meet was a grand success, passing off without an unpleasant feature, and it cannot help but promote good feeling and elevate bicycling interests in this State. It has drawn the wheelmen of Ohio closer together and given them an opportunity to compare different makes of machines, 'most all the leading varieties being represented. But, better than all else, it has contributed to develop and increase a loyal feeling of friendship, and created a bond of friendship among the bicyclers who were present. H. B. H.

NORTH ATTLEBORO', MASS. — The grand meet, parade, and races of New England wheelmen, given under the auspices of the Columbia Bicycle Club, North Attleboro', took place on the fair grounds on Saturday afternoon. About 100 wheelmen were present. Eight started in the mile race, and W. W. Stall of Boston won in 3m. 11⅘s., A. R. Curtis of Marlboro' second in 3m. 15s., and W. M. Woodside of New York was third. In the two-mile race, five started. L. T. Frye of Marlboro' was first in 6m. 34⅓s., C. F. Carpenter of North Attleboro' second in 6m. 45⅗s., and G. E. Frye of Marlboro' was third. A prize was awarded to Mr. Chandler of Providence for fancy riding, and one to Conrad Allen of Providence in the 100-yard slow race. L. H. Johnson of Orange, N. J., W. M. Woodside of New York, and E. Blackinton of the Columbia Club started in the five-mile race, Johnson winning easily in 17m. 14⅓s., Woodside second in 17m. 38s. Mr. Tufts of the Columbias also showed some excellent fancy riding, for which a purse for a prize medal was made up on the grounds. The track was the best yet seen in this part of the country, and on it Mr. Stall made the best amateur time on record. The judges were D. D. Nevins of Attleboro', Capt. Nichols of the Hermes (Providence) Club, and Consul J. S. Dean of the Bostons. The parade was a pleasant feature, the North Attleboro' cornet band preceding with excellent music. The prizes were two gold and one silver medal for each race except the slow race, for which the prize was a nickel-plated hub lantern. About 1,500 persons witnessed the contests.

HINGHAM, MASS. — In the contests here Tuesday, John S. Prince of London won the professional two-mile race in 8.30½, over J. W. Wilson of Boston in 8.3⅝, and F. S. Rollinson of New York distanced. In the half-mile amateur, L. T. Frye of Marlboro' won the first and second heats in 1.46⅝ and 2.01⅝; H. H. Duker of Boston second, in 1.55 and 2.01⅝; H. E. Lombard of Cambridgeport third, in 1.55⅝ and 2.02⅛. In the one-mile amateur, W. W. Stall won in 4.02½; G. E. Alden second, in 4.25½; Harry Percival third, in 4.27⅛, — all of Boston. Poor track.

CORRESPONDENCE

Montreal.

Editor Bicycling World: — I am certain your readers must be heartily sick of the very personal and flippant style of your correspondent "K. K.," whoever he may be who skulks under that "anonyme" (I see that he denies being identical with our respected and well-beloved bugler). I therefore feel impelled to send you some items of a more refined character, and better calculated to suit the palate of your *clientèle*. ... That trip to Terrebonne, so wretchedly described by "K. K.," proved so enjoyable, and the young ladies whose acquaintance we made at our various stopping places were so fascinating, that we decided to repeat the dose at short intervals. Accordingly, after the races promoted by the "Thistle Society," on Saturday, 27 August, we started, fifteen strong, for the above-mentioned town; but the weather was so threatening and the men so scared of getting wet that our party gradually dwindled down to *two*. We had not gone very far before Jupiter Pluvius opened his sluice-gates upon us in right-down earnest, and had we been any other fellows in the club I believe we would have turned back; but Jack Trotter and I being true-born Britons, (ahem!) never hesitated for a moment, and consoling ourselves with the reflection that the rain would be "just as wet going backward as forward," we pushed on towards our destination. After a short halt at Sault au Recollet, for purposes unnecessary to

mention to any one who knows the capacity of our mutual thorax, we hurried on to the Styx, when the one-armed Charon ferried us and our metallic equines rapidly across. Leading down to the river is a terribly rough and steep declivity, down which Jack Trotter insisted on riding, despite my urgent prayers that he would desist. Pride comes before a fall; and I, hastening after him afoot, was just in time to see him prone on the scow and his machine standing on its head at their last point of contract, viz., the wharf. I just saw this by the waning light, and by the time we were across the 'raging torrent," it was pitch dark; so that being lampless, we thought it prudent to walk the rest of the way to our hotel at St. Vincent de Paul, where, after a piping-hot rummer of grog and some supper, we turned in, none the worse for our ducking. The rain having ceased some half an hour before we got in, our clothes were nearly dry; our machines were not improved, though, mine being, if possible, rustier than ever. Next morning, after "mashing" all the girls going to "mass," we started for Terrebonne; and arriving there too early for dinner, proceeded to the "course au trot," where Mr. Lane (sometimes irreverently alluded to by that low person "K. K." as "Hungry Tommy") is confidently expected to show grand form in the mile race for the Terrebonne cup next Wednesday. After taking a turn or so round the track, which we found a trifle lumpy in places, we made for the Hotel du Boulevard, where, attended by a most charming Hebe, we offered copious sacrifices and libations to man's god (his stomach), and then returned to town over the same route. Our recital (made in a report in my best style to the committee at their next meeting) of the pleasures of this trip so stirred the sluggish fluid which percolates in the veins of my fellow-members that nothing would do but we must go again; and accordingly last Saturday, 3 September, we left the club house (nine of us all told) and pursued a quite different route to the same destination. We rode through the city and the eastern suburb of Hochelaga and continuing past the race-course at Lepine Park, halted at Longue Pointe at an old-fashioned inn overlooking the St. Lawrence from its back windows, and within sight of the well-filled lunatic asylum there, eight miles from home. Here a defection of four occurred in our ranks, and that number returned to town, pursued by ironical notes from my bugle and heavy missiles from the hands of the "Growler," who I must say is a first-class shot at the *running deer*. The remaining five, a couple of minutes after, rode off in the opposite direction, accompanied by the usual complimentary remarks on our appearance from two *sonsy lasses*, leaning out of the window of an upper and unhappily inaccessible chamber. The next village was Pointe-aux-Trembles, still on the river bank, and all the population turned out to welcome us; but much to their disappointment (and mine too), the captain, thinking we had quite enough cargo on board for the careful riding that would be required later on, did not tarry there for a season, and I could hear the poor old "Growler" sucking his tongue and gnashing his teeth in the rear. A few miles further on, my 54 inch "Northern" cast a spoke on the off side of the front wheel, which necessitated a dismount; and the "Growler," who, in his usual efficient manner, acted as whipper-in throughout the trip, speedily settled matters by plucking the other end of the spoke out and casting it from him. Nothing more of any importance occurred till we reached our halting place for the night,— Bout de l'Ile, 20½ miles, — which we only did after navigating half a mile (the last) of fiendishly bad road, where the captain got in a narrow rut, five inches deep, and demonstrated the perfect control he has over his machine by riding some two hundred yards therein without coming off. At the hotel, 'Arry and I found two daisies of our acquaintance, under the escort of two civilians, whom we incontinently cut out; and much to the disgust of the other three, we had the young ladies to ourselves, chatting on the veranda until our attention was attracted by a fearful noise in the parlors, which was occasioned by the captain playing a Highland Fling on an old pair of bagpipes he had found in the corner; while "Stubby Charles" did his best to accompany on the piano, and the "Growler" executed some marvellous gyrations with his lower extremities on one square of the carpet, snapping his fingers and yelling lustily the while. The proprietor of the hotel, fearing for the stability of the house, hastened to announce "*Souper*"; and this, alas! proved the signal for the departure of our two fair friends for the city with their crest-fallen cavaliers. 'Arry soon recovered from the temporary gloom thrown over him by their flight, and hastened to cast sheep's-eyes at the neat-handed Phillis who waited on table, but it was no go; she had got it into her head that we were burglars, or something of that nature; so much so, that she would n't even leave the jam cupboard unlocked while she went out of the room. Of course after supper we had more music (sic) from the captain; while the "Growler" snored on the sofa, only becoming lively (like the B flats) about bed-time, when he had to stand a regular siege of our bed-room, which he attempted to storm both by door and window. In the night the wind rose, and the rain came down in a torrent, so that I had to wake "Stubby Charles" to get out and shut the window. Next morning old Sol was very sulky (in fact we only saw his Majesty twice all day), and over the city we could see forked lightning playing very prettily; however, the storm came no nearer than four miles to us, and after a hearty breakfast we ordered out the horse-boat, which I must describe. It is catamaran-built, with a paddle-wheel between the two hulls. Just in front thereof is an inclined plane covered with boards, fastened separately on an endless chain. The machinery is stopped by a band brake. Two dejected-looking horses are led out and cajoled on to this sort of treadmill; they are fastened in, the boat unmoored, and the brake lifted, and the weight of the unfortunate quadrupeds causes the boards to move down, and them to move up to preserve themselves; this revolves the wheel, and in this manner we rapidly crossed the "Rivière des Prairies" and "Ile Jesus River" and ascended the "L'Assomption River" a short distance, passing Repentigny on the right, and landing at Charlemagne. The three rivers above named make their junction with the St. Lawrence at this place. We mounted at once and rode (along a mud road, which in some places was improved by the rain of the previous night, and in some places deteriorated by the same cause) through Lachenaie to Terrebonne, fifteen miles. We received our usual enthusiastic welcome there; and after a good dinner, served in the usual *recherche* style of the Hotel du Boulevard and some music by the captain and singing by the "Growler," whose cognomen suits his voice as well as his disposition, we mounted and went through some evolutions in the square in front of the hotel, for the benefit of a bevy of fair damsels over the way at a big stone house. After doing all we knew, we left for home about 3.45 P. M., leaving one man with a disabled machine to come in by train. The nearer we got to town the muddier we found the roads, except of course in places where we took the foot-path; and when we got to Sault-au-Recollet, we had all had quite enough. Josephine and a new arrival attended to our healthy appetites, and the poor 'Growler" was unable to eat, through devoting too much attention to the new waitress, who, as he confidently asserted, really is "a doosid fine girl, don't ye know." "Early to bed" was our maxim on that occasion, and about two o'clock I was awakened by 'Growler," who desired to draw my attention to the rain, which was coming down in one sheet. I said never a word; my heart was too full for speech. We drove in this morning, leaving our wheels behind us; the roads were too bad even for a

KANUCK.

P. S. — I hope lots of you Bostonians and others will come on to compete at and otherwise adorn our races on the 21st inst. There will be an additional attraction in the mile (in heats) race for handsome prizes, to be contested on the 22d, at the Athletic Tournament on the Exhibition Grounds here. A man can easily include both these events and yet get back to New York in time for the League meeting on the 24th.

Let "Steno" disabuse his mind at once and for ever of the idea that the Howe machine is a favorite here. More maledictions have been hurled at it than at any other one make, I believe. Front forks, spindles, treadles, and handles have broken, wheels have buckled, — in fact only one machine of the half-dozen or so in the club has not come to grief, and that one is ridden by "Mosquito" Barclay, who weighs about seventy pounds, I should think. . . . . Men are coming back from the country, and the bicycle is everywhere on our streets and roads.

MONTREAL, 5 September, 1881.

St. Louis.

ON 24 July the Missouri Bicycle Club was organized, and on the 31st of the same month ten members started on the first club run, to Forest Park. The roads were execrable, the weather extremely warm, and one of the riders rather fresh. On the way, a small boy riding a 44-inch "Premier" painted a brilliant red (the machine, not the boy) was met and told to fall in, which he did with alacrity. The fine qualities of the polo cap, as regards shade, were brought out on this trip, the countenances of the riders assuming a hue that caused the red-painted machine to sink into insignificance. At the next meeting an early morning run was proposed, and 5 A. M., Bridge Entrance, was given out as the meeting place. At 6 A. M. just three riders were ready to start, and start they did, for Belleville, nineteen miles. The road was as level as a floor, with sixteen ruts to twelve feet of road. Belleville was made in three hours, notwithstanding, and one of the Belleville 'cyclers entertained us while there. At 4 P. M. we started for home, and here the first mishap occurred. One of the boys, who has a fondness for riding over bricks, curbstones, bottle-glass, etc., tried to take in the wooden pavement His wheel stopped between two boards, while he went on and sprained his wrist; also scraped some of his chin off. At East St. Louis we were met by the president of the club, and after riding over the bridge in style, we struck for our several homes. The next run was to Kirkwood, thirteen miles, seven turning out for the trip. After waiting some time we started, minus the captain, who did not show up. Arriving at the Kirkwood Hotel, we were electrified by the landlord informing us that we could not get breakfast there unless we had *coats*. We made for the nearest grocery lamenting his ignorance, and managed to get along on coffee and bread. The captain appeared on the scene about this time, having been fifteen minutes behind us all the way out. The run was continued to Manchester, eight miles from Kirkwood, where landlords are not so fastidious; and after a good dinner, the afternoon was spent in loafing around. On the way down, the 46-inch man took a bad header while coasting a steep hill, and called at the village drug store for some court-plaster to patch up his hands. For two pieces of sticking plaster the size of a silver quarter, the disciple of Galen had the cheek to ask fifty cents. Upon the captain's suggestion that the "doctor" might charge us for looking at him, we immediately cleared out Moral: Don't take headers, — especially in the vicinity of Manchester. The trip was a very pleasant one; the distance, forty miles out and back, being just about right to make us sleep that night without any sedatives. Some of the boys have made the trip out and back by moonlight since, finding it very fine riding. . . . . Our president has offered a medal for the best mile made by club members, and the race comes off 24 September, at 5 P. M. Our fair ground here has probably the best track in the West. It is the promenade on the amphitheatre, a perfectly smooth board floor, about 10¼ feet wide, and 3 and $\frac{7}{8}$ths laps to the mile. I say $\frac{7}{8}$ths instead of ¾, as brother "W. E." some time ago took me to task about not mentioning the parks in this city, and I will hereafter endeavor to be as accurate as possible, and omit nothing. This track is very good, but there is hardly room for two to race at a time, unless both are very steady, as a header over the railing to the ground, some 17 feet, would be a serious thing. . . . . As to cementing rubber tires, let me here remark that an old case knife or any kind of thin piece of metal heated for twenty-five seconds over a gas or lamp flame, and pressed on the cement, will melt it quicker than anything else, cause it to stick just as good, and will not smoke up the rim. Where a foot or so of the tire is loose, take a round poker, heat it red-hot, and melt the cement by running the poker along the inside of the rim, then tie the tire down with string. I have found this to be the best way in every respect. . . . We have about twenty-five members, fifteen in town and the rest scattered all round this vicinity in small towns, and the "Standard Columbia" is the only machine in use: largest machine is a 54, smallest 46, the latter being ridden by "626."

ST. LOUIS, MO., 5 September, 1881.

Falls City Bicycle Club.

Editor Bicycling World: — Our secretary, on his return from a visit among our Canadian brother wheelmen, would no doubt have written you in regard thereto had he been able to do so; but you see, in the midst of our welcome, in an unguarded moment he perpetrated that pun about "boil bearings," and immediately the joyful congratulation of the club was turned to tempestuous indignation, and we fell on him tooth and nail, felling him to the ground and nailing him there. He complained of unjust treatment, saying he never even winced when the captain of the Montreal Bicycle Club "got it off on him" (fancy our secretary using such language), but he had not heard it before, you know. That same secretary delights in tantalizing us by exasperating descriptions of a run to Lachine, speaks of a nice, smooth, shady road running along the edge of the St. Lawrence River, past the famous Lachine Rapids, so near them as to be within reach of the spray; but we think this is a little embellishment just to make us envious. He says that the Montreal wheelmen treated him with a royal hospitality such as it had never before been his lot to experience, and we believe him to be sincere in this, since he let it leak out that when driving to the depot, he bore, without a murmur, the loss of a pipe, a bag of tobacco, and sundry other small articles; and it is quite certain that had his heart not been opened out in some unaccountable way, his natural inclination to growl would have led him to behave in a manner that would leave the conduct of the Israelites in the desert completely in the shade. In answer to our inquiry with regard to the members of the Montreal Bicycle Club, he said "They're just bully fellows" (that awful language again). Secretary Tibbs is a jolly companion, and has a very *distingue* appearance; in fact, a presence well calculated to lend dignity to the office. Capt. Sidey, one of Scotia's noble sons, is essentially *bon camarade* and an ideal commander. But we can never get him beyond Lieut. DeSola, notwithstanding that he seems to entertain a great liking for that gentleman; whenever he mentions his name he mutters something about Chateau La Rose twenty years old, puckers up his mouth, and rushes off, to return smelling of cloves . . . One of our members is suffering from typhoid fever, and we learn with regret that some of the Montreal wheelmen have shared the same fate. Our member was informed by his physician that the disease was caused by bicycling. A small boy was recently rescued from the danger of falling a victim, but his mother called him away just as he was looking at a bicycle through a window. Physician stated that he had had a narrow escape. . . . We are having some improvements and extensions made in our roads, and will probably, ere long, have some fine drives in the vicinity.

CLUB REPORTER.

LOUISVILLE, 7 September, 1881.

Cleveland.

Editor Bicycling World: — The Columbus Meet is a thing of the past, and to say the least was a perfect success. Let you Easterners imagine a club of four in 1880 and twenty in 1881 engineering into a perfect success a State meet which sixty riders attended, and whom they entertained in the best possible manner for two days, — the first day escorting them to and paying their admission into the Fair Grounds, and in the evening taking them to the theatre: then on the second day giving them a twenty-mile run, and in the evening a supper, which all wheelmen, the State Board of Agriculture, the press, and Mr. J. W. Bookwalter, Democratic nominee for governor, attended, and at which a local glee club gave excellent music. During the same evening a State organization was perfected, to be called the League

of Ohio Wheelmen, its objects being the promotion of amateur bicycling in Ohio, and for the holding of annual meets. Now a word about the State organization. Some of the L. A. W. officers and members will perhaps think that it is a blow at their organization, but it is not so at all, it only being for the purpose of getting together once a year, at some centrally located place, all the wheelmen amateurs of Ohio; its not providing for the protection of members proving that it is not against the L. A.W., and last, but not least, I am sure that most of its members are L. A. W. men, and as zealous for that organization as members of the League in any other State.....The Cleveland Club took a short run to Bedford, thirteen miles, on Thursday, 25 August, having a very pleasant time. They will join the L. A. W. this week.....The club will meet for drill every other evening at 6.30 for some time to come.....The race at Columbus was a great success, having nine starters, and was won by Pease of Columbus, in 3.61¾, Reed of Cincinnati second. The track was in very poor condition; on its surface tranquilly rested *sand* from six to eight inches deep. The prizes were very artistic, being modelled after bicycles, and were perfect in every respect, even to being able to put on the brakes; the first prize was gold, and the second was silver with red-gold tires and hubs. They were modelled after the "Royal Challenge." .....The race for one-mile championship of Ohio came off yesterday, and was a great success. The time was slow, owing to the track, and a small gale which blew directly in the faces of the riders for half a mile. There was a large number of entries, but the starters were only five, Messrs Osborn of Fremont, Beckwith, Glidden, Norton, and Ely of Cleveland, who drew positions as follows: Beckwith, Ely, Norton, Osborn, Glidden. They were given the word at the first attempt, and Beckwith immediately captured the lead and held it undisturbed to the close. He was followed by Osborn, Ely, Glidden and Norton. At the quarter, the positions remained the same until near the half, when Ely went ahead of Glidden, which positions were held until an eighteenth of a mile from home, when Ely, who had been at one time an eighth of a mile behind, spurted and passed Osborn, capturing second place and going for the leader, but could not quite capture him, he passing under the wire in 3.58; the rest in the following order: Beckwith, Ely, Osborn, Glidden, and Norton; Beckwith getting first and Ely second prize. ...The state of the roads in this vicinity may be imagined by the amount of rainfall in the last two months. In July, .91 of an inch of rain fell; in August, .17 of an inch, making in two months a total rainfall of 1.08 inches. We are all dried up, and nothing but burnt grass and dust can be seen here abouts.....When will we have the best bicycling records? RELCYCIB.

CLEVELAND, 10 September, 1881.

Chicago.

JACKSON STREET is now completed up to the railroad tracks, two blocks beyond Western avenue. It is of yellow and gray macadam, and is very smooth when new. One of our wheelmen took a ride up this street, the other night, on a tour of exploration. A new moon was shining, and the numerous carriages on the road were dimly discernible. After pas ing every horse on the track, with the usual indifference to the bicycle on their part, one of them, at sight of the full-nickelled machine glittering in the moonlight, shied out, and turning sharply around fled in the opposite direction. The bicycler, chagrined, dismounted and walked a block or two to wait until the driver could rein in the frightened animal and return. After waiting ten minutes he observed them coming back, and so hid the machine in the deep shade of the trees. But the bicycle was not the only scarecrow on that street. Our 'cycler had a clear view for four or five blocks up and down the road, and that horse was seen to shy at everything. First, an easy-trotting white horse, hitched to a low buggy, passed by and nearly drove him wild with fright. Then a lady dressed in a light gown crossed the street a hundred feet ahead, and he came near jumping over the sidewalk. Then a peculiar-shaped tree would make him jump, and the people flitting to and fro on the sidewalk kept him continually on the shy. This shows an inherent weakness on the part of the horse; and the evidence in this case, and others that we have met with in our 'cycling travels, shows that the animal that will break at the sight of a bicycle will do the same at other objects, such as trees, women, and even a creature of his own species whose color does not suit him. And yet one would not think of tearing up the trees, shutting people up, making the girls wear crape, and giving all the white nags a coat of black paint, just to please this one fractious horse. And yet a few people think that the bicycle, — a vehicle of great usefulness, as has been practically demonstrated by many gentlemen in this city — should be excluded from the streets because one horse in fifty shows an easily controlled fear at first sight of it. I say a *few* people, because the majority of our folks are sensibly neutral on the subject, content to let the thing go on its merits. They have been doing this for a long time, and in the absence of any evidence to convict, are gradually giving their verdict in our favor. Our most prominent daily, which has heretofore abused the bicycle and its riders most roundly, being very aggressive in demanding that it be denied the city, is now assuming a defensive tone in trying to reason people against it. But the paper has no influence either way, and we shall miss its funny, pungent criticisms. In fact, it is getting to be too popular a thing to be run down....The Chicago and Ariel Bicycle Clubs are now agitating the question of fixing up a joint headquarters or club-room. It certainly is needed badly enough, and the only difficulty in the way is that of securing a suitable room to ride in. Mr. Fairfield intends starting a riding school this fall and winter, and it is desirable that we have our headquarters near at hand, — in the same building, if possible. As soon as this question of location is settled, we may look for a snug joint club-room. Heretofore the Chicago Bicycle Club has used Mr. Fairfield's establishment for a club-room and headquarters, and he has donated gas bills and incidentals freely. But both he and our club are growing, and as the room space continues to be the same, it remains for either Mr. Fairfield or the club to move; and it is more than likely that the latter will be the case....The Waukegan Fair bicycle races, the latter part of September, are being looked forward to with much interest. The eight who went up there last fall remember the good time we had then, and will do it again this year, largely re-enforced. That track is excellent, and the managers do everything to make it pleasant....The small boy and his bicycle are getting to be very frequent. We have occasion to fear these little fellows, on account of the careless management of their machines. When ye small boy is abroad, everything else must clear the track....One of our bicyclers was running up the street last week, when a boy attempted to thrust a stick through his wheel. These attempts had been made too frequently of late, and our 'cycler got off and gave the kid a shaking in the way of correction. Just then one of the city officials came along, and wanted to give the chastiser a licking, being highly indignant that an innocent little boy should be abused. We should like to have that "innocent" poke a stick between *his* legs, and then he would appreciate the beauty of being brought up all standing ... There is a prospect that Harrison street will be repaved with cedar blocks from the river to the limits. This will give us a fifth smooth outlet on the west side....A new cyclometer has put in an appearance here, invented and made by a Chicago man. It is about the size of a silver dollar, and as thick as three. It clasps the hub, and looks like a miniature Pope. Its trial so far has been with satisfactory results. With this cyclometer one can carry a lamp on the hub also....Walter A. Fitch, an old member of the Chicago Bicycle Club, has departed for the East to live....H. D. Nichols, of our distinguished unattached, will shortly leave for New York City to reside....Francis Cragin left on the 5th instant, for his wheel trip to Boston. We were going to give him a big send-off, about a dozen of our riders intending to accompany him as far as Joliet, forty miles. But it rained on the day set for the start, and therefore our arrangements were all broken up. Mr. Cragin is splendidly equipped for the journey, having every modern convenience for comfort. If he only could have been induced to pull a palace car along behind, he would have been complete. The route will be Joliet first day, forty miles; Wilmington, next day; and thence *via* Richmond, Ind., to the national highway, when all will be serene to Cincinnati and beyond.

STENO.

Buffalo.

Editor Bicycling World: — Our annual run, appointed for 6 September, was indefinitely postponed, subject to my call. Our roads are covered by from four to six inches of dust, and we are waiting for a little water to take with our weather. When we do get this rain, long prayed for, we intend running, first to Hamburg, thirteen miles, for breakfast; then to Lake View, ten miles, to dinner. The order for the afternoon will be bathing, base ball, and a good time generally. The "home run" will be made between 5.30 and 7 P. M.; distance, about fifteen miles.....Next Wednesday will see the first annual tournament of the club, of which I enclose programme. A total of fifty entries have been made up to date. The most closely contested race will probably be for the club championship and the Reigle & Robinson gold badge, valued at $100. Our fastest riders, among whom are J. T. Gard, W. H. Walker, Forbush, and Milley, are all entered, and if the track is in good condition, fast time for a three-mile dash will be made. I think the winner is in the quartet mentioned, and there is no choice, barring accidents. The managers of the driving park are making every endeavor to render the track suitable for the wheel, but unless we get a little rain it will be somewhat heavy. We would like very much to meet some of the Boston amateurs in these contests, and will promise to "push them" down the home stretch at no waiting pace. Will write further after our tilt on the new "spinning wheel." CAPTAIN

Buffalo Bi. Club.

BUFFALO, N. Y., 10 September, 1881.

WHEEL CLUB DOINGS

HAMILTON (ONT.) BI. CLUB. — The following officers were elected 24 August: President, W. H. Glassco; secretary and treasurer, A. Rideout; captain, A. E. Jarvis; lieutenant, F. Glassco.

BRUNSWICK (N. J.) BI. CLUB. — At a regular meeting of the Brunswick Bicycle Club, of New Brunswick, N. J., held 1 September, Frederic Fisher was elected secretary in place of Elliott Mason, resigned. FREDERIC FISHER, *Sec.*

CRESCENT BI. CLUB. — Mr. H. H. Duker has resigned the secretaryship of the club, and the undersigned has been elected to fill the vacancy.

ARTHUR E. BROWN, *Sec.*,
P. O. Box 2,109.

BOSTON, 9 September, 1881.

English Railway Rates.

OCCASIONALLY, by reason of a breakdown, or bad weather, the tourist is compelled "to train it"; to those so afflicted, the following tables of rates may be useful: —

Great Eastern: — Rates for bicycles and velocipedes, accompanied by a passenger: —

	s.	d.
For distances not exceeding 12 miles	1	0
Above 12 and " " 25 "	1	0
" 25 " " 50 "	2	0
" 50 " " 75 "	3	0
" 75 " " 100 "	4	0
" 100 " " 150 "	5	0
" 150 " " 200 "	6	0
" 200 " " 250 "	7	0
For each additional 50 miles or portion thereof	1	0

Velocipedes, etc., when conveyed on a carriage truck the two-wheeled carriage rate is charged, owner's risk. Velocipedes and bicycles, when sent as parcels, at company's risk, the charge will be double the above rates; when sent as parcels, at owner's risk, the charge will be fifty per cent mere than the above rates. The same charges will be made when sent in pieces, and also for the wheels of a velocipede, or the large wheel of a bicycle, if sent alone.

The Great Northern, the London and Northwestern, and the Midland, are the same as Great Eastern except that the Midland adds. Bicycles when left in care of any of the companies are charged 4*d.* each, with a charge of 2*d.* a day in addition when left for a longer period than three days, the day of deposit and the day of removal each counting as one day.

Metropolitan District Railway: Rates for bicycles (which will only be carried in the guard's brake), double the third-class far to local stations, and to stations on the Metropolitan, St. John's Wood, and Hammersmith and City Lines, ordinary passenger's tickets will be issued for bicycles.

Great Western: Rates for bicycles when accompanied by a passenger: —

	s.	d.
For distances not exceeding 12 miles	1	0
Above 12 and " " 25 "	1	6
" 25 " " 50 "	2	0

When sent as a parcel: —

For distances not exceeding 12 miles	1	6
Above 12 and " " 25 "	2	0
" 25 " " 50 "	3	0

Only conveyed at owner's or sender's risk.

General Steam Navigation Company: The following is a revised list for the carriage of bicycles from London, at owner's risk, on the different routes of the company: Margate, Ramsgate, and Yarmouth, free. Hull, Havre, Calais, Boulogne, Ostend, and Antwerp, 2*s.* 6*d.* Edinburgh, 5*s.* Bordeaux and Hamburgh, 7*s.* 6*d.* Stettin, 10*s.* Oporto, 12*s.* Further particulars may be obtained at the company's offices, 71 Lombard street, E. C.

Thames and Channel Steamship Company: Bicycles are shipped at owner's risk, for either Ipswich, Harwich, Walton-on-the-Naze, or Clacton-on-Sea, for 2*s.* 6*d.* each. Gravesend and Southend, 1*s.*

THE MUSWELL HILL COMPETITION. — The idea of holding a hill-riding trial, in which a prize is given to every bicyclist who succeeds in riding up a certain steep hill on a specified date, is due to the Surrey Bicycle Club, who inaugurated and successfully carried out an affair of the kind last year, the acclivity being Reigate Hill, and the date 4 September. On that occasion twenty men, out of forty-three who started, were successful in tackling the slope. So eminently satisfactory was the result of this novel experiment that an annual repetition was talked about, but up to the present no definite steps have been taken by the Surrey towards repeating the trial. Immediately after the Reigate trial, the idea was mooted in the *Bicycling Times* of some North London club or clubs holding such a trial at Muswell Hill, which had, up to that period, been successfully scaled by only two or three bicyclists. Nothing more was heard, however, for some little time, until the proposition was formally brought forward by Mr. H. Blackwell, Jr., which resulted in the Canonbury and Hornsey Bicycle Club's co operating to forward the project, and a sub-committee was at once appointed, consisting of two members of each club; viz., Messrs. Blackwell, Jr., and English, of the Canonbury, and Messrs. Grene and Prout of the Hornsey, the last-named being elected honorable secretary. Saturday last, 27 August, was the appointed day, and upon the entries closing a week previously, it was found that sixty-three candidates had entered the lists. In the case of the Surrey Bicycle Club trial, no charge had been made for entrance; and as a result, there were over one hundred and fifty applications, out of which only seventy-six were accepted. Upon the present occasion, however, the orthodox "race-meeting" fee of half a crown was charged, and entries were accepted from all amateurs who chose to compete. In addition to the sixty-three which came to hand in the specified time, some fifteen additional entries were received too late, and had to be returned. Out of these sixty-three entries forty-five started, — just two more than the number who started for the Reigate Hill trial last year; and of these forty-five, nineteen succeeded in riding to the top of Muswell Hill without stopping or dismounting, — one less than accomplished the ascent of Reigate. Of those who started on Saturday, only three succeeded in riding up Reigate Hill, and only two had attempted and failed last year at Reigate. Muswell Hill is not so long as, but is steeper than Reigate Hill, the following being the gradients from start to finish: From the Victoria for 310 feet the rise is 1 in 14.2; for the next 470 feet, 1 in 12 2; 390 feet, 1 in 11; 280 feet, 1 in 9.7; 300 feet, 1 in 11.2; 310 feet, 1 in 8.7; 340 feet, 1 in 22.5. Total length, 2,400 feet, or 800 yards. Total rise, 197 feet. Average gradient, 1 in 12.73. It is thus seen that upon starting to ride up the hill, the bicyclist finds the gradient get gradually steeper until 1,450 feet have

been traversed, when an easier bit of riding occurs for 300 feet, followed by 310 feet steeper than any other part of the hill, the gradient — 1 in 8.7 — being very severe. This point is the great test, coming as it does at the top of the hill, calling upon the rider to exert his utmost power just when his strength has been severely taxed by riding up the 1,750 feet; this steepest piece once passed, the ascent is virtually accomplished, the remaining 340 feet to the winning post being a mere walk-in.

A wet week was wound up by a brilliantly fine day on Saturday, a warm afternoon, with the sun shining brightly overhead, and not a breath of wind stirring, favoring the aspirants to fame on Muswell's frowning heights. As we reached the top of the hill from the Finchley end, the double-faced notice board, supplied by the Bicycle Union and erected by the Canonbury Bicycle Club, was being scanned by a throng of some scores of curious pedestrians. Passing down the hill, a stranger could not have failed to be struck by the impression that there must be something unusual on the tapis, little groups of people standing about on the footpaths and in the middle of the road chatting together, and bicyclists in uniform and out of uniform, ascending and descending the hill, or with machines resting against the banks of the roadside, enjoying a contemplative pipe or talking to fair young lady friends. Lower down, the stranger's curiosity would be still further excited by encountering a young gentleman with a red, and a brown, and blue ribbons in his buttonhole, armed with a packet of papers which he dispensed to applicants in return for the sum of twopence each. Had our typical stranger invested two bronze coins in the purchase of one of these papers, he would have learnt but little therefrom: the outside sheet merely containing the legend, "Hornsey and Cononbury Bicycle Clubs' Muswell Hill Competition, August 27th, 1881," followed by a list of the names of the judges (J. W. Beningfield, Pickwick Bicycle Club), starter (William Turner, Stanley Bicycle Club), committee, stewards, and secretary, whilst the inside contained merely a list of competitors, — a counterpart of that published in the *Bicycling Times* last week. Upon reaching the foot of the hill, the broad open space in front of the Alexandra Palace gates was thronged by several hundred bicyclists, tricyclists, and pedestrians of all ages and classes; whilst opposite, in the stable yard of the Victoria, — the headquarters for the day, — wheelmen were wiping down, screwing, and oiling their machines, and in the committee room the officials were dispensing numbered cards to the competitors, for attachment, by means of safety pins, to the back of their coats. Losing no time here, we proceeded up the hill again, taking particular notice of the surface: formed of macadam, this was more or less crossed and recrossed diagonally by water-courses formed by the rain, but the recent heavy showers had effectually settled the material, washed all mud clean off the roadway, and left it, by aid of the morning sun, hard and dry, in as excellent a condition as could be desired for the coming competition, — "competition" so called, but as the meeting was, unlike a race meeting, not of a competitive character, "trial ride" would have been the more correct term, the only competition being that between the riders and the forces of gravity. The effect of the water-courses was merely to give a slight "bump," except at the steepest portion, where the bicycle wheels momentarily "skidded" round whilst passing over the depressions, which skidding had a tendency to jerk the riders' feet off the treadles, unless they were very careful. By the time fixed for the start, an immense crowd of people had gathered at the top of the hill, so that the officials had to exert themselves to the utmost to open out a lane between the throng of spectators, as each successive rider laboriously reached the top, to be enthusiastically applauded if successful, ridiculed if clumsily failing, or reproachfully greeting with such declamations as "Why did n't you stick to it?" if "caving in" when close to the summit. The first rider to succeed in driving his bicycle to the winning-post was "No. 1," who came up rather suddenly and unexpectly, ere the spectators at the summit were fully alive to the fact that the competition had commenced; pulling hard and desperately, "No. 1" reached his journey's end, soon to be followed by "No. 5" — Wat Britten — looking a trifle more blown than we expected, and followed in only a few seconds' time, by "No. 6," riding fast and well. Here we thought that a post of vantage a little lower down the hill would be more available for taking notes of the riders' form, and accordingly proceeded to a spot about half-way down, close to the grove gate, where the 9 7 gradient commences; this was the boundary of the "mug" division's riding, and as each came up to the sticking point we followed such as did not fall or dismount to the top, noting the form of each as will be found in the following return: No. 1. C. C. Batten, Tufnell Bicycle Club, riding a 52-inch "Carver," succeeded, jerking desperately at the top. ....No. 5. W. S. Britten, Clarence Bicycle Club, 54-inch, "1881 Stassen," riding upright and strongly; rather blown at top.....No. 6. F. S. Buckingham Brixton Ramblers Bicycle Club, 51-inch of his own make; very fast, finished close behind No. 5. (One of the unsuccessful riders at Reigate Hill).....No. 10. H. Clements, Highbury Bicycle Club, 50-inch "University"; riding very straight and steadily; reserved his strength for the last bit, finishing in good form.....No. 11. F. W. Cocks, Arion Bicycle Club, 51-inch "D. H. F. Premier"; worked up by jerking but powerful strokes.....No. 20. A. Flint, City of London Bicycle Club, 52-inch "Humber"; rode up very fast, wobbling a great deal, and nearly overbalanced, but succeeded in gaining the summit by sheer force.....No. 23. J. J. Galwey, Highgate Bicycle Club, 50-inch "D. H. F. Challenge"; came up fast and straight, finishing in good form.....No. 23. J. C. Garrood, Fakenham and Norwich Bicycle Clubs, 48-inch "Garrood"; rode with apparent ease, very straight.....No. 25. H. G. Guinness, West Kent Bicycle Club, 57-inch "Rudge"; came up very steadily; near the gate a big dog got in the way and nearly upset him, but luckily was "chevied" out of the course in time, and the rider succeeded.....No. 27. F. Harvey, Civil Service Bicycle Club, 54-inch "D. H. F. Premier"; rode very slow and straight, reserving his effort for the top.....No. 32. H. M. Hutchins, Brixton Ramblers Bicycle Club, 50-inch "Timberlake"; pulling double, succeeded by a great effort.....No. 33. J. W. Hutchins, Centaur Bicycle Club, 50-inch, "Hydes and Wigfulls"; rode very slowly till reaching the railway, then pulled fast to the top. ....No. 38. H. E. Lockington, Centaur Bicycle Club, 50-inch "Chester"; crawled up so leisurely that No. 39 passed him at the gate; saving his strength for the top, rode in an easy winner. ...No. 39. W. McCandlish, Hampstead Bicycle Club, 52-inch "Humber"; rode fast and strongly, passing No. 38 at the gate.....No. 40. J. Milner, Belsize Bicycle Club, 56-inch "Humber"; steady and upright. ....No. 46. R. L. Philpot, Sevenoaks Bicycle Club, 51-inch, "S. H. F. Premier"; rode carefully and skilfully. (One of the successful riders of Reigate Hill). ....No. 50. H. Pulman, North London and Metropolitan Bicycle Clubs, 52-inch "Matchless"; came up very upright; took a zigzag course at the railway, then straight to the top.....No. 51. R. T. Rawlings, Touring Club, 53-inch "Duplex Excelsior"; jerked forward very much. ....No. 58. F. H. Taylor, West Kent Bicycle Club, 48-inch "Berkshire"; rode up very fast, straight and powerful; so fast at top that the officials had to run hard to keep pace with him. Amongst those who did not enter in time was C. E. Liles, of the Temple Bicycle Club, who succeeded in riding up the hill, but of course will not have a medal.....F. H. Taylor, of the West Kent, was undoubtedly the best rider of all; he is a very young man,—a mere youth, in fact,—and rode up so fast and powerfully as to astonish everybody. ...R. L. Philpot, of the Sevenoaks, was successful, despite the drawback of having met with an accident a few days beforehand.....An interval of two minutes was kept at the starting place between each rider.....J. C. Garrood had ridden 130 miles the previous day; upon reaching the summit he exclaimed, "But you don't call this a hill, do you?" He is a very short man, and rode with an additional sole to his boots to enable him to reach his pedals..... Nineteen silver medals to be paid for, in addition to the preliminary expenses, will not leave much margin of profit for the promoters to hand over to the Bicycle Union danger-board fund. But the two clubs are well-to-do, and the loss will not be felt.... The following is an analysis of the machines ridden by successful competitors: Humber, 3; D. H. F. Premier, 2; Hydes and Wigfulls, 2; Carver, 1; Stassen, 1; University. 1; S. H. F. Premier, 1; D. H. F. Challenge, 1; Garrood, 1; Rudge, 1; Timberlake, 1; Duplex Excelsior, 1; Matchless, 1; Berkshire, 1; home-made, 1.....R. L. Philpot, of the Sevenoaks, is the only man who has gained medals for both Reigate and Muswell Hills.....Before the commencement of the riding, "Faed" rode up the hill, without stopping, at a fair pace, on an "Arrow" tricycle, this being the first time he had mounted the machine. After the competition, he rode down on the same, and rode up again, being stopped half way up this time, but continuing immediately to the summit.

DIRECTORY

OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

Addresses inserted in this department, $12 per year.

CALIFORNIA.

SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.

HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.

CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.

HELENA. W. E. Norris.

NEW HAMPSHIRE.

PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.

NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.

LIMA. Gale Sherman.

PENNSYLVANIA.

PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing al jar and vibration, can only be obtained from **CUNNINGHAM & CO.**, or their authorized agents.

BICYCLERS' SUNDRIES.

*The "TAKE-ME-TOO," for carrying a coat, etc., does not interfere with mounting or coasting: universally liked. Send size of waist	$ 90
Wright's Anti-Rust	25
Wright's Illuminating Oil	25
Acme Stands	1 75
Hub Lamps, nickelled, small size	3 25
" " large like "King of the Road"	3 75
*Leggings, send size of calf	1 50
*Saddle Bags, similar to "Handy Tool Bag"	1 25
Bugles, brass	2 00
" nickelled	4 00
Rubber Handles, in ordering mention make of bicycle	2 00
*Horn Whistles	60
Shoes, canvas with corrugated rubber soles	3 25
*Gong Bells	75
*Nickelled Oil Cans	25
*Wrenches, Blue Monkey	70
*The Wright Standard Holder, for Club colors, torches, etc.	1 50

Articles marked thus * can be sent by mail.

Remittances may be made by P. O. Order on Station H, or check.

SECOND-HAND BICYCLES A SPECIALTY.

☞ Send 1-cent Stamp for Circular; and length of leg, inside measure, to ball of foot under the shoe.

W. M. WRIGHT, 791 5TH AVE., N. Y.

Steel Crescent Form Bicycle Rims, Wheels, Cranks, Horn Handles, Bells and Stands.

Repairs parts of every description for English Bicycles.

Second-hand Bicycles in any condition wanted.

T. B. JEFFERY,

38 AND 40 CANAL ST. - - CHICAGO.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

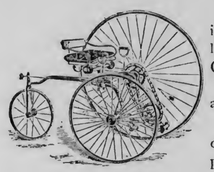
SINGER & CO., COVENTRY.

THE BEST WAY TO KEEP **Your Bicycle from Rust** Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS, WORCESTER, MASS.

CUNNINGHAM & CO., Boston Agents.

BICYCLES AND TRICYCLES.



The favorite bicycle in America is the **Standard Columbia,** fitted with our special ball bearings. The 1881 pattern has more reliable, actually proved good points, for all-around use, than any other bicycle made. A large assortment always in stock at our warerooms. Also, our light and stanch **Special Columbia,** and our **Mustang,** as well as Xtraordinary Challenges and other English bicycles.

All the PARTS of our bicycles are kept on hand, and as the parts in OUR machines are INTERCHANGEABLE, any one may be easily replaced by a new one.

THE CELEBRATED TRICYCLES, the **Challenge No. 2,** the **Royal Salvo,** and other unexcelled English Tricycles, in stock and on short order. Our **Triocycle,** for three riders, now perfected.

BICYCLERS' AND TRICYCLERS' SUPPLIES AND SUNDRIES.

Niantic Stockings, ribbed, all-wool, long legs, good weight. Price, $2.00 a pair. Clubs supplied with any desired color.
Gossamer Rubber Capes, made expressly for bicycling and tricycling, cover knees and all, roll up very small, with enamelled cloth case; weight only 10 oz. Price, $2.50.
Canvas Shoes, with corrugated rubber taps, sewed. Price, $4.50.
"Cradle Springs." Price, $6.00. **"Handy Tool-Bags."** Price, $2.00. **Acme Bicycle Stands.** Price, $2.00. **M. I. P. Bags.** Plain, price, $4.00; rubber-cloth lined, price, $5.00. LAMPS, BELLS, BELTS, CYCLOMETERS, *and all other* bicycle and tricycle supplies and outfittings kept in stock.
Pratt's "American Bicycler," price, 50 cents; Chandler's "Bicycle Tour," etc., price, $3.00, and other bicycling literature supplied.

Send 3-cent stamp for Illustrated Catalogue and full Price Lists.

THE POPE MANUFACTURING COMPANY,
MAKERS OF THE COLUMBIA BICYCLES, ETC.
597 Washington Street, Boston, Mass.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER,
Edited by – CHARLES CORDINGLEY.
Subscriptions received at this Office.

One year	$2 25
Six Months	1 15
Three Months	60

Specimen copies sent from
146 Fleet St. - - London, E. C.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from
E. C. HODGES & CO., 40 Water St., Boston, Mass.

GOY, The Athletic Outfitter,
21 Leadenhall Street, } LONDON,
22 Leadenhall Street, } LONDON,
54 Lime Street, } ENGLAND.
FOR BICYCLES, TRICYCLES (all makes),
CLUB UNIFORMS,
And every requisite for Camping Out, Yachting, Gymnastics, Foot ball, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing and all Athletic Sports.
GOY'S CALENDAR OF SPORTS AND PRICE LISTS FORWARDED FREE.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William H. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy. | BOSTON, 23 SEPTEMBER, 1881. | Volume III. Number 20.

[VOL. III. CONTENTS. No 20.]

Currente Calamo.—Personal	234
What they Say of Us	234
Editorial.—Wheel Club Doings.—Races	235
President Bates Reappears	237
Excursions, Runs, etc.	238
Correspondence	240
Race Rules	242
L. A. W	242
A New Wonder	242

Entered at the Post Office as second-class mail matter.

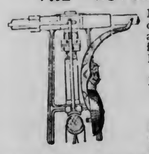
ADVERTISEMENTS

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

FOR SALE OR EXCHANGE
[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—52-in. Full-Nickelled Harvard, nearly new, everything complete. Also, 50-in. bicycle in perfect condition, cheap. Address,
"BICYCLE," Box 1307, Boston, Mass.

FOR SALE. A 42-inch "Standard Columbia" Bicycle. As good as new. Has not been run fifty miles. Address C. M. WINTON, St. Joseph, Mo.

FOR SALE. A Pope Cyclometer for 48-inch wheel. In perfect order. Price, $5.00. Address
"W.," Box 111, Boston, Mass.

200 per cent Saved by Buying your Bicycles from England.



The best and cheapest bicycles are now being manufactured in Leeds, England, well known to be "the great centre" for producing steel and iron, and where mechanical labor is fully 75 per cent cheaper than any other town in the Kingdom, doubly facilitates us in offering Bicycles and Tricycles at fully 75 per cent cheaper than any other maker in England.
The Yorkshire Bicycle, the Workingman's Friend, is a marvel at the price. 48 in. and 50 in., $25.00; 52 in., $27.50 up to 60 in.
The Tourist Bicycle possesses all essential improvements, and is a thorough roadster. 48 in., $40.00, rising 75c. per in.
The Standard Bicycle embodies the latest improvements; for excellence of manufacture it is unsurpassed. 48 in., $55.00, rising $1.55 per in.
Lists post free. AGENTS WANTED.
BURNETT & FARRAR,
Yorkshire Bicycle Works - Leeds, England.



Patent Applied For.
BURLEY'S
ADJUSTABLE SKELETON SADDLE.
THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.
Send for circular with testimonials.
In ordering, state whether Cradle spring or otherwise.
Price, $4.00. Nickel Plated, $5.25
Send money order or registered letter.
D. W. HYDE,
Box 1133. Brighton, Mass.

WE MAKE
SPORTING GOODS
A SPECIALTY
And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

48-inch Ball Bearing Standard Columbia Bicycle for Sale.
Has been ridden but little, and is bright and exactly as good as new. Reason for sale, owner unexpectedly going to Europe. This machine cost $97.50, but will be delivered on board cars or boat at Peoria, Ill., on receipt of $80.00, and guaranteed as represented; or will send by express, C. O. D., with privilege of examining, on receipt of sum sufficient to cover charges both ways.
Address, GEO. W. ROUSE,
PEORIA, ILL.



COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

For Sale Cheap.

Fifty-four-inch Harvard Roadster, in good condition. Half nickelled. Balls to both wheels. Sold because owner requires larger machine. Price, $100. Full particulars on application to

HERBERT W. KNIGHT,
766 Broad Street,
Newark, N. J.

CURRENTE CALAMO

WHO went to Montreal?

WILL any of our Virginia friends inform us if the *Wheeling Leader* is a bicycling journal?

A "BREEZE" is scattering "*Chaff*" all over the country, and everybody seems to rather like it than otherwise.

THE *Evening Star* asks, editorially: "Has Gov. Long any backbone?" If he will get a bicycle he 'll have one.

OUR three-wheeled English contemporary, the *Tricycling Journal*, is meeting with deserved success and has enlarged.

THE Natatorium, the St. Louis swimming institution, is to be used for bicycle riding in the winter. It would be a good place for ladies' tricycle practice also.

SIX members of the Boston Bicycle Club made a run to Lexington, Sunday, took dinner at the Massachusetts House, and afterwards made the run home (ten miles) in forty minutes.

KNEE-BREECHES and knickerbockers are beginning to be worn by other men than bicyclers, and modest wheelmen will soon be relieved from uncomfortable conspicuousness in this respect.

A SERIOUS runaway accident occurred on the Loudonville road near Albany, recently, and a bicycler and his wheel were called into service and despatched to obtain assistance, which was thereby more speedily rendered.

A CORRESPONDENT tells a story about a well-known bicycler, who at the Worcester Meet answered numerous inquiries about his opinion of the "Star," with the single sentence, "I have sold it"; but the following week, at Hingham, he condensed his answer to "sold."

THE same prominent wheelman who found such difficulty in getting admittance to the Hingham race ground because he was without a uniform, was met Sunday, riding in the same uncouth condition, by half a dozen members of his own club, who failed to recognize their respected president.

THE great September Wheel Puzzle, propounded during the present month in a circular signed by Frank G. Varey, secretary, and announcing bicycle races somewhere, under the patronage of some citizens' committee, at some exhibition grounds, on Thursday, 22 September, has been solved. The solution: Montreal, Canada.

WE have received "The Tragedy of Abraham Lincoln; or, The Rise and Fall of the Confederate States, in Five Acts," with a request from the publisher, Dr. C. W. Selden, 128 Lexington avenue, New York, to criticise and send bill. Wishing to have the work examined carefully, we turned it over to our youngest business man, who is tolerably ingenuous, and whose taste for sentimental literature has not become palled by years of critical experience. He read it clear through, hastily called in the stenographer, and after ejaculating, "It 's the most idiotic mess of d—d nonsense I ever saw!" fainted dead away. Our charge is $25,— to cover moral damages.

PERSONAL

THANK you, Friend Jenkins. Same to you.

MESSRS. DUKER and WOODWARD reached Springfield Tuesday, in good condition.

H. W. KEYES bugler of the Crescents, of Boston, is quite ill at Hotel Brunswick.

MR. WILSON, of Boston, professional bicycler, announces that he shall enter no more races this season.

HART, the colored pedestrian, is vigorously tackling the bicycle. Now let Anglo-Saxon professionals look out.

W. M. WRIGHT, of New York, offers League members free accommodation for one hundred and fifty bicycles during the October Meet in that city.

ANY inquiries respecting the marine bicycle can be addressed to Director C. A. Hazlett, of Portsmouth, N. H., who can give all desired information.

THE National Association of Amateur Athletes refused the application of L. H. Johnson for permission to compete in their coming championship games.

AN eleven-year-old boy named Louis Francke is astonishing Louisvillains by some remarkable fancy bicycle riding. Hazlett had better pit Master Girard against him.

THE N. Y. *Sunday Courier* says: "Mr. F. K. Grain discovered eighteen humblebees nesting in the backbone of his machine recently. It 's lucky they did n't get into his saddle."

W. M. WRIGHT of New York is about to marry Miss Edith May. We wish them all joy, and may the happy bridegroom at once procure a "Sociable," that not even a bicycle shall part them.

ABOUT twenty bicycling friends of Messrs. Duker escorted him on his start for Baltimore, last Monday morning, as far as Wellesley, where after a good breakfast, they bade him good speed.

E. B. HILL, of Worcester, has just returned from a two-weeks' tour in the White Mountains, and will soon give our readers a minute description of the roads wheeled over, he having kept a log of each mile traversed.

E. H. SNYDER, vice-president of the Essex Bicycle Club, of Orange, N. J., was in Boston a day or two last week, and gave us good cheer from that country. He don't seem like a foreigner, though.

WE publish this week an interesting account of the wheel trip from Philadelphia to Boston of Messrs. Eaton and Cressman, of the Germantown Bicycle Club. Mr. Cressman has returned to Philadelphia, but Mr. Eaton will remain here a few days longer.

MR. FRANCIS CRAGIN, *en route* from Chicago to Boston, postals us from Iroquois, Ill., 12 September, and from La-Fayette, Ind., 14 September. He also mails us from the latter place an account of his trip up to that point, which we shall publish next week.

WHAT THEY SAY OF US.

MANY of our contemporaries are continually reproducing complimentary press notices of themselves, in order to convince incredulous or unappreciative readers that they are really smart, wide-awake journals. Our innate modesty has hitherto deterred *us* from calling attention to these kind testimonials to *our* merit; but at the urgent request of friends, we have at last reluctantly consented to exhibit, from time to time, a few of the thousands of kind allusions which we daily clip from our contemporaries. This is what they say of us: —

The BICYCLING WORLD is the funniest comic paper on our exchange list. Its "horse-accident record" would make even a horse laugh. — *Boston Herald.*

We are *Puck*, but every copy of the BICYCLING WORLD we receive makes us pucker. — *Puck.* [We think this joke of our esteemed contemporary is not new. — ED. WORLD.]

It is the handsomest and best edited paper in the country, as bicycling is one of the best and most utilitarian of healthful exercises. While we recommend and really admire bicycling as one of the proudest achievements of modern progress, we are aware that the only artist on our paper who drinks, and the greatest jackass on our editorial staff, have once or twice combined their peculiar qualifications to produce a different impression; but we trust our readers will not believe everything which is stated in our columns. — *Daily Graphic.*

It has long been the inspiration of our "Fact and Fancy" man. — *Boston Transcript.* [We are not certain whether this is intended for a compliment. — ED. WORLD.]

We are the *Clipper*, and whenever we take up the BICYCLING WORLD we have to clip. — *N. Y. Clipper.*

We were at first prejudiced against the bicycle, but the brilliant and entertaining BICYCLING WORLD has entirely won us over to the wheel. We care not what our livery-stable men say any more. In all that pertains to sound sense that bright and wide-awake journal leads the, — *Pittsburg Leader.*

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

Advertising Rates.

ONE INCH, one insertion, $2.00; each additional insertion, $1.75; ordered for one month, $7.00; three months, $20.00; six months, $38.00; one year, $74.00.

TWO INCHES, one insertion, $3.50; each additional insertion, $3.00; ordered for one month, $12.25; three months, $35.00; six months, $66.50; one year, $129.50.

THREE INCHES, one insertion, $5.00; each additional insertion, $3.75; ordered for one month, $19.00; three months, $55.00; six months, $100.00; one year, $190.00.

FOUR AND ONE HALF INCHES (one half column), one insertion, $6.00; each additional insertion, $5.25; ordered for one month, $20.00; three months, $56.00; six months, 107.00; one year, $205.00.

ONE COLUMN, one insertion, $10.80; each additional insertion, $9.50; ordered for one month, $37.50; three months, $110.00; six months, $205.00; one year, $400.00.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 23 SEPTEMBER, 1881.

JAMES A. GARFIELD, President of the United States, shot in Washington on 2 July, 1881, by the assassin Charles J. Guiteau, died at Elberon, N. J., on 19 September, 1881, at 10.35 P. M.

A SOMEWHAT "fresh" New York *Herald* reporter, a few weeks since, furnished that journal with a very crude and misleading article on the bicyclists of New York in particular and America in general, which, although intended to be favorable to the wheelmen, contained many inaccurate statements; but the *Bicycling Times* has quoted largely therefrom, although recognizing the more apparent errors in the article. It makes us smile to read, "It is safe to say that there are at least five times as many bicyclists in and around New York to-day as there were five years ago," when scarcely one was to be seen there *three* years ago; and further along he says that from the first, Boston "took kindly to the wheel" (that was about four years ago), and that "it did not reach New York until *some years later*." Again: "The number of more or less enthusiastic and skilful bicyclists in and around New York may be computed, not merely by hundreds, but by thousands!" which is just a *leetle* in excess of the fact, because Boston don't claim quite so many, and we doubt that New York can rank even second as to the number of its riders. In enumerating and commenting on the clubs of New York, he omits the oldest and one of the most important, viz., the New York Bicycle Club. He says again, "Bicycling has a literature of its own. There are several journals devoted to its interests"; yet the only paper he mentions is the *Gentleman's Magazine*, a sporting periodical which we have heard was only started two or three months since, and of which we have never seen a copy. It is very evident that this *Herald* novice was tackled by some mischief-loving *Mercury* boys, and his bicycling information (?) most unmercifully guyed into him.

THE Edinburgh *Stationery and Trade Review*, one of the most readable and best informed on American matters of our foreign exchanges, has an alleged commercial traveller's "Reminiscences," in which is given as original the well-known anecdote of the American drummer's alternating positions of drummer and customer with his dissatisfied employer.

WHEEL CLUB DOINGS

HAMILTON (ONT.) BI. CLUB. — The club here in Hamilton is getting along very successfully. Officers have been elected, and to-morrow evening there is to be a meeting to make arrangements for procuring some place where wheelmen can practise daily. The drill shed is spoken of as a good place to practise on, but the ground is rather rough, and a tumble is apt to result seriously.

A. B. C.

HAMILTON, ONT., 14 September, 1881.

HERMES BI. CLUB. — The annual meeting of the Hermes Bicycle Club, for election of officers, was held at Capt. Nicholson's residence, on Tuesday evening, 13 September. An elegant supper was provided by Mr. Nicholson. The election resulted as follows: President, Frank Mauran, Jr.; captain, Wm. T. Nicholson, Jr.; secretary, treasurer and bugler, Charles S. Brayman, 304 Broad street; lieutenant, Clarence H. Gardner.

G. C. ALLEN.

PROVIDENCE, R. I., 17 September, 1881.

SAN FRANCISCO. — At the last meeting of the Oakland Club, Messrs. Aldrich and Sykes were elected members. ... Yesterday some of the expert riders of this city went to Oakland, where they were joined by sixteen wheelmen. When the junction of Peralta and Centre streets was reached, drilling preparatory to the tournament took place, which lasted until the spectators became so numerous that the bicyclers found it necessary to depart for a more spacious locality. ... The regular meeting of the San Francisco Bicycle Club was held last Thursday evening at the Windsor House, at which Mr. F. A. McLaughlin was elected a member. Mr. Waterhouse, the president, notified the members that an invitation had been extended to them to perform a few evolutions to the Mechanics' Fair. Messrs. Aldrich and Leonard accepted, and performed many pretty movements on the wheel, which were well received by the audience. A few of the other members rode miscellaneous machines, notably the tricycle.... The annual tournament of our local club, which occurs on Thanksgiving, will necessitate some drilling, which will take place in Golden Gate Park, just below the superintendent's house. These evolutions will be practised twice a month, on Sunday mornings, between nine and ten o'clock. This is extremely attractive, even to participants, and it is hoped there will be a good attendance.... At the coming State Fair handsome prizes will be given to the bicyclers. The distance to be run is one mile, and the race is to come off on Saturday, 24 September, at 11 A. M. The following are the entries: H. C. Eggers, H. Finkler, San Francisco Club; Messrs. McNeer, King, and Smith, of the Oakland Club; and H. Flint, of Sacramento. †

SAN FRANCISCO, 12 September, 1881.

RACES

Coming Events.

24 September. Two-mile bicycle race at the grounds of the New York Athletic Club (championship games), at 10 A. M. and 1.10 P. M.

24, 26 September, Philadelphia, Pa., Bellevue Station, Gormley and Dawson's "Pastime Park" sports. Bicycle races.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

24 September, St. Louis, Mo. One-mile bicycle race (championship of Missouri). Prize, silver medal presented by Richard Garvey, president of Missouri Club. The club offer in addition a membership and one year's dues paid up, to the first rider making a three-minute record. (Eight entries to date.)

24 September. The twenty-mile race for the championship of the Boston Bicycle Club will be held at Beacon Park, Saturday, 24 September, at 2.30 P. M.; entries to be made to J. S. Dean, secretary, 28 State street, and E. C. Hodges, captain, 28 State street.

27, 28 September. Lackawanna County Agricultural Fair, Scranton, Pa. Bicycle races; open to all amateurs.

28 September. Framingham, Mass. Middlesex

South Agricultural Society Fair. One-mile bicycle race, prize, $15 value, winner's choice; half-mile bicycle race, prize, $10 value, winner's choice. Races in forenoon. Open to all amateurs. Entries to C. A. Hemenway, secretary.

29 September. The Berrien County Agricultural Society offers premiums to amateur bicycle riders for mile and half-mile heats, best two in three, on the third day of the county fair. The premiums are silver and gold pieces of plate.

29 September. Dayton, O., bicycle tournament and races. $100 in prizes, mile heats, best two in three. Southern Ohio Fair Association.

29 and 30 September. Western Michigan Industrial Association. Bicycle races, two miles and five miles.

30 September. Charlotte, Mich. Eaton County Agricultural Society. State amateur bicycle races. Mile heats, best three in five; three prizes, — silver-plated English bugle, $15, cyclometer, $8.00, two pairs English stockings, $5.00; entries free; three starters required; English Bicycle Union rules. Esek Pray, secretary.

5 October. Willimantic (Conn.) Farmers' Club Fair. Bicycle races at Pleasant Valley Park. One Mile, best two in three — Prizes, silver cup and medal. Half-mile, best two in three — Prizes, automatic alarm and bicycle watch charm. Entrance free; open to riders in Windham and New London Counties.

5 October. Lansing, Mich. Central Michigan Agricultural Society. Bicycle race. Race to be for the one-mile championship of Michigan, to be run under rules of L. A. W., in mile heats, best 3 in 5, open to all amateur riders in the State; entries free. First prize, silver water set valued at $35; 2d prize, watch valued at $25; 3d prize, horse timer, split seconds, valued at $15; 4th prize, nickel-plated cyclometer.

5 October. Brockton, Brockton Bicycle Club races.

6 October. Manhattan Polo Grounds, New York. First Annual L. A. W. Race Meeting.

6 October. Attleboro' Farmers' and Mechanics' Association Fair. Grand Bicycle Tournament, open to all amateurs, at 9.30 o'clock. Grand Parade and Club Drill — First prize, silver ice pitcher; second prize, English bugle; third prize, club colors. No club will be allowed to enter with less than ten men. Number of men and efficiency in drill will be considered in awarding prizes. Fancy Riding — First prize, gold medal, valued at $25; second prize, silver medal, valued at $15. Half Mile Race, best two in three — First prize, silver medal, valued at $15; second prize, silver medal, valued at $10; third prize, pair of bicycle shoes. One Mile Race, best two in three — First prize, gold medal, valued at $25; second prize, silver medal, valued at $15; third prize, silver medal, valued at $10. Slow Race, distance 150 yards — First prize, silver medal; second prize, Acme bicycle stand; third prize, one year's subscription to BICYCLING WORLD; fourth prize, "Take-me-too." Two Mile Race, best two in three — First prize, gold medal, valued at $50; second prize, gold medal, valued at $25; third prize, silver medal, valued at $15. Five Mile Race, single dash — First prize, gold medal, valued at $100; second prize, gold medal, valued at $60. All entries must be made at the judge's stand before ten o'clock on the day of the race. No entrance fee. All races will be governed by the rules of the L. A. W. Communications should be addressed to O. M. Draper, North Attleboro', Mass. An admission of thirty-five cents to the fair grounds will be charged.

8 October. Philadelphia Fall games of Young America Cricket Club, of Germantown, held at Stenton. Three-mile bicycle race for gold and silver medals. W. T. Wilcox, 1704 Pine street, secretary.

Hamilton.

Editor Bicycling World: — I was one of those fortunate enough to attend the bicycle tournament at the exhibition grouds in Toronto, yesterday, and I must say it was one of the grandest sights I have ever witnessed. The number of wheelmen was not great, but the races were well done. At half past one o'clock in the afternoon the three-mile race was called, and the following wheelmen took their places: W. J. Morgan, J. W. Jopling, J. Moodie, Jr., P. Doolittle, F. Hardman, F. W. Carter, B. Hoch, F. Robertson, and W. E. Carswell. Doolittle, who is an Aylmer man, won in 13.13, Moodie being second, and Hoch third. In the slow race Moodie, McMillan, Hoch, Carter, Carswell, Payne, and Doolittle started. The first prize was a silver medal with gold centre, valued at $30. All started well, but Carter and Hoch soon tumbled, for they could go fast, but to do it slowly was another thing; and they were followed by all except Moodie and Doolittle. The latter got ahead, however, getting across the winning line about twenty yards ahead of Moodie. As showing how slow they did go, I give the official time for a quarter-mile: 10 minutes and 9 seconds. The two-mile championship race was the most interesting, the prize being a gold medal presented by Ald. Bonstead, of Toronto, who is president of the bicycle club of that city. It must be won for three successive years, before the winner can put it away as his own property. Doolittle, Hoch, Carter, Moodie, Morgan, and McMillan started, the first-named being the winner by forty yards, in 9.05 minutes. Morgan was in second, while the remainder did not consider it worth their while to finish. In the one-mile race the starters were Moodie, Carswell, Hoch, Carter, Jopling and Morgan. Morgan won, and then Moodie and Carswell did their level best for second, and Carswell got it, Moodie being third, and Jopling fourth. In every race Moodie was handicapped. The addresses of the prizetakers are: John Moodie, Jr., Hamilton; P. Doolittle, Aylmer; W. J. Morgan, St. Catherines; B. Hoch, Toronto; W. E. Carswell, Toronto. Doolittle's fine riding was the admiration of all, and it would be no easy task to excel it. Moodie also proved himself to be an expert. A. B. C.

HAMILTON, ONTARIO, 14 September, 1881.

HUDSON, MASS., 15 August. — The third club race for the mile championship of the Marlboro' Bicycle Club was held at Riverside Park, Hudson, 15 August, with the following result: John Sawin, first, 3.31½; George E. Frye, second, 3 32½; Arthur Curtis, third, 3.33½. The next club race is looked forward to with considerable interest, as each of the contestants named has won the club medal once. L.

MILFORD, MASS. — 27 August, at Charles River Riding Park. One-mile bicycle race, — L. T. Frye, Marlboro', 3m. 25s. Two-mile bicycle race — G. E. Frye, Marlboro', 7m. 20s.

STATEN ISLAND. — 10 September, the annual fall meeting of the Staten Island Athletic Club was held on their grounds at West New Brighton. Mr. L. E. Myers, the champion runner, officiated as starter. Rain fell during the greater portion of the afternoon, and the track was not in condition for fast time. The two-mile race was won by A. J. Eddy, of Flint, Mich., with A. B. Rich second. Time, 8m. 55¼s. — *Wheel.*

BUFFALO BICYCLE TOURNAMENT. — The first grand tournament and races were held at the Buffalo Driving Park, 14 September. Everything passed off in fine style. It was a splendid day, and the events were carried out as announced, with the exception of the fancy riding exhibition of F. S. Rollinson and the five-mile straightaway. We had every reason to expect Rollinson to be here. An extract from his letter to our chairman reads: "Dear Sir, yours just to hand. I will agree to come for $50 without travelling expenses, as you state. The terms are perfectly satisfactory. F. S. ROLLINSON." Relying on this assurance, Mr. Rollinson was advertised largely; but imagine our mortification and the disappointment of the spectators when we had to announce that he would not be here, and read the following dispatch: "Boston, Mass., Sept. 13. Machine broke down. Can races be postponed to Thursday? Raining here. F. S. ROLLINSON, 140 Kneeland street." Does any intelligent wheelman think Mr. Rollinson could not have found in Boston a wheel of the same size as the broken one (if it really was broken) to keep his engagement? Or we could easily have furnished him with one here, of any size wanted. As this was our first tournament, we were particularly anxious to keep our promises to the public; so you can imagine how indignant every wheelman in Buffalo is. Our citizens were very liberal in contributing prizes for the competitions, and the best people in the city were present in large numbers to witness the sport. The following detailed account is condensed from very full reports in the Buffalo papers: —

The grand stand at the driving park was fairly filled with spectators when the opening race was announced at half past two o'clock, many ladies being present. About one hundred horses and carriages were ranged along the inside of the enclosure, after the fashion prevalent at the trotting meetings. First in the order of the tournament came a half-mile heat race, best two in three, open to members of the club only. The starters were C. K. Alley, J. B. Newman, J. Williams, F. W. Sherman, W. Thornton, F. W. Caulkins, and C. Dakin, Alley taking the lead of all his competitors almost from the start. It was an exciting struggle between the others for the whole distance, and the pace was a very fast one down to the half-mile pole, where the riders rushed past the deciding point in the following order: Alley, Newman, Williams, Sherman, Thornton, Caulkins, and Dakin. Time, 1.40⅝. The second and final heat resulted in a victory for Alley, the finish being made by the five participants in the following order: Alley, Newman, Thornton, Sherman, and Williams. Time, 1.41¼. The first prize, of a gold medal, was accordingly assigned to C. K. Alley; the second prize, of a cyclometer, to J. B. Newman; and the third prize, of a pair of Indian clubs, to William H. Thornton. Second on the card was the race in mile heats, best two in three, for members of the club. It brought out C. B. Woodruff, W. H. Otis, G. Dakin, A. W. Smith, and Louis Hohl, all of them young men seeking a record in bicycling, and each one anxious to do his best. At the

word the quintet got away evenly from the wire, Otis taking the lead, but closely pressed by Dakin, Smith, and Woodruff. Hohl fell off at the quarter. Half-way round the track Dakin was leading. Smith was riding in splendid form, however, and it was a comparatively easy matter for him to overhaul Dakin and capture the lead at the head of the home stretch. In this order he took the heat, with Dakin a good second, Otis third, and Woodruff fourth; time, 3.52. In the second heat Smith took the pole by virtue of his victory in the first heat, and got away with every appearance of having an easy time of it. His competitors were Dakin, Woodruff, and Otis. While on the second quarter, with a lead of a few yards, Smith was taken with nausea and was obliged to retire. Dakin, Otis, and Woodruff swept past him in the order named. The first two were going at a tremendous pace, keeping breast and breast for the next quarter of a mile. Otis finally captured the lead from Dakin, coming in the winner of the heat in 3.50⅜. In the third heat Smith did n't start. The three contestants rolled down the quarter stretch without any perceptible advantage having been gained by either, but at the half-mile Dakin forged ahead, with Otis second. Otis finally secured the lead, finishing the mile in 3.54⅜, Dakin second, Woodruff third. Otis consequently took the first prize, a gold medal; Dakin second, a gold medal; and Woodruff third, a nickel-plated cyclometer. The most animated race of the tournament, the one which should determine the championship of the club, came next. It was a straightaway race, distance three miles, and confined to non-contestants in all other races of the day. Messrs. Walker, Gard, Milley, and Forbush entered. Forbush, who rides one of the biggest wheels in the State, bent to his work so earnestly that for the first half-mile it seemed impossible for the others to overtake him. His exertion proved too much for his endurance, however, and the easy riding of Milley enabled that individual to pass him before the first home-stretch was reached. Gard also passed him toward the finish of the first mile. Walker advanced to second place and gave Milley a tussle for the lead. Forbush recovered his wind sufficiently at the last few hundred feet to regain second place, and the men passed under the string in the following order: Gard, Forbush, Milley, and Walker. Time for Gard, 3.33. On the second mile, the men went skurrying around in the same order, no change being made until the half was reached, when Milley crept up on Gard and rode abreast of him for some distance, with Forbush and Walker paired in the distance. The second mile was finished by Milley, first, in 7.20½; Gard, Walker, and Forbush dropped out at this juncture. Milley held his lead of about twenty yards all around the track, finishing first in 11 minutes; Gard second, and Walker third. The prizes were a gold medal valued at $100, a prize not named, and a nickeled cyclometer. Owing to the non-appearance of Prof. Robinson, G. H. Craig, of Chicago, took his place in the race against a horse, and succeeded in defeating him, giving a fine exhibition of speedy riding. In recognition of his winning the race, the bicycle club will present him with a handsome medal, valued at $25. In the slow race, 220 yards, fifteen or more started, but one by one they fell off, and only two men, R. H. Smith, of Dunkirk, and J. B. Newman, of Buffalo, succeeded in keeping their machines going. It became a muscular test between these two for the last half of the distance. Newman won, being two feet in the rear of his competitor. The time for the 220 yards was 5.38⅘. The prizes were a silver ice pitcher from Pratt & Co, and a revolver from Laflin & Rand. The amateur race, run in mile heats, best two in three, resulted in a victory for J. V. Baross, of Attica, who won by half a wheel. Time, 3.23⅘. 3.40½. The last race, a five-mile straightaway, was not contested, there being no entries. The bicycle club gave an elegant banquet at Gruener's Hotel in the evening.

J. O. M.

BUFFALO, N. Y., 15 September, 1881.

FRENCH WHEEL NOTES. — The principal bicycle races in France are run on Sundays.... The city authorities of Paris have organized a series of races to be held in the *Place du Carrousél*, on Sunday, the 25th of this month. It will be a great day for French wheelmen; there will be three races for amateurs and three for professionals. If the track and weather are both favorable on that day, we shall doubtless hear of fast time. .... When M. de Civry returned to France recently, after his successful tour in England, he was greeted with much enthusiasm by some of the principal bicyclers of the country, and the victories were discussed over a grand dinner. De Civry was victor over Keen in the following races: 1st, at Crystal Palace, 1 August, 20 miles in 1 hour, 6 minutes, 1 second. Keen, who had given him one minute start, stopped on the tenth mile, having lost instead of gaining ground. 2nd, at Wolverhampton, 8 August, 10 miles. On the fourth mile Keen acknowledged himself beaten, and invited De Civry to dismount. The latter had thirty seconds' start in this race, and at the time Keen gave up had widened the distance a good deal. 3d, at Cardiff, 10 August, 1 mile in 2 minutes, 57 seconds, beating Keen, who had given him over twenty yards' start, nearly one hundred yards. 5th, at Cardiff, 10 August, 10 miles in 33 minutes, 18 seconds. Keen, who persisted in giving De Civry 30 seconds' start, gave up the race before the finish, as usual. 5th, at Cardiff, 13 August, 20 miles in 1 hour, 9 minutes, 38 seconds. Very strong wind. This time the Frenchman started even with Keen, and beat him 22 yards, making that advance on the last lap. 6th, at Taunton, 15 August, 15 miles in 49 minutes, 5 seconds. Keen dismounted when the race was half over. 7th, at the Crystal Palace, 18 August, De Civry made 20 miles in 1 hour, 4 minutes, 21⅘ seconds, the fastest professional time for that distance ever made up to this date. S.

AT Hoboken, N. J., 13 September, a bicycle race occurred, the following being the result: "Half-mile, best two in three heats. First heat: C. E. Chapman, Ridgewood, N. J., 1st; F. W. Fullerton, Manhattan Bicycle Club, 2d; won by about twenty yards. Time, 1m. 42s. Second heat: Fullerton got off with the lead, which he held throughout, Chapman taking a severe header at the quarter pole. Third heat: Same result, varied only by Chapman taking his header earlier in the race, his machine having been damaged by the first fall. No time taken."

THE bicycle race at the New York Athletic Club grounds, 17 September, resulted as follows: 1st heat, Wm. Smith, Bristol Bicycle Club, 1st; C. A. Reed, New York Athletic Club, 2d; time, 12.8⅘. 2d heat, W. H. Perry, Manhattan Athletic Club, 1st; A. J. Eddy, Flint, Mich., 2d. Time, 11.14. 3d heat, C. A. Reed, 1st; W. H. Perry, 2d: A. J. Eddy, 3d; won by ten yards, two yards between 2d and 3d. Time, 10.3⅘. Perry's time, 10.35.

THE Scranton (Pa.) Bicycle Club will hold a tournament at the Lackawanna County Fair in the latter part of this month.

"SYLVAN" writes from Moline, Ill., under date of 12 September: "The race announced for the 8th was not a success. Mr. J. A. Fleming, of Davenport, Iowa, was the only rider who made his appearance. That gentleman ran the half-mile in 2.15, and was awarded the first prize, a gold medal, worth $10. It was the first public bicycle exhibition ever given in that place, and attracted much attention."

CHARLES JENKINS, of the Falls City Bicycle Club, won the first prize at the Bowling Green (Ky.) Fair races two weeks since. He took in the fancy-riding premium, also.

President Bates Reappears.

THE readers of the BICYCLING WORLD have been given a rest from me for quite a long time. I have been ill for a month, after which I took a trip up the Great Lakes to recruit. Then came the terrible disasters by fire in the counties bordering Lake Huron, calling me on a professional visit to that quarter. I start for the burnt region again to-morrow on a government steamer loaded with relief supplies for the sufferers. The wheelmen of the continent, who all read the WORLD, are to be congratulated on the fact that I can be choked off, although it required sickness, and the sorrow, suffering, and deaths of a vast public calamity to do it. Ah, if they all realized what a calamity! Its extent is almost immeasurable, — indescribable. Twenty thou-

sand people are wholly or partly burned out. At least ten thousand are homeless, shelterless, foodless, half-naked families. Hundreds of men, women, and children are more or less covered with the blisters of bad burns on the feet, legs, faces, hands, and necks, and the wailing of children in pain and hunger is incessant. There are no medicines till relief reaches them, as the doctors and druggists were burned out also. Thousands have been sleeping in the open air, shelterless. Hundreds are still almost blind from the smoke, and with sore lungs. The fires swept clean a territory of irregular shape equal in size to twenty-five miles wide by sixty-five miles long. Twenty or more small villages were completely destroyed. The loss of property is among the millions of dollars. Over three hundred human beings have been burned or suffocated to death. Thousands on thousands of cattle, sheep, hogs, and poultry have perished. The dense smoke covered Lake Huron, one hundred miles wide and two hundred and fifty miles long, so that the sun could not be seen at midday, and steamers kept their fog-whistles sounding to avoid collisions, and could only enter ports by the aid of whistles blown on shore. The broad surface of the waters was strewn with the dead bodies of tens of thousands of birds, and flecked with floating insects of all kinds. On the opposite coast, in Canada, fires have also swept great tracts of forest, but without such sad losses of life and property. The awful things I have seen and heard are not of a sort to develop cheerfulness or humor; and the WORLD is not the paper to fill with descriptions of them. Nevertheless, the wheelmen's journal may well spare enough space for the above bare and brief statement in outline of so great and terrible a public catastrophe.

Some time ago I suggested that the L. A. W. should create a bureau to take charge of all bicycle races, so far as to establish rules for their government, require and receive official reports from consuls, directors, or officers of clubs, and hold a general supervision over the subject. Some of your correspondents disputed the wisdom of the suggestion, and appeared to resent the idea of attempting to establish any authority over the freedom of action of bicycle riders anywhere. But in this, as in everything, that liberty is best which is regulated by law, so as to be exercised under the direction and protection of a harmonious and wise general system. The existence of any club, and of the League itself, is a restraint and regulation of freedom, without which there could be no organization or system of any sort. We are organized and combined because we all feel that it is good to be governed by some system of rules and regulations for the accomplishment of desirable objects, and to have somewhere among us an established authority which can speak and enforce the general will within certain limits.

In the State of Michigan, this year as last year, numerous county fairs and other public organizations are offering premiums for bicycle races. They make many errors in their published terms, such as offering money prizes, gate money or portions of it, making races open to all, with no distinctions between amateurs and professionals, and with no authority at the races to decide who may enter and run and who may not. These errors the officers of neighboring clubs are expected to have rectified, and I receive many and some puzzling questions concerning such races from officers of agricultural and other associations. Every week the column devoted to athletic and other sports in the public journal with which I am connected contains more or less notes on this subject in answer to letters of inquiry. There is no other form of athletic sport which is not regulated by some central and general authority. Rowing, athletic games, baseball, cricket, etc., all are governed by rules and regulations enforced through local or State agencies under the control of some large central organization. In this way uniformity and systematized sport is secured, and public interest therein promoted.

Why should not the L. A. W., through its consuls, directors, or other agents, exercise a similar supervision over bicycle contests? Why not establish a bureau to take charge of this large and increasing interest? Is it not highly desirable, not only to have bicycle races systematized, governed by wise and well-enforced rules, and conducted under the management of skilled directors, but also to have the exact official record of each race preserved, and all these records collected and published annually for the information of wheelmen, and so that we may all know exactly the progress in popularity and the improvement in speed which bicycle contests are developing in America? I think that if the L. A. W. shall permit another year to pass without such regulation and such records, the wheelmen of the future will have good reason to complain of us of the present; and moreover, many abuses will spring up difficult to remove hereafter, and many disputed cases likely to cause us some serious troubles. If I am mistaken, or if any one can suggest a better plan, I shall be glad to be corrected. Only I beg that those who rise up eager to dispute will remember that I am a bald-headed codfish, and not attempt to pull hair.

B.

DETROIT, 10 September, 1881.

EXCURSIONS, RUNS, ETC.

Bicycles through the Crawford Notch.

C. H. LAMSON and H. F. Libby, members of the Portland Bicycling Club, left Portland, 30 July, 1881, at 8 A. M., after a hearty breakfast, on a pleasure trip for the White Mountains. When we left Portland there was a very dense fog, and it looked very much as though it would be a rainy, dismal day; but nevertheless we started out with the intention, if it did not rain too hard, to stick it out until we reached Bridgton. Much to our delight, however, we found as we rode on it kept growing clearer; and before we had been out an hour it was what we called the "boss" day for a spin. Although it was quite a hard road, we were able to pick our way along through the sand and over the hills with very little difficulty, and with very few dismounts, considering the number of hills we had to climb. We reached North Windham about 10.30, and stopped there about three quarters of an hour for a luncheon, and then mounted and run for Raymond Village, reaching there twenty minutes before one, where we took dinner. The Portland stage, with four horses and with but three passengers, which left Portland half an hour ahead of us, arrived at Raymond about fifteen minutes after we did. After resting an hour we started out again, greatly refreshed, and continued our run for Bridgton. The people on the road were greatly surprised to see us moving along at such a rapid rate, and we had to answer numerous questions, the most common being "Where in thunder did yer come frum?" and "Where yer goin' to?" After leaving Raymond we encountered a number of very steep hills aad considerable sand, until we got within four miles of Bridgton, when we struck into a nice road which continued until we got to the Bridgton House. We put up there, and were much pleased with the house during our stay. We reached Bridgton at five o'clock, having been nine hours on the road, with about three hours' rest. Our register showed forty-two miles; we averaged seven miles an hou, over as rough a road as can usually be found in the country. After partaking of a hearty supper (which made *five* good full meals during the day) we started out for a little spin around town, and rode about four miles; Lamson then *wanted a luncheon.* Sunday, 31 July, we went over to Pleasant Mountain, which is in the western part of Bridgton (the mountain is 2,018 feet high), took dinner there, at the Mt. Pleasant House, and returned to Bridgton at 6 P. M. Monday morning, 1 August, we started for Fryeburg, a distance of fourteen miles, and reached there at a quarter of eleven, having been two hours and fifteen minutes on the road. The last three miles we had to walk nearly all the way, it being very deep sand. We took dinner at the Oxford House, and learning that the road beyond Fryeburg was very sandy, took the train over the Portland and Ogdensburg Railroad to Upper Bartlett. We then mounted our wheels and continued over a very mountainous but picturesque road to Bemis, where we stopped for the night. The house at which we stopped is the old "Abel Crawford House," built somewhere about 1782; it was at that time only a log cabin, but has since been enlarged so that it now contains thirty-eight rooms. In the morning (2 August) we started about eight o'clock to go through the Notch to the Crawford House. From Bemis to the Willey House we found a splendid road (a distance of about six and one half miles), but after passing the Willey House we had to dismount pretty often. We reached the Crawford at ten o'clock, and after resting half an hour, started back for Upper Bartlett. On our return trip we enjoyed some very *exciting* coasting, took dinner at the old "Abel Crawford House," at Bemis, and reached Upper Bartlett at 2.30 P. M.; thence took the train to Fryeburg. Mr. Lamson continued on the train to Portland, while I stopped at Fryeburg over night, and went to Bridgton Wednesday morning. I remained in Bridgton two weeks, and found some first-rate roads. There was no end to fun, as I got acquainted with some very nice young ladies from Boston, who were stopping there for a summer vacation. They were all very jolly, and contributed greatly to my enjoyment during my stay, so much so that I was really homesick when I had to return. I would recommend Bridgton * as a place where bicyclists could enjoy themselves hugely for a few weeks during the summer. Messrs. Faulkner and Sleeper (members of the L. A. W.), of Lynn, were there during my stay, and Mr. Faulkner favored the Bridgtonians with some very nice riding during his stay. Hon. Charles E. Gibbs gave a social "hop" at his hall, Friday evening, 12 August, 1881, complimentary to the visitors at Bridgton. It was a very nice affair, and was enjoyed hugely by all who were present, and especially by the writer. The evening was particularly noticeable for the large number of very pretty young ladies and the many beautiful dresses. In closing, I will say my summer vacation this year was taken with my bicycle, and it was by far the most enjoyable I ever had.

BERT.

* We indorse our correspondent's recommendation of Bridgton and also of the Bridgton House, having enjoyed on a similar trip last year the pleasures and beauties of the locality, and experienced the cordial hospitality of the proprietors of the hotel. — ED.

Philadelphia to Boston.

Editor Bicycling World: — Monday, 5 September. — At last the much-looked for time had arrived; the alarm clock sounded the time for departure. Hastily strapping on our valises, filled to the top with a miscellaneous assortment of indispensables, we bade good by to our friends who kindly rose so early to see us off. Walking half a square, we were able to mount our 54-inch "Columbia Bic's" on the Belgian blocks at the Public Buildings. Everything was quite still. Occasionally the stillness was broken as we crossed over a loose car track; but on we sped through the darkness, going along as cautiously as possible, with high expectations of accomplishing great things before night. Passing over ten miles, into Frankford, we heard the cocks crowing, which betokened the breaking of day. After inquiring our way, we were able to reach Bristol, over roads covered with sand and loose stones. Having breakfasted at Bristol, we pushed on towards Trenton. The sun, which had been obscured for some time, now shone forth with great power, causing us to perspire freely, and, together with the heaviness of the roads, made the run very unpleasant. We however cros ed the Trenton Bridge at noon. After a light lunch we started for Princeton. The roads heretofore were bad enough, but from Trenton to Princeton they could not be worse. Sand everywhere! in some places fully six inches deep; but we struggle bravely on, biting the dust occasionally, but doing no damage. We would have been contented if we could have found a side path, but there was none. We had to make frequent stops for water and to rest. Everything was against us, and we were wellnigh exhausted when we saw Princeton in sight, where we arrived at four o'clock. The roads then to New York City were in better condition, and it was quite a relief to ride any great distance without dismounting. We crossed the Jersey City Ferry into New York City almost fagged out. Here we had to run the gauntlet, as a circus was about to pass, and all the bootblacks and street Arabs supposed we belonged to it, grabbed our wheels, and followed us, yelling with all their might. Crowding our way, undaunted, through the streets, we dropped into the first hotel we came across.

Tuesday. — By way of recreation, we took a trip on the steamer "Albany" up the Hudson. We enjoyed the ride very much, and it no doubt did us good, as we were soon on our machines spinning around the walks at West Point. After dinner at West Point Hotel, we took the ferry boat and crossed over to Garrison's. After climbing a rather steep hill, we were able to mount and ride some distance, stopping, however, at the famous Indian Falls, which is quite a romantic place. Then on to Cold Springs, encountering very good roads, especially along the Hudson to Fishkill. Here the roads were not so good, and in some places went directly up the mountain side. We nevertheless were able to reach Pine Plains very late that evening.

Wednesday.—After a refreshing night's rest at Pine Plains Hotel we intended making an early start for Winsted, but were told that the roads were unfit for "bic's," as they were very mountainous. We then concluded to take the train as the next best thing. Having ample time, we went to one of three lakes here, called by the boys "Buttermilk Lake," where we had a delightful bath. After washing out our soiled clothes, and having a good time generally, we took the train for Winsted, where we mounted our wheels. It would have been better if we had ridden to Springfield, but there is no direct road, and we wished very much to go to Hartford. At five o'clock the dome of the capital appeared to our weary eyes, and at a short time afterward we rode into Hartford. After attending to the wants of the inner man we paid a visit to Mr. F. C Penfield an enthusiastic wheelman, and an editor of the Hartford *Courant*, who kindly entertained us.

Thursday. — We spent the greater portion of the morning going through bicycle works. Thanks are due Mr. Lawrence for showing us through the buildings, and Mr. Day for making himself agreeable by his kindness. We also had the pleasure of riding a triocycle, which was quite a novelty to us. Leaving Hartford with some reluctance, about noon, passing through Windsor, Windsor Locks, to Springfield, making good time, as the roads were excellent. Arriving at Springfield in the afternoon, we pushed on to Palmer, but were unable to reach there before night overtook us, so we stabled our steeds at the Indian Leap Hotel, at Indian Orchard; distance from Hartford, thirty-three miles.

Friday. — Believing an early start desirable, we left Indian Orchard little after six in the morning, attracting no little attention. Just as we were crossing the railroad track at Palmer, a flagman hailed us, asking if we were the two Philadelphians mentioned in the Springfield *Republican.* We dismounted and he showed us the following item: —

"A couple of dashing wheelmen, hailing from Philadelphia, pedalled into the city yesterday, and after eating something, related some of their muscle-stirring achievements. They say they started from Hartford at 1 P. M., and stopping on the way to wash off the nutmeg dust in the restoring waters of the Connecticut, and by a desperate turning of the cranks, reached Springfield ground at 4.30. This is said to be remarkably good time for a Philadelphian."

After inquiring of him where we could procure a copy of the paper, we reached Warren at twelve o'clock, taking dinner there. Then through West Brookfield to Spencer, finding the roads heavy in some places, but nearly always with a good side path. Night overtook us as we entered Worcester. Saturday found us again mounted on pigskin, but we were encouraged with the hope of soon reaching our destination. Using telegraph poles as guideboards, we passed through Framingham, then through Natick, Lower Falls, Newton, and finally to Boston, making the distance (forty-five miles) in five hours, which, considering our worn-out condition, was not bad; but the roads being in excellent condition, we were able to make the distance from Framingham without a dismount.

Taking the trip altogether we have had quite a pleasant time. Excepting Monday and Wednesday, the weather could not have been better suited for our purpose, as the sun was rarely seen. We took very few headers considering some of the bad roads we were over. As for kind treatment, we could not have had better, especially in Connecticut and Massachusetts, where we were frequently

treated to delicious cake and milk, with pears and peaches for dessert.

FRANK G. EATON,
CHAS. H. CRESSMAN,
Germantown Bi. Club.

Nashua.

A GALA DAY AND A PLEASANT OCCASION. — One of the most successful and pleasant of bicycle gatherings which have taken place this season occurred in Nashua, N. H., last Saturday. The wheel has been establishing itself slowly but surely in that thriving city within the past three years; the pioneer rider being Mr. Edward M. Gilman, the junior member of the firm of Gilman Brothers, bicycle agents, the senior partner of which is William V. Gilman. They are both young men of influence and vigorous business enterprise, have grown up with the city, and are connected with one of the oldest and largest paper manufacturing interests in the country, and are withal zealous advocates and devotees of bicycling. There are now seven or eight wheelmen in Nashua, comprising some of the best young men in the community, and these have wisely concluded that by organizing their forces much more might be accomplished for the cause, and mutual enjoyment promoted; so, acting upon this idea, they fixed upon Saturday, 17 September, to form themselves into a club to be known as the Nashua Wheel Club. Desiring to make the occasion one of public interest, as well, the Gilman Brothers arranged for a public parade and exhibition, and carried it out on the most liberal scale, themselves assuming the entire responsibility and expense. They invited the wheelmen of the neighboring town of Pepperell to participate, besides inviting several bicycling friends from more distant localities as special guests, among the latter who accepted and were present being Messrs. Hazlett and Philbrick, of Portsmouth. Georgie Gerard, the boy wheelman, and the editor of the BICYCLING WORLD. The visiting wheelmen as they arrived were received and entertained in the most cordial and hospitable manner, the strangers being escorted to points of interest about the city, until the hour assigned for the public demonstration (three o'clock), when the line, numbering about twenty, formed in front of the city hall, and under the command of Director Hazlett, proceeded through the principal streets of the city. A halt was sounded at the residence of H. G. Bixby, by request, where Master Girard, under the direction of his friend Mr. Hazlett, gave an exhibition of trick and fancy riding, eliciting, as usual, admiration and applause from the spectators. Throughout the route the wheelmen were followed by a large number of citizens in carriages, while throngs of admiring youngsters trudged valiantly after on foot. The Nashua people very generally entered into the spirit of the occasion, gathering in the streets where the riders were to pass; and even the discipline of the various manufacturing establishments was relaxed to allow the employees to throng the doors and windows to gaze upon the interesting and novel sight. The most interesting incident to the wheelmen during the parade occurred in front of the residence of Mr. C. P. Gage, where the inmates of the mansion and a number of ladies were assembled on the portico to welcome the riders and witness Master Girard's skill. The street here was narrow and descending; nevertheless, Master Georgie acquitted himself in a creditable manner and delighted a large congregation of spectators. At the close the young bicycler was presented by the hand of a pretty little miss with an elegant bouquet of flowers, after which a tastefully decorated pedestal surmounted by a vase filled with nosegays was brought to the front; and, Commander Hazlett marching his dismounted troop past in single file, three beautiful ladies, representing more than that number of graces, proceeded to decorate the surprised and delighted wheelmen, each in turn, with these handsome and fragrant floral tributes. Remounting, the riders repassed the house, saluting the ladies by uncovering as they rode by. The line was then continued through several more streets, the final halt being at the Laton House, where all dispersed as they pleased until six o'clock, when they reassembled in front of Noyes's Block, where a large crowd was assembled to witness, according to announcement, Master Girard's riding, this being the third exhibition he had given during the afternoon. Among the many feats the lad (who rides a 36-inch wheel) performs may be mentioned as especially noticeable: Dismounting at speed and picking up a handkerchief and remounting without stopping his wheel; mounting from the step to the backbone and driving the machine without touching the saddle; the "stand-still," with feet in the spokes, astride the handles, and with both legs over the handles. He also drove and performed some of these feats on a 48-inch wheel, and mounted, unassisted, and performed on a 52-inch. These exercises over, the riders proceeded to the driving park, a splendid practice ground, five eighths of a mile in circuit, where a half-hour or more was spent in drill exercise, after which they returned to the excellent Laton House to partake of an elegantly set and appetizingly prepared bicycle dinner, generously provided by the same liberal-spirited gentleman to whom Nashua is indebted for what was generally conceded to be a most enjoyable gala day for her citizens. In addition to the wheelmen, Mayor Fletcher, and Mr. Buzzell of the Nashua *Gazette*, were present at the dinner; the former gentleman, in a brief address, complimenting the bicyclers on the success of their first public meet, and expressing his approbation of the institution and his gratification that it should call together in fraternity such an excellent class of young men. The club was organized during the evening, the following being the officers: President, William V. Gilman; secretary and treasurer, Fred. N. Hodgman; captain, Edward M. Gilman. The company broke up about ten o'clock, and the Nashua wheelmen and their guests escorted the Pepperell men to the station, where, after mutual congratulations and cheers, the farewells were said and the party dispersed. There are nearly a dozen wheelmen in Pepperell, but they have no club organization, which is a pity, for they comprise a fine set of men, and would find much more enjoyment by uniting, not only during the riding season, but in the winter months, when, as a club, many pleasant social parties might be projected under their auspices; or perhaps, owing to the superior local advantages of Nashua, and their easy proximity to that city, they would do better to unite with that club, which would strengthen both, and form the nucleus of what we think will become one of the best organizations in New England.

CORRESPONDENCE

Pittsburg.

Editor Bicycling World: — "A gentle protest" in BICYCLING WORLD, No. 18, brings up very fresh "Bernard's" malicious insinuations. "F. B.W.'s" article has not spoiled by being kept since 7 July, but I am sorry it was not published earlier, particularly as it comes from a Pennsylvanian. Being one of the members of the L. A. W., whose vertebræ was irritated, I wish to indorse "F. B. W.'s" remarks, and say that all members of the L. A. W. in this vicinity are well satisfied with the "record" of Pres. Pratt. Had "F. B. W." been so fortunate as to have been at Bumstead Hall, he would have seen there was nothing but unanimity there in regard to the election of the president. ....Bicyclers in this vicinity have had few interesting events this summer. Hot weather and dusty roads can account for much inactivity among them. At present they are having more opportunities to best their expertness, speed, and endurance at the county fairs than they can well take advantage of. There is a general complaint about the want of liberality and the kind of prizes offered for bicycle riding. While they ride much for the fun and glory, they are put to some loss of time and expense to attend these events, and think there are more desirable prizes than the thin gold or silver medal. An order for the amount of prize on some jewelry or bicycle establishment would enable them to select something of use as well as ornament. ...There seems to be a "long-felt want" for a set of rules for bicycle races, for the guidance of judges. It is hoped the L. A. W. Hand-Book will contain rules to cover cases that arise in racing.....It is possible one or two 56-inch "Special Columbias" will be entered from here for the L. A. W. races next month, but the owners will have to ride them more than they have done to hope for a good finish. Can you not give your readers a full description of the track that the L. A. W. races are to take place on? All who were at the Meet in Boston will need no urging to attend this meeting, but to others I would advise them to be there by all means. E. J. W.

PITTSBURG, PA., 13 September, 1881.

Cream City Curriculum.

Editor Bicycling World: — Another fortnight of elegant wheeling weather has passed away, much to the regret of the local bicyclers, who have been enjoying the pleasant moonlight spins along the Whitefish Bay boulevard. The roads leading to suburban resorts are in splendid shape, and of late several members of the club have "beefed" out to Lakeside or Waukesha, whichever way romantic fancy led them.....Not long ago Mr. F. G. Stark had the misfortune to jolt the brazing of the front forks of his D. H. F. Premier apart, where they are joined together at the head; and the following day Mr. Charles E. Ilsley had a similar accident to his wheel, while passing over some rough pavement. Both machines are the 1879 pattern of D. H. F. Premiers, in which the two front forks are brazed at the head, while now they are made of *two* tubular pieces of steel, instead of *four*, as in the old make..... P. H. Sercombe returned from Boston last Saturday, where he enjoyed a two-weeks' vacation with Mr. Eddy, of Flint, Mich. He says Eastern wheelmen, especially those hailing from Boston, and the Pope Manufacturing Company, are the most hospitable and genial gentlemen he ever met, and reports bicycling on Back Bay as the finest in the land..... Elmer W. Irish, of the Detroit Bicycle Club, was welcomed by local wheelmen last week.....The Milwaukee and Chicago Bicycle Club have received invitations to attend a race meeting at the Waukegan Fair, which takes place during the latter part of this month.....This afternoon, Messrs. H. W. Rogers, F. L. Pierce, T. K. Birkhauser, H. O. Frank. W. B. Weller, A. C. Jones, and Howard Gilson left the city to attend the Jefferson County Fair at Jefferson, Wis., where they will participate in a prize drill and races..... Mr. George Clark, a member of the "great unattached," now owns a 60-inch Standard. Although he measures but 36 inches, he has a patent crank attachment, by which he pedals the "infant" along at a surprising rate, at the same time looking like "a straddle-bug on a church steeple." ...Howard Gilson is touring through the State on his 36-inch Harvard; at last accounts he was stopping at Fond du Lac.....H. O. Frank now bestrides a gracefully built 54-inch Matchless, the only machine of that description in the city; and those who have ridden it on our rough pavements speak very highly of easy motion, although the light ⅛-inch tire and unusual weight would not insure easy road-riding.....Local wheelmen rejoice greatly that one man has the *sand* to wheel from Chicago to Boston, and we all look forward to a full report of Mr. Cragin's run and condition of roads. Won't he be a little tin god on wheels?....We should like to hear of Mr. Wright's experience with his brass and copper plated wheel, as to durability, finish, and the necessary care of it. Also, how it compares with nickel plating.....Mr. L. M. Richardson has a fine exhibit at the Industrial Exposition, now being held in this city; he is also negotiating for the use of the old steam supply house during the winter. ....Eastern wheelmen should come west to Wisconsin, the fine roads and low fares from Boston and New York offering extra inducements, and Milwaukee 'cyclers would be happy to see them.

CYCLUM.

MILWAUKEE, WIS., 13 September, 1881.

Montreal.

Editor Bicycling World: — Our funny men were in great force the other day. Some of us were looking at a machine that a Mr. Winter had brought out and wished to sell, when one f. m. remarked that Mr. "Winter" wanted that machine "summer"ily disposed of before the "fall;" while another f. m. said if he did he would have to "spring" around pretty sharp. They may be able to ride in two or three weeks, but it is very doubtful....."Jingling Johnny" has captured a good many feats of fancy riding, and now he excites our worthy captain's ire by insisting on his (the captain's) ordering us all to do this same fancy business while drilling; when, bless your heart, it is all some of us can do to keep in our saddles. J. J. will expatiate for hours (if he can get any person to listen to him) on the beauty of the "still mount" when performed in line by say sixteen men, not to mention the quite too utterness of the same sixteen coming along abreast with one foot each on the saddle, and the other waving cheerily in the breeze.....I think our club presents as many contrasts as any I ever heard of. We have a rider weighing two hundred and twenty-five pounds, and one who kicks the beam at seventy. We have a rider who straddles a "56," and one who gracefully controls a "42." We have one as handsome as Adonis, and one whom the late lamented William S. must have had in view when he portrayed the beauties of Caliban. We have one with long legs and short body, and one with long body and short legs. We have one rider about forty-five years of age, and another who is not yet fourteen.....I have just received my number of the BICYCLING WORLD, and I have taken notice of "Kanuck's" scurrilous attacks upon me; but I have not time to attend to him properly to-day. But let him beware! He is certainly a most "despicable" fellow. I must also omit an account of our voyages after glory and renown, when we went out to Terrebonne to race; but will perhaps be able to tell you all about it in my next. K. K.

Useful Prizes v. Medals.

MEDALS are doubtless very nice things to win and wear, but after a man has taken half a dozen or so he looks rather "too too" if he puts them all on; and by the time he wins a few more it becomes rather too much of a good thing, gets monotonous, and the whole lot is relegated to the box and remains there, representing a certain value from which there is no income or enjoyment. Finally they are lost, stolen, or given away, and no trace remains of the trouble and expense incurred in winning them. How much better it would be to replace the "white elephants" with something useful, — say gold and silver watches, stop-watches, jewelry, bicycles and bicycle material, subscriptions to bicycle publications, etc., etc.! Such prizes would be better appreciated by riders, and draw better and larger fields by offering inducements to good men to train.

Having contested in a number of races, I am now the happy (?) possessor of five gold medals, valued at $125. On inquiry I find they probably cost in the vicinity of $60, and the metal in them is valued at probably $35 or $40. I further find that my expenses incurred in the five races have exceeded the intrinsic value of the medals, and I have literally invested that amount in a very unproductive stock which I am not allowed to dispose of; and furthermore, every race I win henceforth is only adding to my original investment.

The system of winner's choice is growing rapidly in favor in England, and to some extent in this conntry. By this system the winner is given an order for the amount of his race prize, which is good at any one of a number of houses in different lines of business; jewelry, guns, or tackle, bicycles, tailor's goods, etc. In this way a man may select some article which he really wants, and which will be of some service and repay him for his trouble and expense. I sincerely hope this system will be adopted whenever possible henceforth, and particularly call the attention of fair managers to the subject, as worthy of consideration.

PRACTICAL.

BOSTON, 16 September, 1881.

Providence Bi. Club v. R. L. Lippitt.

Editor Bicycling World: — It has been my desire, all through the Lippitt trouble with the Providence Bicycle Club, to keep still, and not appear in print, either for or against. But the wholesale abuse which the gentleman who wrote the article signed "R. Lincoln Lippitt" heaps upon Mr. Cross in the WORLD, of 9 September calls for an answer of some kind, as many of the statements contained therein are not facts. From certain circumstances, which I do not feel it necessary to name in this article because of a personal nature, I *know* that the entry on the club records which

states that Mr. Thurber's resignation had been accepted was incorrect. At that meeting a secretary *pro tem.* had about all he wanted to attend to; a little later, Mr. Cross was elected as the permanent secretary, and on looking over the previous records saw this mistake. He spoke to one or two of the members in regard to it, and then drew a line through Mr. Thurber's name. It appears, however, by Lippitt's article, that the name was scratched or *erased*. Such is not the case, as the records will show to-day, and did show when Lippitt saw them weeks ago. There would be no need of any reply to Lippitt's article, if it were only to be read here in Providence, where Mr. Cross is known; but I cannot let a statement which is *not* a fact be read all over the country, without trying to correct it. Mr. Cross is incapable of doing what Lippitt's article implies that he did do, and it is very unfortunate, to say the least, that Lippitt did not consult either "Webster" or "Worcester" for the definition of the word *erase*,* before allowing his article to be printed.

ALBERT G. CARPENTER,
President Providence Bicycle Club.

PROVIDENCE, 17 September, 1881.

* Erasing or expunging, as applied to correction of revision of the records, does not necessarily imply literally effacing. A line drawn through or around the expunged words is the common method, as it defaces the page less. [ED. WORLD.]

RACE RULES. — The rules of the L. A. W. are not as definite concerning racing as they might be; but at the meeting held 18 September, 1880, the following definition was adopted: "An amateur is a person who has never competed in an open competition, or for a stake, or for public money, or for gate money; or under a false name, or with a professional for a prize, or where gate money is charged; or who has never personally taught or pursued bicycling or other athletic exercises as a means of livelihood. No person shall be disqualified under the preceding rule on account of being or having been a member of a firm, or an officer or stockholder of a corporation carrying on any business connected with bicycling, or on account of carrying on or being connected with any agency or riding school, or other branch of business relating to bicycles, provided he be not objected to under that rule."

The rules of the English Bicycle Union are now definite. They provide that a bicyclist forfeits his right to compete as an amateur, and thereby becomes a professional by (*a*) Pursuing the art of riding the bicycle or any other athletic exercise as means of gaining livelihood. (*b*) Riding the bicycle or engaging in any athletic exercise for a money prize, or for gate money. (*c*) Accepting remuneration for riding the bicycle, or for engaging in any athletic exercise. (*d*) Accepting payment for training or coaching others for bicycle racing, or for any athletic exercise. (*e*) Receiving payment for services personally rendered in teaching bicycle riding. (*f*) Competing with a professional bicyclist in public, or for a prize, according to paragraph 2 of the definition. Bicycle manufacturers and agents, as such, are not to be considered as professionals, but are cautioned that to personally teach bicycle riding as a means to effect the sale of the machine will be taken as infringement of the clause *e*.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders, payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED. — Fred. S. Clark, Box 1214, Worcester, Mass.; Wm. L. Gale, 42 Washington street, Poughkeepsie, N. Y.; Frank J. Schwartz, 179 Mansion street, Poughkeepsie, N. Y.; Wm. J. Noel, 279 Main street, Poughkeepsie, N. Y.; Jas. H. Ostrander, 25 Washington street, Poughkeepsie, N. Y.; Park Fitchett, Box 454, Poughkeepsie, N. Y.; Herschel Mulford, Millville, N. J.; Wm. M. Baker, Jr., with Taylor, Thomas & Co., Summer street, Boston, Mass.; C. S. Williamson, Steelton, Dauphin Co., Pa.; Will. R. Pitman, 64 and 66 White street, New York City; John R. Blake, 26 West 19th street, New York City; Geo. I. Campbell, Bishop's College School, Lennoxville, Quebec, Canada; Herbert E. Judge, Cliff Cottage, St. Foye road, Quebec, Canada.

DAYTON BI. CLUB. — A. W. Gump, president; W. J. Rouse, secretary; G. F. Kuhns, treasurer; Chas. G. Stoddard, captain; S. S. Mott, sub-captain; Chas. Van Ausdale, J. E. Peirce, W. B. Patterson, Sidney A. Reeve, H. C. Gump, Frank M. Fritch, A. T. Whiteside.

ROCKINGHAM BI. CLUB. — Additional: Joseph T. Cunningham, Portsmouth, N. H.

MISSOURI BI. CLUB. — Additional: C. D. Comfort, D. C. Thatcher, J. S. Lehmar, F. E. Hadley, Paul L. Montonnier, — all of St. Louis, Mo.

CHAMPION CITY BI. CLUB. — Additional: Levi Millice, Geo. A. Warder, Chas. Shepherd, C. E. Maxwell, Ed. Barrett, Frank Warder, Wilber F. Gunn, — all of Springfield, O.

CRESCENT BI. CLUB OF BOSTON. — Additional: Geo. W. Crocker, John F. Haseltine, — both of Boston.

FRAMINGHAM BI. CLUB. — Additional: Ora O. Davis, Framingham, Mass.

HILL CITY BI. CLUB. — Additional: John H. Bowen, Hillsborough, O.; Geo. Kramer, Hillsborough, O.

BOSTON BI. CLUB. — Additional: A. H. Estabrook, 225 Washington street, Boston, Mass.

A NEW WONDER. — When Col. Pope visited England a fortnight since, he was accompanied by Mr. Overman, who brought with him a tricycle of his own invention and construction. The latter was poor in the extreme, but notwithstanding this, it would perform some wonderful things. An open-fronted double driver, it would not tip up forwards, although he was seated exactly over the axles; he could work with either one or both feet, and take any length of stroke at will, and could always drive the outer wheel in turning, as well as keep his feet stationary when on a down gradient; but the most wonderful thing of all was the power it possessed for placing the wheels "dead" against the bottom of two steps, when with one pressure on the pedals he could drive it up over both steps on the space beyond. Mr. Overman's object in bringing it to England was to get some manufacturer to take it up in this country, having already made arrangements for its manufacture in the States; and we believe we are right in stating that one of our largest Coventry firms have come to an arrangement with him, and will produce it as soon as the tools and appliances can be got ready, so that it will probably appear as one of the novelties in tricycular construction for 1882. — *'Cyclist*, 31 August.

THE bicycle is just as easy to ride as a horse, and is far less expensive to keep, because it goes right straight along, without stopping to eat or drink. It is true that some horses can be bought for three or four dollars apiece, which is less than what you have to pay for a good two-wheeler; but it should be borne in mind that such a horse is always in need of repairs of one kind or another, which makes it dearer in the end than a bicycle, without counting its feed. We have only arrived at this conclusion after a good deal of experience with both. We have not referred to the mule in this connection, because a mule is apt to stop in the middle of your journey, and throw you off where there are no houses or inhabitants. The mule is less reliable than either a horse or a bicycle. — *N. Y. Clipper.*

At Hingham, not very long since,
A "professional" skill did evince;
Tho' a header he got,
He defeated the lot,
And you may just bet your bottom dollar he
can do it again, every time, for his name is John Shillington Prince. **

DIRECTORY

OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

Addresses inserted in this department, $12 per year.

CALIFORNIA.

SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.

HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.

CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. E. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.

HELENA. W. E. Norris.

NEW HAMPSHIRE.

PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.

NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.

LIMA. Gale Sherman.

PENNSYLVANIA.

PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing al jar and vibration, can only be obtained from **CUNNINGHAM & CO.**, or their authorized agents.

BICYCLERS' SUNDRIES.

* The "TAKE-ME-TOO," for carrying a coat, etc., does not interfere with mounting or coasting: universally liked. Send size of waist	$ 90
Wright's Anti-Rust	25
Wright's Illuminating Oil	25
Acme Stands	1 75
Hub Lamps, nickelled, small size	3 25
" " large like "King of the Road"	3 75
* Leggings, send size of calf	1 50
* Saddle Bags, similar to "Handy Tool Bag"	1 25
Bugles, brass	2 00
" nickelled	4 00
Rubber Handles, in ordering mention make of bicycle	2 00
* Horn Whistles	60
Shoes, canvas with corrugated rubber soles	3 25
* Gong Bells	75
* Nickelled Oil Cans	25
* Wrenches, Blue Monkey	70
* The Wright Standard Holder, for Club colors, torches, etc	1 50

Articles marked thus * can be sent by mail.

Remittances may be made by P. O. Order on Station H, or check.

SECOND-HAND BICYCLES A SPECIALTY.

☞ Send 1-cent Stamp for Circular; and length of leg, inside measure, to ball of foot under the shoe.

W. M. WRIGHT, 791 5TH AVE., N. Y.

Steel Crescent Form Bicycle Rims, Wheels, Cranks, Horn Handles, Bells and Stands.

Repairs parts of every description for English Bicycles.

Second-hand Bicycles in any condition wanted.

T. B. JEFFERY,

88 AND 40 CANAL ST. - - CHICAGO.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

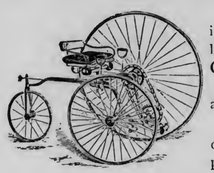
Sole Agents for the United States for

SINGER & CO., COVENTRY.

THE BEST WAY TO KEEP
Your Bicycle from Rust
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS, WORCESTER, MASS.
CUNNINGHAM & CO., Boston Agents.

BICYCLES AND TRICYCLES.



The favorite bicycle in America is the **Standard Columbia,** fitted with our special ball bearings. The 1881 pattern has more reliable, actually proved good points, for all-around use, than any other bicycle made. A large assortment always in stock at our warerooms. Also, our light and staunch **Special Columbia,** and our **Mustang,** as well as Xtraordinary Challenges and other English bicycles.

All the PARTS of our bicycles are kept on hand, and as the parts in OUR machines are INTERCHANGEABLE, any one may be easily replaced by a new one.

THE CELEBRATED TRICYCLES, the **Challenge No. 2,** the **Royal Salvo,** and other unexcelled English Tricycles, in stock and on short order. Our **Triocycle,** for three riders, now perfected.

BICYCLERS' AND TRICYCLERS' SUPPLIES AND SUNDRIES.

Niantic Stockings, ribbed, all-wool, long legs, good weight. Price, $2.00 a pair. Clubs supplied with any desired color.
Gossamer Rubber Capes, made expressly for bicycling and tricycling, cover knees and all, roll up very small, with enamelled cloth case; weight only 10 oz. Price, $2.50.
Canvas Shoes, with corrugated rubber taps, sewed. Price, $4.50.
"Cradle Springs." Price, $6.00. **"Handy Tool-Bags."** Price, $2.00. **Acme Bicycle Stands,** Price, $2.00. **M. I. P. Bags.** Plain, price, $4.00; rubber-cloth lined, price, $5.00. LAMPS, BELLS, BELTS, CYCLOMETERS, *and all other* bicycle and tricycle supplies and outfittings kept in stock.
Pratt's "American Bicycler," price, 50 cents; Chandler's "Bicycle Tour," etc., price, $3.00, and other bicycling literature supplied.

Send 3-cent stamp for Illustrated Catalogue and full Price Lists.

THE POPE MANUFACTURING COMPANY,
MAKERS OF THE COLUMBIA BICYCLES, ETC.
597 Washington Street, Boston, Mass.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER.
Edited by - CHARLES CORDINGLEY.
Subscriptions received at this Office.

One year	$2 25
Six Months	1 15
Three Months	60

Specimen copies sent from
146 Fleet St. - - London, E. C.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 40 WATER ST., BOSTON.

The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from
E. C. HODGES & CO., 40 Water St., Boston, Mass.

GOY, The Athletic Outfitter,
21 Leadenhall Street, } LONDON,
22 Leadenhall Street, } ENGLAND.
54 Lime Street, }
FOR BICYCLES, TRICYCLES (all makes),
CLUB UNIFORMS,
And every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing and all Athletic Sports.
GOY'S CALENDAR OF SPORTS AND PRICE LISTS FORWARDED FREE.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 30 SEPTEMBER, 1881.

Volume III. Number 21.

[VOL. III. CONTENTS. No 21.]

Editorial: Bicycle Literature	247
Wheel Club Doings	247
Currente Calamo.—Personal	247
Correspondence	248
Excursions, Runs, etc.	250
Races	251
L. A. W.: Applications and Notices	254
Books and Pages	254
Louisville Notes	254

Entered at the Post Office as second-class mail matter.

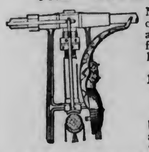
ADVERTISEMENTS

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. 52-inch Royal Challenge, balls to both wheels, nickel-plated, new this season, and very little used. Uninjured in every respect. Address, J. W., 1284 Dean street, Brooklyn, N. Y.

FOR SALE CHEAP. A 51-inch American Star half-nickelled. In first-class condition. Owner going West, where he has no use for it.
E. H. SLEIGHT, Moline, Ill.

FOR SALE. 56-inch full-nickelled Harvard Roadster. In excellent condition. Address, LEWIS T. FRYE, Marlboro', Mass.

A BARGAIN. 46-inch Harvard Roadster. Full nickel-plated, latest pattern, in perfect order, used but little. Price $85.00. Complete. (It cost $134.50.)
C. H. LAMSON, 201 Middle street, Portland, Me.

FOR SALE. 52-inch full-nickelled Royal Challenge, Pope Cyclometer, King of the Road Lamp, Handy Tool Bag, and extra cradle spring. Address, W., P. O. Box 803, New York.

FOR SALE. 52-inch Harvard Roadster. Nickelled, except spokes, which are bright, and rims, which are painted. In first-class order. Includes automatic alarm, hub lamp, rubber handles and cradle spring. Address, "BICYCLER," P. O. Box 3,846, New York.

ENGLISH TRICYCLE. Special Centaur for sale very cheap. 48-inch drivers, ball-bearings, front steering, strap brake. In perfect order.
L. H. JOHNSON, Orange, N. J.

---

200 per cent Saved by Buying your Bicycles from England.



The best and cheapest bicycles are now being manufactured in Leeds, England, well known to be "the great centre" for producing steel and iron, and where mechanical labor is fully 75 per cent cheaper than any other town in the Kingdom, doubly facilitates us in offering Bicycles and Tricycles at fully 75 per cent cheaper than any other maker in England.
The Yorkshire Bicycle, the Workingman's Friend, is a marvel at the price. 48 in. and 50 in., $25.00; 52 in., $27.50 up to 60 in.
The Tourist Bicycle possesses all essential improvements, and is a thorough roadster. 48 in., $40.00, rising 75c. per in.
The Standard Bicycle embodies the latest improvements; for excellence of manufacture it is unsurpassed. 48 in., $55.00, rising $1.55 per in.
Lists post free. AGENTS WANTED.
BURNETT & FARRAR,
Yorkshire Bicycle Works - Leeds, England.

WE MAKE
SPORTING GOODS
A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

48-inch Ball Bearing Standard Columbia Bicycle for Sale.
Has been ridden but little, and is bright and exactly as good as new. Reason for sale, owner unexpectedly going to Europe. This machine cost $97.50, but will be delivered on board cars or boat at Peoria, Ill., on receipt of $80.00, and guaranteed as represented; or will send by express, C. O. D., with privilege of examining, on receipt of sum sufficient to cover charges both ways.
Address, GEO. W. ROUSE,
PEORIA, ILL.



COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H. HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

Look out for the Celebrated

HUMBER

BICYCLES AND TRICYCLES,

WHICH WILL BE RIDDEN BY THE ENGLISH BICYCLISTS

IN THEIR

FORTHCOMING VISIT TO AMERICA.

HUMBER, MARRIOTT & COOPER,

MANUFACTURERS,

BEESTON NOTTS - - - - - ENGLAND.

TWELFTH ANNUAL EXHIBITION

OF THE

TOLLAND CO. EAST AGRICULTURAL SOCIETY,

At Stafford Springs, Conn., THURSDAY and FRIDAY, Oct. 6 and 7, 1881. Bicycle Race, Friday, Oct. 7: 1st Prize, Gold Medal, value $20. 2d Prize, Silver Medal, value $10. 3d Prize, Silver Medal, value $5. No entrance fee. All wheelmen are invited to compete for the above prizes. R. S. HICKS, *Cor. Secretary.*

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

Advertising Rates.

ONE INCH, one insertion, $2.00; each additional insertion, $1.75; ordered for one month, $7.00; three months, $20.00; six months, $38.00; one year, $74.00.

TWO INCHES, one insertion, $3.50; each additional insertion, $3.00; ordered for one month, $12.25; three months, $35.00; six months, $66.50; one year, $129.50.

THREE INCHES, one insertion, $5.00; each additional insertion, $3.75; ordered for one month, $19.00; three months, $55.00; six months, $100.00; one year, $190.00.

FOUR AND ONE HALF INCHES (one half column), one insertion, $6.00; each additional insertion, $5.25; ordered for one month, $20.00; three months, $56.00; six months, 107.00; one year, $205.00.

ONE COLUMN, one insertion, $10.80; each additional insertion, $9.50; ordered for one month, $37.50; three months, $110.00; six months, $205.00; one year, $400.00.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 30 SEPTEMBER, 1881.

BICYCLE LITERATURE.

THOSE of our readers who have given the matter any thought are doubtless aware that the time allowed for competitions for the prizes offered by the Pope Manufacturing Company, for the best literary article on the uses of the bicycle, and the best series of bicycling illustrations, expired the 15th of the present month; and that by to-morrow the decisions of the judges must be rendered. We had the privilege of glancing over the various MSS. submitted, and cannot but express gratification that so much of literary excellence is shown in these articles. Almost all, if not all, were evidently written by practical wheelmen. And we wish to add that we find it a peculiarity of bicycling, that in no other sport, pastime, or recreation, can so much of individual education, culture, refinement, and social standing be found as among the ranks of the wheelmen. We especially realize this in our capacity as editor of the BICYCLING WORD. The correspondence of this journal extends to the four corners of the United States and the Dominion of Canada, and its representatives in the various sections number more than a hundred, who are more or less regular in sending their contributions of bicycling information to our columns; yet to find one illiterate or slovenly writer in twenty is a rare exception. Our contributors are such as please an editor's heart, (except that occasionally one is too prolix!) for seldom is he obliged to rewrite or copy, or even revise or correct MS., but can submit it to the compositor just as it is received. A few inexperienced ones occasionally send us sheets written on both sides, but not so often as to deter us from rewriting if suitable in other respects. When we consider the zeal and enthusiasm with which wheelmen adhere to their favorite pastime, the rapidity with which it is spreading throughout the country, and the often remote and isolated sections where its devotees are found, we cannot but think this a remarkable showing, and an unusually strong argument in favor of its ultimate universal and permanent adoption as a common and practical means of locomotion, no less than a sport and recreation.

WHEEL CLUB DOINGS

CAMBRIDGE BICYCLE CLUB. — At a meeting of bicyclers held at Pythian Hall, Cambridgeport, Mass., on the evening of 15 September, a club was organized, under the name of the "Cambridge Bicycle Club," with the following officers: Jas. M. Gilmore, president; Frank W. Power, secretary and treasurer; H. E. Lombard, captain; E. R. Benson, first lieutenant; A. E. King, second lieutenant.

HOLYOKE BICYCLE CLUB. — E. C. Clark is elected president and captain of the Holyoke (Mass.) Bicycle Club, and J. S. Newton is secretary and treasurer. The total membership is eleven, and the club headquarters are at 63 Main street.

CURRENTE CALAMO

THE Philadelphians' jubilation is wisely tempered with discretion.

THE Montreal boys had a glorious old time last week, and Capt. Sidey "still holds the fort."

SPRINGFIELD the 4th, Brockton the 5th, Attleboro' and New York the 6th, — which shall it be? Let 's toss up for it.

THAT man on the New York *Graphic's* idiotorial staff has been at it again. He headed a report of the Attleboro' races, "Hubs, Spokes, and Idiots."

NEXT week will be lively with racing events. Tuesday, at Springfield, Mass.; Wednesday, at Brockton, Mass., Lansing, Mich., and Willimantic, Conn.; Thursday, at Attleboro', Mass., and the League races at New York; Saturday, at Stenton, Philadelphia.

THREE noted English bicyclists are coming to this country by the end of October; viz., Keen and Cooper, professionals, and Vesey, amateur. The first two will ride a few races here, and Vesey will enter any amateur events which may come in his way during his visit. These gentleman all ride the "Humber" machine.

WHEELMEN should bear in mind that the possession of L. A. W. tickets of last year is not to be considered a proof of this year's membership; and as will be seen by reference to a communication from Corresponding Secretary Putnam, in the L. A. W. department of the BICYCLING WORLD, it will be necessary to exhibit the L. A. W. ticket for 1881-2, in order to obtain free entrance to the race grounds in New York next week.

PERSONAL

W. H. PACKARD, a Chicago wheelman, was in Boston last week.

L. T. FRYE, of Marlboro', is entered for the one-mile League race.

J. S. DEAN, of the Bostons, made a mile in 3.24¾, on the Beacon Park track, Monday.

H. H. DUKER postals from Warren, MASS., 20 September; Thompsonville, 21 September; and Bridgeport, Conn., 22 September.

E. W. POPE AND W. S. SLOCUM of the Massachusetts Club, have been wheeling together about Northern New England during the past fortnight.

THE gentleman who lost a portion of his League badge at the Watertown arsenal may recover it by communicating with W. W. Stall, of the Boston Club.

LOUIS HARRISON'S exhibition of rapid and graceful riding at Beacon Park last Saturday was much admired. He reminded us of "Madeline's" "Grenadine."

IT is said that a sister of L. H. Johnson, of Orange, N. J., makes her professional calls on a bicycle, she being a medical practitioner. Is n't it a tricycle?

C. J. KRAG, of the Buckeye Bicycle Club, writes to correct an error in our Cleveland correspondent's mention of the prizes at the Columbus meet in describing a badge as patterned after a "Royal Challenge" bicycle. It should have read "Special Columbia."

AT the Boston Club contest Saturday, Dean's first five miles was made in 20.40, and Stall's in 20.40½; Dean's ten miles was 41.40, and Stall's 40.27; fifteen miles stood, Dean, 62.38, and Stall 61.30. Morris's ten miles was made in 43.10, and Clark's in 44.05. Clark's fifteen miles timed 63.35.

WE are in receipt of postals from Francis Cragin, since our last issue, as follows: Pendleton, Ind., 7.50 A. M., 19 September; Newcastle, Ind., 11.45 A. M., 19 September; Richmond, Ind., 7 P. M., 20 September; Dayton, O., 4.45 P. M., 21 September; Springfield, O., 2.30 P. M., 24 September.

WHEELMEN passing through or temporarily stopping at Holyoke, Mass., should make a point of calling at the Club headquarters, 63 Main street, in that place. President and Captain E. C. Clark called at our office last week, and wished us to extend a cordial invitation to any and all to call upon him there.

W. J. LANGLEY writes us from Newport, R. I., that he will be in Boston 14 October, and the next week wishes to bicycle to Worcester, and would like an agreeable companion for the trip there and back. He adds that his wife, looking over his shoulder while writing, insists that it must be a male companion, or he shan't go; he therefore modifies his request in accordance therewith.

FEW visitors to the Mechanics' Fair fail to see that stupid-looking automatic bicycle rider dressed in the League uniform. Now, "Ike" has worn one of these same uniforms all summer and has seemed well satisfied with his appearance therein. "Billy Bernhardt" and "Ike" visited the Fair recently for the first time; and upon seeing this ghastly-looking wheelman lazily turning the pedals, "Ike," exclaimed "Billy," "I have been insulted, most too utterly quite insulted, and did n't know it till now. This afternoon I was riding down Columbus avenue, and just as I was tipping my hat to my best girl, two little wretches on the sidewalk commenced to shout and laugh and point at me, and one of them cried, 'Say, Tommy, there goes the *stuffed thing* we saw at the Fair.'"

CORRESPONDENCE

In Fairmount Park.

Editor Bicycling World: — Taking advantage of the resolution of our Park Commissioners removing all restrictions to bicycle riding in Fairmount Park, the Philadelphia Club, which was called by its captain for a meet on Saturday afternoon, extended their run through the different drives of the park, when we met many unattached riders, and members of our home clubs. I do not purpose giving you a description of the drives, as they lead one up hill and down dale, along the river front, and through shady glens, — a diversified scope of scenery, covering 3,000 acres of as beautiful a country as any city need be proud to possess; but it is of the horse that much abused and vilified animal, whose general good sense and demeanor of almost fearlessness was so plainly displayed during our ride, to the disadvantage of his driver. It is very evident where most of the trouble lies: horses that we met who did not in the least show any signs of restlessness or nervousness were an astonishing example to their own drivers, who seemed to be under great apprehension and fear until the seeming danger had passed; their actions were plain, as shown by the tight gathering of the lines, the sudden forward movement in the seat, and the grasp of the whip, all indications of preparation for a break on the part of the horse, which never occurred. Among the hundreds which we met, there was but one horse that we were obliged to dismount for, and his actions were not of an alarming nature: a word and a pat was all that was necessary to allay his fears and start him peacefully along. There is a general feeling among our wheelmen that the same amount of watchfulness and care on the part of drivers as the riders of bicycles display, will tend greatly to educate the horse, accustom him to our appearance, and bring our pastime more into public favor. Many drivers do not perceive the bicycle rider until he is within a few yards, distance while the bicycler has had his eyes on both horse and driver for several seconds, noting the actions of the horse and the inattention of its driver, making it necessary to give an alarm either by whistle or bell, — either of which, in a measure, is more likely to frighten the horse than the mere appearance of the mounted rider. The granting of these privileges on the part of the Commissioners is possibly an experiment, left to the decision and judgment of those who drive through the park; whether we shall be declared a nuisance or allowed the same rights and privileges as other tax-payers on those drives and bridle-paths set apart for the mutual pleasure and benefit of the city at large. It is to be hoped that extra care and attention, combined with gentlemanly demeanor, will be constantly exercised on our part, and the public made to feel that though an "odd pastime," bicycling is a rational one, both in its moral and physical nature, and promises to be the most popular one yet introduced. KAMPTEN.

PHILADELPHIA, 20 September, 1881.

Chicago.

SELF-MADE men are generally admired, but this cannot be said of a self-made bicycler. Let a young man just commencing to think that he will buy a bicycle and learn to ride it, buy the size of machine he desires, which, in nine cases out of ten, is about four sizes too small; let him teach himself and form habits such as his own sweet will listeth, and the result is anything but a tendency to elevate the bicycle to a "thing of beauty." The bike may be all right, but the thing on it is n't. Its only recommendation is that it is alive, and of this fact it is frequently reminded by the small boy. As time goes by the discrepancy in size of wheel is noticed, and with the assistance of handy plate-glass windows in the store-fronts, the broken-backed attitude is observed and noted. The machine is sold, and a big one bought, generally the biggest one that can be reached; and now self-preservation requires a straight, upright posture, and steady poise, and one naturally falls into a proper shape. But still some self-developed errors are apparent, and as every one possesses some sort of a beam in his own eye, he does not attempt to pluck out that in his neighbors'; contented, perhaps, to ridicule a few of his idiosyncrasies behind his back. A graceful wheelman, striding his wheel with all the ease and apparent lack of the use of any effort whatever to keep himself there, guiding the machine in a bee-line along the street without the dizzy curvings of a "toddler," is always admired by everybody, and is an ornament to the street. It may be a little difficult for a person with bashful tendencies to glide along the pavement and endure the storm of criticising eyes that his elevated position challenges from the numerous pedestrians; under these circumstances the old difficulty of finding something to do for the hands is somewhat overcome, as they now have a natural occupation, but until the slightly bashful rider learns to "brass it" a little, the situation is quite "fidgety." Of course we are all young in the art of 'cycling, and have formed bad habits of riding in one way or another. Therefore the advent of Prof. Rollinson among as an exponent of the art is hailed with pleasure, and it is hoped that the riding school which Mr. Fairfield will soon open under his charge will prove of great benefit in giving old bicyclers a polish, as will as teaching the uninitiated how to ride..... The Waukegan Fair bicycle races will come off Saturday, 1 October. About a dozen of our wheelmen are getting ready to go, and a very close race is expected. The Fair Association offer free expenses, and $15, $10, and $5.00 gold medals to the winners of the five, three, and one mile mile races, with a hub lamp and bicycle stand to the second and third men of each race. Then, Waukegan is an elegant place to go to, and the run down to Chicago on the wheel next day will be a feature..... At our last business meeting a committee was appointed to hunt up rooms for a headquarters. They have got a tough job on their hands, for there is hardly an unengaged room in the whole town, and so far it has been impossible to get the kind of accommodations we require for "love or money." STENO.

Cleveland.

Editor Bicycling World: — It came, it saw, and it conquered (I mean the rain), and now, instead of a superabundance of dust, as was the case but a short week ago, we wallow in mud; and although the rain began to descend just as we were preparing for what promised to be a very pleasant tour, we bore with it patiently, logically thinking that eventually we would reap the benefit..... Once more the Columbus meet. On the first evening all the 'cyclers attended the theatre on the invitation of the Buckeye Club, and occupied all of the first row in the dress circle. Sol Smith Russell was the attraction, and after he had sung his inimitable song of "I 'm getting to be a big boy now," the wheelmen present gave him a hearty *encore*. He appeared on the the stage again, hesitatingly, and after looking round for a minute, said, "My pa 's going to get me a bickle"; and to say that he brought down the house is saying very little ....It now looks as though considerable trouble is to be had in the West by wheelmen losing their standing as amateurs; not from any desire to become professionals on their part, but principally, I think, from their not knowing what the L. A. W. definition of an amateur is. This was notably the case at Columbus, where three or more of the entries were objected to; then again, by the Dayton Club sending out circulars for races for money prizes which I am glad to see have since been changed to medals. The only case so far that I have heard of, where a don't-care spirit was observed, was again at Columbus, where a wheelman named Oliver tried to get entries for a race at Upper Sandusky for $100 in gold, and when remonstrated with, said he did n't care, or words to that effect. I have also observed a case in Kentucky, where a number of the Lexington Club raced for money, and of course have forfeited their standing as amateurs. Now, why would it not be a good plan for the League to send out postal cards on which the League definition of an am teur is printed, the same to be sent to every one that buys a bicycle, through the agents and others? *

I think this plan was used by the National Association of Amateur Athletes of America, as I remember receiving their definition soon after I first rode. I would like to hear from others on this subject. .. Edgar L Davenport, Manhattan Bicycle Club, who is with M. B. Curtis's Sam'l of Posen Company, was here during the past week, and several of us had the pleasure of showing him the true inwardness of some of the Northern Ohio roads; and he probably now thinks as we do, that for badness they cannot be beaten. ... Will "Telzah" kindly tell me how he likes the short-handled bar on the "American Star," and whether he thinks a longer one would be better?.... We had the pleasure of a visit from Mr. Flowers, Buckeye Bicycle Club, last week, he having been touring in the eastern part of this State, where he met with a very unfortunate accident while riding one day, he being run down by a man in a wagon, demolishing himself and machine, which last was minus a lot of spokes when he was here..... I have a good one on the League *ham* (badge), which is as follows: After the League badge came out I put off getting one until the Meet, when I did, but without my League number on it; so a short time ago I took it around to have my number engraved on. In a few days I called for it and found they were going to enamel it; so after telling them to change it I went my way, afterwards getting it as I wanted it, and apparently the same as when I gave it to them. A few days after I had occasion to go to the engraver again, and was handed a piece of metal, which, on close scrutiny, proved to be the old handle bar of my League badge; and to make a long story shorter, it seems that the handle bar of the League badge is made of lead with a shell of silver pressed around it. A jeweller here says he could make them for $1,750 a thousand. .. The news of the death of our beloved President has just reached us, and every one here is in mourning.

RELCYCIB.

CLEVELAND, OHIO, 20 September, 1881.

* If bicyclers would subscribe for and regularly read the BICYCLING WORLD, they would have no excuse for violating the amateur rules on the score of ignorance, for we are constantly reminding readers of the conditions; and ten cents will procure a copy of the BICYLING WORLD for 2 October, 1881, containing the rules of the L. A. W.

That "Freshness."

Editor Bicycling World: — In a recent editorial you blandly insinuate two things: first, that a certain New York *Herald* reporter was "fresh"; and second, that he was stuffed like a Thanksgiving turkey, by a "mischief-loving Mercury boy," the result being a very inaccurate account of American wheeling and wheelmen The gentleman who gave the reporter his notes was Chaplain Wilmerding, a sad-eyed, sombre-hued individual, especially elected to the office of Father Confessor of the Mercuryites because of his tenacious veracity under the most trying circumstances. He feels hurt, sorely so, that the wicked reporter should have garbled the information he so generously contributed He says he gave him everything "straight," and if it got in crooked, it was not because of the "freshness" of the man of letters. who, on the contrary, seemed particularly dry. You can depict to yourself the consternation of our good chaplain, when he read a description of the Mercury uniform, in which the members of his flock were supposed to ride without breeches; and you may further imagine his indignation when he discovered that his name, given no less than fourteen times as the leading American bicycler, was not even mentioned. We, of the Mercury Club, sail harmoniously, and with spotless canvass; up to the present moment no blot has sullied the fair surface of our escutcheon, and we trust you will find space for this card, which will but poorly dissipate the impression you have given your readers, that we are not all as

MEEKASMOSES.

MERCURY CLUB ROOM, NEW YORK, 24 September, 1881.

NOTE. We accept the Mercurial apology. Now will the New York *Herald* "fresh-man" as humbly confess he "did n't mean to?" — ED. WORLD.

Hotel Charges.

Editor Bicycling World: — Those who do much touring may be interested to know the manner of charging indulged in by the proprietor of the Medford House, Medford. Starting on a three-days' tour with a fellow-wheelman a month or less ago, we breakfasted at this house, and were charged seventy-five cents each. Once more commencing a three-days' trip with *three* others, I proposed taking breakfast there, which was no sooner carried into effect than the "money-getting Yank" proceeded to charge us $1.25 each. A protest on the part of one of us brought the price down to $1.00. Wheelmen take notice and govern themselves accordingly. A more pleasing treatment is experienced at the excellently kept Essex House, Salem, where a good dinner is served for fifty cents. I hope no other bicycler will duplicate my experience in Malden, where a stupid bicycle rider, by persistently turning to the left, ran into me violently, causing a grand pile of wheels and riders. I escaped, fortunately, with a bruise or two, and my wheel without a scratch, while his was badly bent in rim and spokes. Such a disregard of the rules of the road should be left to baby-carriage pushers, not indulged in by wheelmen, who above all others should regard them carefully. MASSACHUSETTS.

"CHALLENGE," whom we hope to hear from often, writes from Toronto, Ont., 17 September, about the recent races at that place, under the auspices of the Toronto Bicycle Club, and which our excellent Hamilton correspondent described in our issue of last week, and adds: "I have had it in mind to send you a short history of the *rise and progress* of our club, but *tempus fugit* and the thing is not done. Perhaps when the rush of business is over, I may be able to give you some interesting items, together with an idea of the roads bicyclists have to wrestle with here. The wheel is gaining in favor, and at present about forty have mastered the steel steed. English machines are used here exclusively, and this summer has seen some very handsome wheels imported. The "Challenge" and "Premier" take the lead, with the advantage in favor of the "Challenge." The three-mile and two-mile races were won by the "British Challenge," fifty-two inch, while a fifty-two "British Challenge" came in second in the mile race, beating an "Invincible." These races were confined to riders in Canada, but next year we hope to have club races in which some events will be open to the world, when we shall expect to see some of our *American cousins* competing.

Should any American bicyclers favor Toronto with a visit, they may depend on a hearty welcome, and we will show them the elephant in the shape of our sand (papered) roads."

EXCURSIONS, RUNS, ETC.

Chicago to Boston on "Wheel."—I.

Monday, 5 *September*, 1881.

At seven o'clock I indulged in a good substantial breakfast with the treasurer of the Chicago Bicycle Club, and at nine o'clock set sail for the "Hub." I was accompanied by D—— as far as Western Avenue, and taking leave of my pleasant companion, turned my trusty steed for Blue Island. The day was extremely warm and the wind was blowing a gale, and at times it was difficult to keep anything like a straight course along the rough road, as the wind blew directly across my path.

After leaving Archer Avenue the road was tolerably fair; but this was not to last long, for after a few miles the ruts began to show themselves, and the path was generally cut up. My first resting-place was at a farm-house about ten miles out, where I stopped nearly an hour to cool off. There was a sign nailed upon a tree near the house, and on it were the words "Forest Hill." The name brought back many very pleasant recollections of several runs taken through another place of the same name (I refer to Forest Hills, a part of Boston), with the club as well as alone. It made me think, for the first time, how many miles I should have to cover before reaching its vicinity. Here I commenced the pedestrian part of my trip, by walking two miles in a broiling-hot sun and a gale of wind. At the end of that distance, the road allowed of riding, or rather crawling along on the verge of deep ruts; and this change of affairs brought me at last to Morgan Park, and somewhat better roads. I rested here for two hours and a quarter, and refreshed the inner man with some excellent milk. As Blue Island was only a few miles beyond, I thought it better to push on instead of waiting until the cool of the afternoon; so resumed the pleasure of riding over imitation cobble-stones and jumping ruts until I reached my destination for that day, at four o'clock P. M., having ridden and walked four out of the seven hours, and only travelled a distance of twenty-two miles. Stopped at the Union House, the only one in the place, — a sort of German restaurant, — and fared pretty well.

Tuesday, 6 *September*.

Up bright and early next morning and off at 5.45 A. M., and bounced along the road to Matteson, twelve miles, arriving at eight o'clock. The roads were about the same, — rough as ever. From there to Frankfort, sixteen miles, and on a little further to a farm-house, where I dismounted, and rested from 11.30 until 5.30, as the day was excessively hot. In the afternoon I continued five miles to another farm-house, where I stayed overnight, arriving at six o'clock. The night was magnificent; not a cloud to be seen, and the moon at full. I must admit that it tantalized me a little to be unable to take a moonlight spin on account of the bad condition of the road.

Wednesday, 7 *September*.

In the saddle at 5.50, and away to Manteno, fifteen miles, where I stopped for lunch and to have my shoes tapped, arriving at 10 A. M., having stopped on the road one and one half hours.

Left at 2 P. M. for Kankakee, eleven miles, arrived at 3 P.M. First of the road rough, then fair, and last part good. When I struck that piece of road leading into Kankakee, I began to think my good roads were after all commencing to show themselves, but I was not to revel in such refreshing conjectures long. At Kankakee I stopped with the intention of remaining only that afternoon and the following day, as my rough ride had somewhat chafed me. I registered at the Commercial Hotel with B. Bi. C. in full after my name; and on returning to glance over the book, after a refreshing bath, and glass of milk with a raw egg dropped into it, I noticed two names below my own. After one was written "La Fayette Bi. Club," and after the other, "Kankakee Bi. Club. My first duty was to look up the man of the Kankakee Bi. Club, which I did immediately, and soon found him. He was the only wheelman in the town, and much to our mutual regret, had the week previous sent his wheel to Chicago to be sold, as he intended riding a larger machine. Although he was the first and only wheelman in that part of the State, I believe I have the honor, if such it may be termed, of being the first mortal ever seen in knee-breeches and short coat in that section, and you can imagine how amusing were some of the chance remarks that caught my ear as I strolled through the town.

Thursday, 8 *September*.

The day was clear and beautiful, and gave me a good opportunity to see the place at its best. During the evening, while sitting in a hammock in a garden, I thought of the "Masher" and our two-days' wheel around the "Hub," and my last run from Gloucester with the club. My pleasant reveries were suddenly upset, however, by a lively thunder-storm that came upon us so quickly that we had just time to get to the house, though not without a good sprinkling. It rained hard all night, so I had to console myself with the prospect of waiting one more day for the roads to dry.

Friday, 9 *September*.

This morning, on looking out from my window in the hotel, I was greeted by as beautiful a day as the previous one had been; so after breakfast, I roamed about town during the morning, and in the afternoon took a spin a little way out to see the condition of the road. The view was not very promising, but I decided to start the next morning and risk it.

Saturday, 10 *September*.

The day opened a little cloudy, and at 6.40 I was again in the saddle and off for Waldron, four miles distant, and on to St. Anne, nine miles more, arriving at eleven o'clock, after riding three and walking ten miles. Left St. Anne at 11.30 and walked to within two and a half miles of St. Mary, when I was caught in another storm; and making for the nearest house, a quarter-mile off, got under cover; but not in time to prevent a good wetting. Although there is no particular fun in being wet through, at the same time I could not help smiling at my condition and suroundings. There I was in a little wilderness, under a rude shed that did not keep out much of the water; and my machine completely covered with prairie mud of the best sticking quality. I never saw a wheel in such condition before in my life. I then realized the comfort of being well provided for such a trip, and considered myself very fortunate in having taken certain extras in case of wet weather. Before starting, I had provided myself with a piece of light rubber cloth, lined with linen, two feet square, to roll my coat in before strapping to the handle bar; and now, after changing my wet clothes for dry ones, from my M. I. P., I revelled in a warm, dry, coat, although my breeches were rather damp. Here let me advise all wheelmen anticipating long tours to take an extra pair of breeches, as they are sure to need them.

After a while the rain abated, and then I commenced cleaning my wheel. I am afraid that nothing will ever convince me that a painted wheel is any better for touring than a full-nickelled machine, for mine looks as well to-day as it ever did, and I did not spare the water in washing off the mud. I admit that I was obliged to take my bearings apart and clean them, but not on account of using water, for they were full of mud and grit. No one would guess what prairie mud is like, unless he has been through it and had to walk in it. It is black as jet, heavy as lead, and sticks as well and better than cement.

After cleaning my wheel I took the precaution to wind thin strips of chamois leather around the axle of the front wheel between the bearings and hubs and cranks, also on the rear wheel, to keep out the grit; and shall never be without them again. I passed the night where I was, and also the following day, Sunday the 11th and night.

Monday, 12 *September*.

Started at 7 A. M. The day was clear and bright, but the roads were in an awful condition. I walked the remaining two and one half miles to St. Mary, and there the character of the roads changed from black loam to heavy brown sand. It was all the same to me, though, for I could not ride over the one any better than in the other; so on I trudged to Donovan, six miles, arriving at 9.40 A. M. The road from St. Mary to Donovan is absolutely impossible to ride on with a bicycle at any time of the year, as the sand is over six inches deep over a good part of the distance. I did manage to ride from Donovan to Iroquois, four miles, and arrived at 11.50; but the roads were very rough and full of ruts. Dined at a miserable little inn, called by courtesy a hotel. Off for Sheldon at 2 P. M., six miles, arriving at 3.45. Stopped here over night at the hotel.

Tuesday, 13 *September*.

Off in the morning at 6.15 for Earl Park, fifteen miles; arrived at 9.55, having walked four miles of the distance. Stopped one and one half hours, and on again to Fowler, six miles, arriving at 12 M.; walked about two miles. I was getting tired of being asked the same questions at every town by dozens of wondering people; so I went through Fowler on the run, and stopped at a farm-house a mile the other side, for dinner and rest. From there I continued my travels at 4.15 to Oxford, ten miles, arriving at 6 P. M. Stopped on road twenty minutes, and strange to say, only walked a quarter of a mile. From Fowler the road was good, as I thought, and supposed I should be able to make a good sort of run; but I was fooled again, after riding three miles, for then my old enemy, the ruts, appeared again, and continued for two miles; but the last part, though very hilly, was good, and I redeemed myself by entering the town of Oxford at a good pace that made the country boys open their mouths wide. Here I stopped for the night at a little public house, small, but neat and clean.

Wednesday, 14 *September*.

I was off again early at 5.45 for Otterbein, nine miles; arrived at 8.15, having walked four miles. Waiting there half an hour, I resumed work at 8.45, and passed through Montmorenci, four miles, at 9.45: walked again some of the way; but this was the last of the walking, as I soon found, for on the other side of the town stretched a magnificent gravel road into La Fayette, ten miles. You may well guess that I did not dismount at Montmorenci, with such a road before me. I was so glad to get a smooth track under me that I could not wait for anything. The road was all up-hill and down, but that did not matter to me, and away I went, — no sooner past and over one hill than the next would loom up before me, and so it kept on all the way for the ten miles; and I dismounted at the post-office in La Fayette at 10.35, having had the only good run from town to town without a single dismount. With the exception of this road and the little run from Manteno to Kankakee, and four miles of the road from Fowler to Oxford, and the first ten miles out of Chicago, making in all thirty-one miles of good road, I have ridden over roads just as rough as stone paving, on a track made by the horses from twelve to twenty inches wide, and between a ridge three or four inches high on the one side, and a rut from three to twelve inches deep on the other; and considering I had one hundred and thirty-six miles of it, I think I fully deserved the spin of my last ten miles. CROOKSHANKS.

THE human legs being in such severe use in Japan, one would suppose it might be practicable to introduce successfully the modern bicycle and tricycle there, the only drawback to their use being that they are not intended as freight carriers, and that the rider must be his own horse. But these vehicles ought to compete fairly with the *jinrikisha* at least, unless the people are too vigorously lazy to use any exertion of their own. Improvements in roads might be necessary, but hardly any better thing can be introduced in any country than what will induce them to improve their roads. The character and quality of its roads, as well as anything else, mark not only the age of a country, but the degree of its civilization. "Packing" marks the beginning of the process; the steel horse — propelled by great natural forces or by the rider himself — marks the farthest advance civilization has made as yet. — *N. Y. Times*.

RACES

Coming Events.

4 October. Springfield, Mass. G. A. R. Field Day. Amateur bicycle races, at Hampden Park, 3 P. M. League rules to govern races. Events: One mile, best two in three, gold, silver and bronze medals; half-mile dash, flying start, silver and bronze medals; slow race, 100 yards, nickel-plated hub lantern. Entries free. The wheelmen will meet at 324 Main street, and join in the grand parade to the park, after which the bicycle races will take place in the following order: Bicyclists' grand parade, 1st heat of the mile race, one-half mile dash, 2d heat of the mile race, slow race, 3d heat of the mile race.

5 October. Willimantic (Conn.) Farmers' Club Fair. Bicycle races at Pleasant Valley Park.

5 October. Lansing, Mich. Central Michigan Agricultural Society. Bicycle race.

5 October. Brockton, Brockton Bicycle Club races.

6 October. Manhattan Polo Grounds, New York. First Annual L. A. W. Race Meeting

6 October. Attleboro' Farmers' and Mechanics' Association Fair. Grand Bicycle Tournament, open to all amateurs, at 9.30 o'clock.

8 October. Philadelphia Fall games of Young America Cricket Club, of Germantown, held at Stenton. Three-mile bicycle race for gold and silver medals.

INTERESTING bicycling events are promised at Springfield, Mass., 4 October, on the occasion of the first grand field day of E. K. Wilcox Post 16, G. A. R. Extensive preparations are making, and visiting wheelmen are assured a cordial and hospitable welcome. In addition to announcement in our "Coming Events," the following may be stated: Extries should be made with C. K. Ferry, Secretary Springfield Bicycle Club, on or before 3 October: Half-rate tickets will be sold on railroads entering the city, also free transportation of wheels. Members of the club will be at the depot on arrival of the morning trains, and escort visitors to the headquarters, or over some of the favorite rides about the city. The entire control of the meet, parade, and races is in the hands of the Springfield Bicycle Club, whose members will use every endeavor to make the day a successful one.

FRENCH NOTES. — In the International races, probably run in Paris last Sunday, no money prizes were offered the professionals; like those for the amateurs, they consisted of works of art and medals.....In the bicycling column of the last number of the *Revue des Sports*, the following appears: "For some time the inhabitants of Mons have been greatly perplexed: a question of the most profound gravity weighed upon them, and no one could solve the problem. The question was which, whether bicycler or footman, could sustain for the greatest length of time, one the exercise upon the bicycle, the other the exercise of walking. Now the matter has been settled. Two residents, much excited over the situation, challenged each other to a trial. It was agreed to travel in a natural manner around the circle formed by the boulevards of the city until one of the two should be forced by fatigue to acknowledge himself defeated. At eight o'clock in the evening the pedestrian gave up, overcome with fatigue; he had made less than thirty-five miles, while his partner had accomplished three times that distance without experiencing undue weariness, — in fact, he declared himself ready to commence again."

TERREBONNE, P. Q., 7 SEPTEMBER. — One-mile, members of Montreal Bicycle Club: A. T. Lane, 3m. 28s.; G. M. Smith, 2; T. C. Holden, 3.

CARTHAGE, O., 9 SEPTEMBER. — Half-mile, best three in five heats, members of Cincinnati Bicycle Club: First heat. W. H. Reed, 1m. 45⅝s.; J. G. Kitchell, 2; H. N. Kitchell, 3; M. J. Norton, 4; J. F. Maeder, Jr., 5; S. M. Livingston, 6; C. F. Allen, 7. Second heat, Reed, 1m. 40½s.; H. N. Kitchell, 2; J. G. Kitchell, 3; Norton, 4; Maeder, 5; Livingston, 6; Allen did not start. Third heat, Reed, 1m. 50s.; H. N. Kitchell, 2; J. G. Kitchell, 3; Norton 4; Maeder, 5; Livingston did not start.

AT the Lawrence County Agricultural and Horticultural Society, Highland Park, Newcastle, Pa., Sept. 15, T. F. Hoover, Keystone Bi. Club, won the one-mile race in 4.18 on a 50-inch wheel. He also got the prize for best riding. Slow race was won by T. S. B. Wood, unattached, of this city, on a 54-inch wheel. Strong wind, and as usual, a horrible track for bicycling, prevented good time being made. Much interest was taken in the races, however, and the result of the one-mile race was quite a surprise. Mr. V. C. Place, of Sandy Lake, on a 54-inch wheel, was expected to make the best time. This week interesting races are expected at Butler and Franklin, Pa, in which Keystone Bicycle Club boys hope to show up well. W.

NEWCASTLE, PA., 15 September.

MONTREAL, 21 SEPTEMBER. — The Montreal wheelmen had excellent weather for their races, last week Wednesday, and the affair was a grand success, notwithstanding the non-appearance of several wheelmen who had entered their names for various contests. The first and longest race on the programme was the ten-mile handicap race, open to members of the club. For this race there were thirteen entries, but only eight put in an appearance. J. Robertson was given seven minutes' start; H. Plow and A. Arthur followed next, with five minutes' start, then R. Campbell, two minutes' later; followed by P. Barclay, with two and a half minutes' start. T. De Sola had two minutes' start from the scratch, and J Trotter one minute, while C. J. Sidey started from the scratch. The race, though very well contested, was won easily by C. J. Sidey, followed by P. Barclay, with T. De Sola third. The one-mile championship of Canada race (in heats) was also very well contested; while the boys' race on wooden wheels created a good deal of amusement by its novel character, and also by the manner in which "the boys" went to work. The slow race was remarkably slow, and some merriment was caused amongst the spectators by the band, L'Harmonie de Montreal, which furnished music on the grounds, playing the Dead March in Saul while the race was in progress. The best contested race of the day was the two-mile championship of Canada race, for which there were four entries: Messrs. W. Winter, Newcastle (Eng.) Bicycle Club; J. G. Hay, Woodstock, Ont.; F. C. Holden, Montreal Bi. C.; and J. Moodie, Hamilton, Ont. The race was between Holden and Hay. At the start Hay took the lead and kept it until the last round; but Holden's excellent staying powers enabled him to keep closely behind, and at the finish he made a splendid spurt and passed the winning line half a second ahead of his antagonist. Holden's strength seems to lie in his staying powers and the manner in which he turns the corners of the course, where he gains considerable way on his antagonist. Mr. J. Trotter was the only one that entered for the fancy riding, of which he gave several exhibitions; but in one of his feats, he came to grief, and his bicycle was badly damaged. In the one-mile scratch race, for which there were three entries, Messrs. J. Trotter, F. C. Holden, and C. J. Sidey, Holden gave another splendid exhibition of his riding, winning the race easily, with Trotter second. The fourth competition for the one-mile club championship belt, which was expected to be one of the most interesting of the races, was not contested, as there were no entries. At the conclusion of the programme of races, twelve members of the club in full uniform were put through their drill by the captain, C. J. Sidey. The members went through the different evolutions with great precision, and the drill formed a very pretty sight. The day's amusement closed with the playing of the National Anthem by the band. We subjoin a complete list of the winners, with their time. Ten-mile handicap race (club), eight entries: 1st, C. J. Sidey, 45m. 40s., prize, silver cup; 2d, P. Barelay, 50¾ m., gold scarf pin; 3d, G. De Sola, 54½m. One-mile championship of Canada race (in heats), four entries: 1st, J. G. Hay, prize, set of diamond studs; 2d, G. M. Smith, prize, gold locket. Boys' race under fifteen years, 704 yards (limited to wooden wheels), six entries: 1st, E. Hanaford, 2m. 10s., prize, silver sleeve links; 2d, D. Holden, silver scarf pin; 3d, C. Archibald, silver pencil case. Slow race (club), two hundred yards, won by J. Trotter; prize, silver sleeve links. Two-mile championship of Canada race, four entries: 1st, F. C. Holden, 7m. 52s., prize, diamond scarf pin; 2d, J. G. Hay, 7m. 52½s., gold set of studs. One-mile foot race (handicap), five entries: 1st, G. J. Paton, 5m. 2½s., prize, gold cuff buttons; 2d, D. D. McTaggart, 5m. 5s., silver cuff buttons. Fancy riding, won by J. Trotter. One-mile (scratch) race, open to members who had never ridden in a bicycle race before, six entries: 1st, H. MacCulloch, 4m. 32s., prize, gold and silver medal; 2d, M. B. Davis, 4m. 35s., gold scarf pin; 3d, S. M. Baylis, 4m. 50s., hub lamp. One-leg (scratch) race (club), 704 yards, three entries: 1st, F. C. Holden, 1m. 55s., prize, cup; 2d, J. Trotter, 2m, silver sleeve buttons. One hundred yards, in heats (scratch), won by G. H. Wood, Montreal Fire Brigade; prize, gold medal.

FRANKLIN, PA. — The bicycle races of the Venango Co. Agricultural Society, at Franklin, Pa., came off to-day according to programme. About 20 wheelmen were present, and paraded on the track before the races, to the satisfaction of over 6,000 spectators. The silver cup for best riding was won by Chad Parker, of Oil City, who, in addition to his other fancy riding, introduced a number of very beautiful and daring double acts, with the assistance of a small lad of twelve years. For the gold medal for best mile, there were four entries, Will H. Lane, of Titusville, beating O. G. Brown, of Pittsburg, but ten inches. Time, 4 minutes. Mr. Lane won the inside position at the start, which in this case gave him the race; Mr. Brown winning the second prize, a diploma. They were close together from beginning to end, and both men were overcome by the heat and exertion. V. C. Place, of Sandy Lake, in a run against their time immediately after, made the mile in 3.59. The track was not smooth, and the wind was high, considering which the time was good. A bicycle clock, the prize for slowest one hundred yards, was won by Frank Harding, of Franklin, beating D. D. Grant about three feet, in 2.47. These races were suggested and conducted for the society by D. D. Grant, and have proved by far the most paying investment of the fair, attracting crowds of people from Franklin, Oil City, and the surrounding country towns. The society, the spectators, and the bicyclers were all well pleased. The bicycle has so far been allowed unlimited freedom in Franklin, both on the streets and the miles of fine stone sidewalks. The reason of this freedom is that the riders appreciate the privilege and never abuse it. The gentlemanly bearing and safe and courteous riding of all the visiting wheelman must have given additional assurance to the citizens of this beautiful city that the bicycle is not a nuisance, but a safe and practical vehicle.

FRANKLIN, PA., 22 September.

FRAMINGHAM, 21 SEPTEMBER. — Those who were at the races held by the Middlesex Agricultural Society, at Framingham, Wednesday, 21 September, had the rare pleasure of seeing the champion, W. W. Stall, work the whole length of a mile, and then only win on the home stretch by one half-second. There were two races, a half-mile and a one-mile; but as there were no second prizes, and every one knew who must win, there were few entries. In the half-mile race, George E. Frye, Lewis T. Frye (champion), and Willard A. Norton, Framingham Bicycle Club, faced the track and started off in the order named. At the quarter pole it was changed to Champion Frye, Geo. E. Frye, and Norton, and so remained to the end. Time, L. T. Frye, 1.42; Geo. E. Frye, 1.45 (both Marlboro Bicycle Club); Norton, 1.47. The second heat was a repetition of the first, only the champion put in a little of his reserved power, and ran away from them on the home stretch. Time, 1.38½; G. E. Frye, 1.45; Norton, 1.46. In the one-mile race no one started but G. A. Brown, sub-captain Framingham Bicycle Club, and W. W. Stall of the Boston Bicycle Club. Mr. Brown drew the pole, and they got a good start, one on a 52-inch, the other on a 58 inch. At the quarter pole Stall closed up on him, and all expected to see him pass in the usual way; but the little fellow spurted up finely, and the champion had to fall back again. On the second quarter Mr. Stall pushed him again, and in the whole mile there never was but a few feet between. On the last quarter Stall put in his best, and just crossed the line a length ahead. Time, Stall, 3.22½; Brown, 3.23. After the race Mr. Stall shook hands with Mr. Brown, and said to him, "Young man, you gave me the best race I 've had this year." The track being in very poor condition, the time made was very good, and it is due Mr. Stall to say he had a very hard track to pass on.

W. D. W.

BUTLER, PA., 22 SEPTEMBER. — At the annual exhibition of the Butler County Agricultural Association at Butler, Pa., of the most interesting features was the bicycle race, for which three prizes were offered, and in which four bicyclers, all members of the Keystone Club of Pittsburg, were entered. These were Frank T. Hoover, Mr. F. L. Owens, Charles Beltz, and S. G. Ormsby. The race was best two in three, half-mile heats. The contestants were called upon the track at noon. Dressed in their nobby suits and mounted on their graceful, glittering vehicles, the Pittsburg boys cut quite a figure. There are no bicyclers of note in Butler, and the country folks looked on the contest with great curiosity. The first heat was won by Frank Hoover by forty yards, with Beltz second, and Owens thirty feet behind Beltz. Ormsby was ill and withdrew from the track. The second heat was easily taken by Mr. Hoover, who made the half mile in 1.47. His time on the first heat was 1.43¾. Hoover rode a fifty-inch "Special Columbia"; Beltz, a fifty-inch "Matchless"; Owens, a forty-nine inch "Yale Roadster," and Ormsby, a fifty-inch "Special Columbia." Mr. Hoover was then presented with a handsome gold badge, valued at $30. Mr. Beltz was awarded the second prize, a beautiful silver medal, and Mr. Owens the third, a neat bronze medal. This is the second race won by Mr. Hoover this summer. At the Newcastle Fair last week he was awarded a handsome silver medal for the best time in a mile dash, and a beautiful silver cup for the best fancy riding. REPORTER.

AT Marlboro', last Friday, there were three races contested, which proved very interesting, although the distance is not definitely stated, but is about three quarters of a mile, and no time was taken. In the race for those who had never won second prize, John Sawin was first, and Henry Gleason second. For those who had never won first prize, A. P. Curtis was first, and John Sawin second. In the third race, free to all amateurs, Lewis T. Frye took first prize, and George T. Frye second. Prizes were gold and silver medals.

BOSTON BICYCLE CLUB ANNUAL TWENTY-MILE RACE. — A fair number of wheelmen were in attendance at Beacon Park, Saturday afternoon, 24 September, the occasion being the second annual long-distance championship race of the Boston Bicycle Club. The distance run was twenty miles, and the prizes were, first, a gold championship medal, with silver medals for the competitors covering the distance inside of an hour and a half. Four contestants entered, viz.: W. W. Stall, J. S. Dean, C. L. Clark, and F. S. Morris. The time of the various contestants in the first ten miles was: Stall, 40m. 27s.; Dean, 41m. 4cs.; Morris, 43m. 10s.; and Clark, 44m. 58. After completing 12½ miles, Morris retired from the contest. The time of the remaining competitors at the completion of 15 miles was as follows: Stall, 1h. 1m. 30s.; Dean, 1h. 2m. 38s.; Clark, 1h. 5m. 35s. The time of the finishers of the twenty-mile contest was: Stall, 1h. 23m. 58.; Dean, 1h. 24m.; Clark, 1h. 29m. 43s. Incidental to the race was a fine exhibition of rapid riding by Mr. Lewis T. Frye, of Marlboro', who covered a mile in 3m. 23⅗s., which was the fastest time ever made on the Beacon Park track. The time made in this race was far better than that of the previous year; and, taking into consideration the fact that the track was wet and heavy. was remarkable. The judges were Messrs. A. L. Woodman, W. E. Gilman, Mr. E. C. Churchill officiated as time-keeper, and the position of starter was filled by Mr. L. R. Harrison. The gold medal, which was won by Dean last year in 1h. 46m., goes to Stall this year, but must be won three times to become the property of the holder. In addition to the medal, the club offered one of silver to any member or members making the twenty miles in less than 1h. and 30 m. Taking into consideration the wind, the time is considered exceptionally good, and an honor to the club. Mr. Morris came unprepared to race, and only went in for a part of the distance after much persuasion. The machines ridden were: Stall, 58-inch Harvard; Dean, 57-inch Yale; Clark. 52-inch Carver; Morris, 52 inch Matchless.

TEN-MILE SCRATCH. — At the Surrey Bicycle Club autumn race meeting, 10 September, the most interesting event was the ten-mile scratch race, the absence of the amateur champion giving all reason to suppose that the competition would be of a much keener description than has been the case for the last year or two. This proved correct, for until the last mile it was odds on any of the cracks; but as the ninth mile was covered, Liles and Griffith commenced racing in real earnest, getting away from Hassall, who had until then pressed them very hard; and spurting the whole of the last lap, Griffiths managed to secure the race by a really clever piece of riding by about eight yards from the ex-Temple man, who rode most pluckily throughout. The form exhibited by Dundas was also surprising, as hitherto none had thought him any good at the distance. The ground, which was, on account of the rain, very holding, is accountable for the comparative slowness of the times. Altogether we are happy to say that, despite the frowning of the elements, the meeting proved an unbounded success, a great and immensely popular hit being made by obtaining G. L. Hillier to present the prizes, which he did with his accustomed *air de Seigneur*. There were quite a number of starters, but the principal contestants proved to be J. H. Griffith, Surrey; C. E. Liles, L. A. C.; and E. S. Hassall, Speedwell. The command alternated between Dundas and Vesey for the first mile, but at the completion of this distance Vesey retired, his "treadle having become loose." Garrood was out-paced from the commencement, and was the first to turn it up, whilst Butler got behind at half distance, and appeared far from being in staying condition. The whole field kept moving in a cluster at a medium pace, Hassall frequently causing some excitement by occasional spurts. Liles and Griffiths, however, was ever closely attending upon him, so that, despite his gamest efforts, he could never get clear. At the commencement of the ninth mile, Milner suddenly rushed to the front, and assumed a commanding lead for about half a lap; but it was only a flash in the pan, the heavy grass course evidently not agreeing with the movements of the Belsize flier. The excitement again calmed until the first lap of the last mile, when the three leaders, Liles, Griffith, and Hassall, began palpably to race; and as the bell rang out its announcement of the near approach of the struggle, Griffith got about a length's lead of Liles, Hassall being about ten yards off. This lead he kept, despite the gamest efforts of Liles, and eventually won the best ten-mile scratch race which has been seen here (since Cortis beat Derkinderen by a foot), by about eighteen yards; Hassall third, twenty yards in rear of the L. A. C. man. When the first three had passed the gate, the crowd swarmed as usual into the enclosure, to the imminent risk of the rest of the competitors. The times were as follows: 1st mile, 3m. 40s.; 2d, 7m. 36s.; 3d, 11m. 27⅕s.; 4th, 15m. 14s.; 5th, 19m. 4s.; 6th, 22m. 58s.; 7th, 26m. 52s.; 8th, 30m. 42s; 9th, 34m. 28s.; 10th, 37m, 55s. — *Cyclist.*

THE RIVAL SAFETIES. 25-*Mile Match for a £5 5s. 0d. Cup.* — This looked-for match has at last taken place, and to those who ignore the "undersized" jiggers, the result as to times will be a vertible eye-opener. As arranged, the competitors — Mr. J. W. Boothroyd, riding a 40-inch "Facile," and Mr. W. Alexander, riding a 40-inch "Sun and Planet" — were in readiness at the thirty-third milestone, a little after 10 A. M., on Monday morning last. At 10.30 both gentlemen were sent on their twenty-five-mile journey by Mr. Harry Etherington, of the *Cyclist* and *Sporting Mirror* (mounted on a 54-inch "Rucker"), who acted as referee, in conjunction with Mr. H. S. Carpenter, of Keble College, Oxford (mounted on a 54-inch "Timberlake"). At the word "go," the "Sun and Planet" went off at a "busting" pace, and the miles were polished off in no mean time. "Under five," "under five," each milestone came by; and five miles, Mr. Alexander, some one hundred yards ahead, was passed in 23m. 28s. So things went on, but the Welwyn and Dyeswell Hills were side stitchers for the leader. Ten miles were passed in 45m. 47s., and Hatfield Railway bridge, or about half-way, in 58m. 10s. Thus thirteen miles were about covered in the first hour, and fifteen miles 1h. 7m. 36. The order of progression was Alexander, some five hundred yards ahead, slowly but surely coming back to the steady going of Mr. Boothroyd; and at the foot of the hill, just before entering Potter's Bar, Boothroyd had made up lost ground to within one hundred yards,

and ere the top was reached the "Facile" was some fifteen yards in front. From this point (twenty miles, 1h. 34m. 30s.), a neck-and-neck race ensued for about one quarter-mile; but the race was virtually over, the "Facile" going farther and faster away through Barnet and on to the Finchley eighth milestone (twenty-five miles), which was passed in the magnificent time of 1h. 58m. 5s., the winner finishing with a bit in hand; Mr. Alexander's time being 1h. 59m. 28s., an honorable defeat. The roads were heavy in places, and a drizzling rain came down for the first fifteen miles. On the road, an "'Xtraordinary Safety," a "Devon Safety," and several "Cyclist Ordinaires" were left in the rear. — *Cyclist.*

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

NEW BEDFORD BI. CLUB. — Wm. M. Butler, captain, P. O. Box 254; H. L. Dwight, secretary and treasurer, 179 Ac. Ave., New Bedford; J. B. Bradford, 179 Ac. Ave.; O. Frank Bly, New Bedford; Alden White, with Smith Bros.; Edgar M. Almy, with Hathaway, Soule & Harrington; Frank E. Clark, 22 Sycamore street; Jos. L. Snow, 282 County street; Abbott Small, Morse Twist Dri'l and Machine Company.

NEW YORK BI. CLUB. — Additional: Henry Chauncey, 48 South street, New York City.

MIDDLETOWN BI. CLUB (New). — John B. Tytus, John Harding, Ernest W. Gunckel, E. C. Woodward, John Wardlow, — all of Middletown, Ohio.

BOSTON BI. CLUB. — Additional: Allen B. Doggett, 181 Devonshire street, Boston.

MANHATTAN BI. CLUB. — Additional: William Smith, Camden House, Montpelier, Bristol, England.

UNATTACHED. — Alfred W. Danforth, Roxbury, Mass.; Edward F. Lewis, 58 Thornton street, Auburn, Salem County, N. J.; Edward C. Delavan, Jr., New Brighton, Staten Island, N. Y.; Philip L. Aubin, 53 Chambers street, Boston, Mass.; James T. Soulter, Louis S. Clarke, Sedgwick Institute, Great Barrington, Mass.; H. R. Bryan, 172 Warren street, Hudson, N. Y.

CORRECTION. — In WORLD of 23d inst., A. H. Estabrook should be A. L. Estabrook.

To the Board of Officers, League of American Wheelmen:

Gentlemen, — As you have already been notified by circular, the regular fall business meeting of the Board will be held at the Metropolitan Hotel, New York City, on Thursday, 6 October, at 8 P. M. Many important questions are to be considered, and it is earnestly requested that every one who can possibly come will be present.

It is also requested that the officers report their arrival to the undersigned, who will be at the headquarters of the New York Bicycle Club, 791 Fifth Avenue, all the morning of that day, and on the polo grounds at the races in the afternoon.

If any gentleman desires to have a room engaged at any particular hotel in the city, the secretary will take pleasure in securing it, although at any of the large hotels it will hardly be necessary to do so, at this time of year.

All wheelmen will rendezvous at 791 Fifth Avenue and ride up to the polo grounds. Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

NEW YORK, 21 September, 1881.

ALL members of the League presenting *League tickets of this year*, 1881-2, will be admitted free of charge to the races.

Wheelmen contesting in the League races for members must show their League membership tickets *for the year* 1881-2, or their right to compete in such races will be challenged. Per order,

C. K. MUNROE, *Com.*
KINGMAN N. PUTNAM, *Cor. Sec.*

BOOKS AND PAGES

GEVER'S STATIONERS' ILLUSTRATED CATALOGUE is received, and is a handsome supplement to the publisher's excellent and valuable monthly. It contains handsome samples of stationery goods, and some of the finest specimens of illustated advertising we have seen.

SCRIBNER'S MONTHLY, for October, closes the twenty-second volume, and with flying colors. The next number (November), to be issued about the 20th of October, will be christened with the new title, "The Century, Scribner's Illustrated Magazine," and after a year of this, its title will be, "The Century Magazine." The October number is fully as attractive as any of its predecessors, and we almost dread the contemplated change, because we can see no chance for any that will be an improvement, — unless it be in the covers. Among the best illustrated articles are Muir's "Coniferous Forests of the Sierra Nevada" and Stoddard's "Primeval California," and on these pictures the eye loves long to linger. Its reading matter is of variable excellence, being with few exceptions of the most interesting and instructive kind, although rather overweighted with poetry.

ST. NICHOLAS, for October, also winds up a volume, and in so splendid a style throughout that there is no chance for anything but unstinted praise; and we can appreciate the wild delight with which the young people will revel in its stories and pictures.

SCIENCE AND HEALTH, a monthly magazine devoted to general science and the preservation of health, on hygienic and sanitary principles, is received, and is a neatly printed, and we should judge a valuable addition to medical literature. It is published by Shamp & Focht, Lewisburg, Pa.

FICTION Keppler & Schwarzmann's new paper of serials and short stories, continues the excellent standard with which it commenced. Ten cents will buy a specimen copy.

MR. CHARLES KUNZ, one of the founders of the Falls City Club, died at his residence, on lower Walnut street, Monday night, 11 August. Mr. Kunz had been confined to his room for a month with typhoid fever, but nothing serious was apprehended until last Saturday, when he commenced sinking rapidly. Mr. Kunz was loved by all, and no bicycler stood higher in the estimation of his companions. A called meeting of the Falls City Bicycle Club was held on Thursday evening last, and the following resolutions offered: —

WHEREAS, In view of the loss we have sustained by the decease of our friend and fellow-wheelman, Charles Kunz, therefore be it

Resolved, That in the death of our friend and companion, this club laments the loss of a member whose utmost endeavors were exerted for its welfare and prosperity.

Resolved, That the heartfelt sympathy of this club be extended to his family in their affliction.

Resolved, That these resolutions be spread upon the records of the club, and a copy thereof be transmitted to the family of our deceased member, and to the Louisville *Commercial* for publication.

L. A. GREATA, *Sec. Falls City Bi. Club.*
Louisville Commercial.

MESSRS. HENRY AND THOMAS SKILLMAN, ALEX. MORGAN, H. MILWARD, R. MCMICHAEL, BARR, AND ROGERS, of Lexington, having competed for money prizes, have surrendered all claims of being called amateurs. Amateurs should remember that entering a race for a cash stake makes them professionals. . . . . One of the Louisville boys, who has received rather more than a fair length of legs, while riding through a country town a short time ago, was noticed by a young lady, who, after looking at him attentively for a few moments, said, "That gentleman has been riding so much he has almost ridden himself in two." . . . . The Louisville Fair Association has at last concluded that a bicycle race would form a very attractive feature of their exhibition, and expressed their willingness to make an appropriation therefor; but the boys decided that there was not sufficient time to prepare, and it will probably be postponed until the spring meeting, when a good race is assured. — *Louisville Commercial Notes.*



Patent Applied For.
BURLEY'S
ADJUSTABLE SKELETON SADDLE.

THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.
Send for circular with testimonials.
In ordering, state whether Cradle spring or otherwise.

Price, $4.00. Nickel Plated, $5.25

Send money order or registered letter.
D. W. HYDE,
Box 1133. Brighton, Mass.

DIRECTORY
OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
Addresses inserted in this department, $12 per year.

CALIFORNIA.

SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.

HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.

CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. K. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.

HELENA. W. E. Norris.

NEW HAMPSHIRE.

PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.

NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.

LIMA. Gale Sherman.

PENNSYLVANIA.

PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from **CUNNINGHAM & CO.**, or their authorized agents.

BICYCLERS' SUNDRIES.

*The "TAKE-ME-TOO," for carrying a coat, etc., does not interfere with mounting or coasting: universally liked. Send size of waist	$ 90
Wright's Anti-Rust	25
Wright's Illuminating Oil	25
Acme Stands	1 75
Hub Lamps, nickelled, small size	3 25
" " large like "King of the Road"	3 75
* Leggings, send size of calf	1 50
* Saddle Bags, similar to "Handy Tool Bag"	1 25
Bugles, brass	2 00
" nickelled	4 00
Rubber Handles, in ordering mention make of bicycle	2 00
* Horn Whistles	60
Shoes, canvas with corrugated rubber soles	3 25
* Gong Bells	75
* Nickelled Oil Cans	25
* Wrenches, Blue Monkey	70
* The Wright Standard Holder, for Club colors, torches, etc.	1 50

Articles marked thus * can be sent by mail.

Remittances may be made by P. O. Order on Station H, or check.

SECOND-HAND BICYCLES A SPECIALTY.

☞ Send 1-cent Stamp for Circular; and length of leg, inside measure, to ball of foot under the shoe.

W. M. WRIGHT, 791 5TH AVE., N. Y.

Steel Crescent Form Bicycle Rims, Wheels, Cranks, Horn Handles, Bells and Stands.

Repairs parts of every description for English Bicycles.

Second-hand Bicycles in any condition wanted.

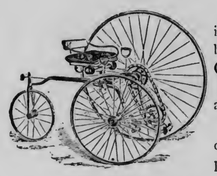
T. B. JEFFERY,
38 AND 40 CANAL ST. - - CHICAGO.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

THE BEST WAY TO KEEP
Your Bicycle from Rust
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address
A. B. BROWN & SONS, WORCESTER, MASS.
CUNNINGHAM & CO., Boston Agents.

BICYCLES AND TRICYCLES.



The favorite bicycle in America is the **Standard Columbia,** fitted with our special ball bearings. The 1881 pattern has more reliable, actually proved good points, for all-around use, than any other bicycle made. A large assortment always in stock at our warerooms. Also, our light and stanch **Special Columbia,** and our **Mustang,** as well as Xtraordinary Challenges and other English bicycles.

All the PARTS of our bicycles are kept on hand, and as the parts in OUR machines are INTERCHANGEABLE, any one may be easily replaced by a new one.

THE CELEBRATED TRICYCLES, the **Challenge No. 2,** the **Royal Salvo,** and other unexcelled English Tricycles, in stock and on short order. Our **Triocycle,** for three riders, now perfected.

BICYCLERS' AND TRICYCLERS' SUPPLIES AND SUNDRIES.

Niantic Stockings, ribbed, all-wool, long legs, good weight Price, $2.00 a pair. Clubs supplied with any desired color.
Gossamer Rubber Capes, made expressly for bicycling and tricycling, cover knees and all, roll up very small, with enamelled cloth case; weight only 10 oz. Price, $2.50.
Canvas Shoes, with corrugated rubber taps, sewed. Price, $4.50.
"Cradle Springs." Price, $6.00. **"Handy Tool-Bags."** Price, $2.00. **Acme Bicycle Stands.** Price, $2.00. **M. I. P. Bags.** Plain, price, $4.00; rubber-cloth lined, price, $5.00. LAMPS, BELLS, BELTS, CYCLOMETERS, *and all other* bicycle and tricycle supplies and outfittings kept in stock.
Pratt's "American Bicycler," price, 50 cents; Chandler's "Bicycle Tour," etc., price, $3.00, and other bicycling literature supplied.

Send 3-cent stamp for Illustrated Catalogue and full Price Lists.

THE POPE MANUFACTURING COMPANY,
MAKERS OF THE COLUMBIA BICYCLES, ETC.
597 Washington Street, Boston, Mass.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER,
Edited by - CHARLES CORDINGLEY.
Subscriptions received at this Office.

One year.....$2 25
Six Months.....1 15
Three Months.....60

Specimen copies sent from
146 Fleet St. - - London, E. C.

Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**

The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by

HENRY STURMEY, Author of "The Indispensable,"

And C. W. NAIRN, Author of "The Bicycle Annual."

PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from

E. C. HODGES & CO., 40 Water St., Boston, Mass.

GOY, The Athletic Outfitter,
21 Leadenhall Street, } LONDON,
22 Leadenhall Street, } ENGLAND.
54 Lime Street, }
FOR BICYCLES, TRICYCLES (all makes),
CLUB UNIFORMS,

And every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing and all Athletic Sports.

GOY'S CALENDAR OF SPORTS AND PRICE LISTS FORWARDED FREE.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 7 OCTOBER, 1881.

Volume III. Number 22.

[VOL. III. **CONTENTS.** No 22.]

Editorial: Professional Amateurs 259
Excursions, Runs, etc. 259
Wheel Club Doings 262
L. A. W.—Races 263
Correspondence 264
Notes, Queries, etc.—Books and Pages.—Current Calamo.—Personal 266

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS



Patent Applied For.
BURLEY'S
ADJUSTABLE SKELETON SADDLE.
THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.
Send for circular with testimonials.
In ordering, state whether Cradle spring or otherwise.
Price, $4.00. Nickel Plated, $5.25
Send money order or registered letter.
D. W. HYDE,
Box 1133. Brighton, Mass.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 48-inch full-nickelled "Harvard" roadster, with complete attachments. Almost new. Price (crated free), $120.00. For further particulars, address D, Box 606, Nashua, N. H.

FOR SALE CHEAP. A 51-inch American Star half-nickelled. In first-class condition. Owner going West, where he has no use for it.
E. H. SLEIGHT, Moline, Ill.

FOR SALE CHEAP.—A 46-inch, and a 52-inch, "Standard Columbias," in excellent order. Price, $57 00 each. C. A. HAZLETT, First National Bank, Portsmouth, N. H.

FULL-NICKELLED "REPUBLIC" BICYCLE.—Fifty-inch, good as new. Handsome as a "Harvard." A stanch, well-made roadster. Price $75. Also, a 56-inch "Standard Columbia," in running order, $75. C. H. LAMSON, Portland, Me.

FOR SALE CHEAP.—Fifty-four-inch "Special Columbia." Full-nickelled, rubber handles, ball bearings, No. 622. Only five weeks in use. Latest improvements. A. W. LANE, 1326 Columbia avenue, Philadelphia, Pa.

OUR SUPPLY OF THE
"BICYCLISTS' INDISPENSABLE HAND-BOOK"
is exhausted, and we are daily expecting a second invoice. As soon as received orders now pending will be filled.
E. C. HODGES & CO.

---

200 per cent Saved by Buying your Bicycles from England.



The best and cheapest bicycles are now being manufactured in Leeds, England, well known to be "the great centre" for producing steel and iron, and where mechanical labor is fully 75 per cent cheaper than any other town in the Kingdom, doubly facilitates us in offering Bicycles and Tricycles at fully 75 per cent cheaper than any other maker in England.
The Yorkshire Bicycle, the Workingman's Friend, is a marvel at the price. 48 in. and 50 in., $25.00; 52 in., $27.50 up to 60 in.
The Tourist Bicycle possesses all essential improvements, and is a thorough roadster. 48 in., $40.00, rising 75c. per in.
The Standard Bicycle embodies the latest improvements; for excellence of manufacture it is unsurpassed. 48 in., $55.00, rising $1.55 per in.
Lists post free. AGENTS WANTED.
BURNETT & FARRAR,
Yorkshire Bicycle Works - Leeds, England.

WE MAKE
SPORTING GOODS
A SPECIALTY
And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

48-inch Ball Bearing Standard Columbia Bicycle for Sale.
Has been ridden but little, and is bright and exactly as good as new. Reason for sale, owner unexpectedly going to Europe. This machine cost $97.50, but will be delivered on board cars or boat at Peoria, Ill., on receipt of $80.00, and guaranteed as represented; or will send by express, C. O. D., with privilege of examining, on receipt of sum sufficient to cover charges both ways.
Address, GEO. W. ROUSE,
PEORIA, ILL.



COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

Look out for the Celebrated

HUMBER

BICYCLES AND TRICYCLES,

WHICH WILL BE RIDDEN BY THE ENGLISH BICYCLISTS

IN THEIR

FORTHCOMING VISIT TO AMERICA.

HUMBER, MARRIOTT & COOPER,

MANUFACTURERS,

BEESTON NOTTS - - - - - ENGLAND.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 7 OCTOBER, 1881.

PROFESSIONAL AMATEURS.

As will be seen by our recent issues, several would-be amateurs have so far transgressed the rules established by the League as to make themselves professionals. It is the old story, "did n't know it was loaded." Ignorance accompanied by greed has placed these young men in no enviable position. There are some who "don't care" whether they are professionals or not. To these we have nothing to say. It is with those who really desire to be amateurs, but who have done acts which make them professionals, that we refer. What shall the League do with them? Shall it reinstate them? or shall they be compelled to stay in the strata in which they have placed themselves? While we are sorry for them, we do think that the League should stand with a steady and firm hand to guard the rule which has caused so much controversy. The precedent established by refusing to reinstate these transgressors would, no doubt, be very salutary, and would do much to keep the amateur ranks clean. There are a sufficient number of amateurs who are in spirit professionals, without swelling our ranks with those who are technically professionals. Yet it is difficult not to feel sympathy for beginners at bicycling, where belonging to no club, and never having the subject of League membership broached to them, and consequently no call to understand the relative status of amateurs and professionals; and we think some consideration might safely be shown them if on applying to the board of directors of the L. A. W. and having their cases investigated, it should appear that excusable ignorance only was the occasion of their errors. Or, if it is necessary for the sake of precedent that their ignorance should be punished perhaps a probation of six months or a year might serve as a penalty and deter others from similar delinquencies. It certainly is a matter of considerable importance, and one which the L. A. W. should give prompt and decisive attention to.

EXCURSIONS, RUNS, ETC.

The Lake George Region. I.

BY KOL KRON.

THIS title is designed to cover the report of my entire August touring of 425 miles, distributed through eighteen different days and four different States; for though it began and ended in regions far remote from Lake George, the lake was my chief objective point, and the title will help fix the attention of those who were interested in "W. B. E.'s" account of a July pilgrimage thither as presented in the WORLD of 5 August.

On the second day of the month I took my machine out of the manufactory in Hartford, where it had had an eight weeks' rest to recover from the violent surgical operation implied in receiving a new backbone, and started to drive it up the valley, spite of the liquefying stickiness of the weather. Before reaching Springfield, however, in whose neighborhood I intended to take a three-weeks' "outing," a sand-gully in the sidewalk caused a sudden stop, when, rather than save my wheel by taking the risks of a header, I thought to save my bacon by resorting to what Telzah calls "a backer"; in other words, instead of pitching ahead and let the machine fall on the top of me, I jumped back and then tumbled violently forward on top of it. As a result, the driver was sprung sideways about an inch out of the true, and the little wheel was made to interfere with it by about that interval, while the right crank was loosened on the axle, the latter mishap being one that never befell me before. With the aid of a convenient boy, I pulled the concern into ridable shape again and meandered on. The yawning rents in my breeches were concealed by the friendly approach of dusk, and by the fact that they bore no hue to contrast them with the drawers beneath. Another argument for always touring in white!

On the 18th of August, I rode back to Hartford, starting at 5 in the morning, with a threatening northeast wind behind me. At the end of a mile I had of course to walk up the church hill in West Springfield, but from there rode without dismount to the bridge over Agawam River, two miles, turning westward at the common and then southward at the first left-hand road, perhaps a third of a mile on, over the railway track and by a curving course along the river to the bridge. Crossing this, the left-hand road is followed eastward, and soon leads into the main street of Agawam, which runs due south until, at Porter's distillery, it makes junction with the river road leading from Springfield. This road should be taken by tourists to the north if they wish to visit that city, though the most direct and easiest road up the valley is the one down on which I came. The distillery was six and a half miles from the start; time, an hour and a quarter. Four miles and more beyond, on top of a hill, is a white school-house, where one turns into a lane leading eastward and down to the river bank at the head of the canal. This was exactly eleven miles from the start, and was reached at 7 o'clock. With the wind helping me, I rode along the embankment without stop to the bridge, two and a fourth miles, and then two miles more to the end at Windsor Locks, where I stopped a half-hour for breakfast. At 8.30 I reached the railroad crossing, and knowing the next two miles of highway to be poor, I was tempted to try the hard gravel between the tracks; riding along it for a half-mile, I was forced to walk the remaining mile and a half to Hayden Station, at which point the highway, or the sidewalk thereof, becomes good again. Soon after this, the heavy mist of early morning grew into unmistakable rain, and the red clay roads of that region, by no means bad in dry weather, grew unridable. So I kept the sidewalks pretty continuously during the hour and three-quarters spent between Hayden's and the Weed Sewing Machine Company's works in Hartford, ten miles,—ending my journey at 10.45 o'clock, twenty-eight miles from the start. The worst part of it all was the final stretch of muddy and watery macadam in the city limits. Essaying the sidewalk flags as preferable, I got a "backer" on a slippery cobblestone crossing, which once more made my wheels interfere. I pulled them apart, however, sufficiently to prevent my rainy ride being finished afoot. Decency demanded an immediate change of costume, and the advantages of white flannel were once again demonstrated. Had my trousers been of a color that gave less prominence to the decorative effects of mud, mist, and sweat, I might have been tempted to keep them on!

By the time my wheel had been "trued up" and otherwise put in proper trim for the fall campaign, the rain had stopped

and the sun was shining. So I had a pleasant return run on the sidewalks as far as Hayden's Station, though I was an hour and three quarters on the way, just as on the unpleasant forenoon when I was hurrying to "get through." Threats of rain again appeared here; and as two miles of bad road were just ahead of me, and as I could at best only hope to reach the end of the canal by nightfall, I chose to take train to Springfield, whence I rode home four miles through the rain and darkness, ending thus at 8 P. M. a day's tour of forty-two miles. I may add that on the occasion of my ride from Hartford, a fortnight before, I hired a man at the end of the canal to row me across the river to Thompsonville, whence I passed through Enfield and Longmeadow to Springfield. I took this east-side route on my first tour to Hartford in 1879, but all my other rides have been on the west side, and I am sure the west-side route is the best. Indeed, in making the entire tour of the valley from Hartford to Bellows Falls, the tourist has nothing to gain in crossing the river.

Judging from the sad story which "M. D. B." tells in WORLD of 2 September, about the nine miles of sand between Jenksville and Palmer, I did not make such a bad mistake after all, in the case of my June ride from Boston to Springfield (described in the issue of 26 August), in taking a roundabout course through Ware and Thorndike to Jenksville, instead of the direct one through Warren and Palmer to the same point; for though I had several hills to walk, I encountered no long stretches of sand. At Indian Orchard, which is a mile west of Jenksville, a tourist on the way to Hartford might, instead of taking the uninteresting though perfectly ridable path across the plains to Springfield (seven miles to the corner of State and Main streets), go through Chicopee Falls, Chicopee, and West Springfield. The distance to the church hill in the latter place is a little more than nine miles, and the last five of it, from Chicopee Falls may be made without a dismount in either direction. Between the Orchard and the Falls are several stretches of sand which must be walked through, but most of the road is ridable, and some parts of it along the river are shaded in a very attractive manner. In Chicopee Falls one may ride several miles without stop on the concrete sidewalks, and a good walk of dirt or concrete extends continuously on the west or north of the road to the town hall in Chicopee, where one first takes to the street and then to the brick walk on the right of it in going down towards the bridge, over to West Springfield. In recommending to the through traveller this route from Indian Orchard to Agawam, as preferable to the usual one which includes the city of Springfield, I need only add, as a final attraction, that he will thus have the felicity of passing in front of the house where I was born, "so many years ago." The place is rendered otherwise remarkable by the presence of "the largest and handsomest maple tree in the State of Massachusetts." No extra charge for sitting in its shade. Photographs at all the bookstores. Beware of the dog.

At seven o'clock on Monday morning, 22 August, having despatched my valise to the Fort William Henry Hotel, on Lake George, I started due north from this big tree, and made just seven miles in an hour, with only two dismounts. A hill between the two, that caused these stops, was ridden up by me for the first time. Reaching the station at Smith's Ferry, two miles on, five minutes in advance of the train, at 8.30, I disembarked therefrom at 9.10, and wheeled eastward for fifteen minutes to the river road at Hatfield Corner, a mile and a half; then northward two miles in the same length of time, to the sand rut under the maple trees. The third stop was caused by a hill at the foot of Mount Sugarloaf, a mile and a half. A mile beyond I made my fourth stop, at the store in South Deerfield, to compare distance and time with record of 7 June (WORLD, 26 August), when I came from Hatfield by the more direct and more sandy road. I found the distance on the present occasion a mile and a half more, and the time five minutes more. Nevertheless I urge all riders to try the river route, on which only one dismount is needed in the five miles between the station at North Hatfield and the hill at Sugarloaf. From this hill one may easily ride without dismount, mostly on sidewalks, for eight miles, through South Deerfield and Deerfield, to the water-trough on the hillside; and if a rod or two of troublesome sand can here be got through, the ride may be continued another half-mile to the Cheapside bridge, whose tracks none but a reckless person would venture to trust his tires to. Just a half-mile beyond this is the railroad station in Greenfield. The steep slope after crossing the track may be ridden up by taking the sidewalk on the left, and the route due north continues good to the cross roads, two and one half miles. For a similar distance the roads are sandy and generally unridable till a little cemetery on a little hill is reached. Thence one may go without stop, over a hard track of constantly increasing smoothness, for another two and one half miles, to the New England Hotel, in Bernardston (mistakenly called "Bay State Hotel," in report of June visit). Reaching there at one o'clock, I started on at 2.30, and arrived at Brattleboro' at 5.10. A wheelman there told me that hardly any riding had been indulged in locally since the little run that was taken to West Brattleboro', in my honor, a dozen weeks before. Kendrick's Hotel, in Putney, about ten miles beyond, and fifty-two and one half from the start, was reached at 7.12 P. M. Bright sunshine and a bracing breeze from the northwest prevailed throughout the day, and none of the conditions of pleasant riding were absent.

They told me at Putney that the roads to the north were unfit for the bicycle; but as no train left in that direction until 11 A. M., I thought I would at all events push on as far as Bellows Falls, fourteen miles, before resorting to the cars. Of three possible routes, the "river road" was said to be sandy and the "hill road" rough; so I was recommended to take the 'middle road," and I found it by no means a bad one. It afforded many beautiful views and much good riding. There would have been more of this except for the "road repairs." Leaving the hotel at eight o'clock, I went up hill for a mile, walking most of the way, though the road was ridable in the other direction; and I reached Westminster, eight and one half miles, in two hours. Thence to Bellows Falls the road was sandier and less ridable, and I was an hour and a half in getting over it, though I hurried as I drew near the end. Had the train been on time I should have just managed to catch it, but its lateness allowed me a half-hour in which to procure dinner. Starting at noon, I had a two-hours' ride "over the mountains" to Rutland, passing through a thunder shower on the way. There I was told that a smooth and level road led to Whitehall, twenty-five miles, and I lost little time in rolling up my coat for the start. A wheelman was reported to me to have just reached town from St. Johnsbury, "over the mountain," but I did not stop to scrape acquaintance. Once clear of the city, I rode through West Rutland and made my first dismount at 3.15 P. M., at a short hill, having done six and one half miles in fifty minutes. I rested here for perhaps a quarter hour, and made my second dismount at four o'clock, four and one quarter miles on, before a soda-water fountain in Castleton. Here a local rider joined me and encouraged me to roll up a big hill in his company. My third dismount was made at a sandy hill near Fairhaven, nearly fifteen miles from Rutland, at 4.45 P. M., and this was the first place on the road where a stop was really necessary. Thus far the material of the road-bed seemed to be a sort of slaty gravel or fine sand that packed closely together; but beyond Fairhaven the material began to be a peculiarly hard, black, flint-like clay. In places recently repaired, the indentations made by wheels or hoofs would glisten in the sun, as if they had been freshly chipped from solid stone. Just after a rain this material would be unridable to the bicycle, and after a long spell of dry weather, it is said to be worn to perfect smoothness. I took it at a time about midway between these extremes, — it was all smooth enough to be ridable, but not much of it admitted of fast riding, because there had been rain within a few weeks. I rode up and down several considerable hills on this rather rough clay, however, and reached the Opera House Hotel, in Whitehall, at seven o'clock, having made a day's run of thirty-nine miles. This ride from Rutland I cannot too highly prai . It leads through a charming country, giving glorious views of the Green Mountains, close at hand and far away, and is in all respects admirable. I was quite delighted at my good luck in discovering so pleasant a path, for I did not venture to anticipate it the day before, when I bade adieu to the big maple tree, and faced rather dubiously towards Lake George.

To the White Mountains.

WEDNESDAY morning, 7 September, I mounted my 52-inch wheel and rolled out in the country. I had often ridden the same road before, but I was now determined to see something; in fact, I was bound for the world-renowned White Mountains, situated nearly one hundred miles away, and through the most hilly part of the State. The morning was quite cool, but as I rode along, I began to feel the sweat trickle down my back. Several dismounts had to be made on account of hills. My first adventure was in meeting an old farmer driving a pair of mild-eyed oxen, who, at sight of me rushing towards them, became terribly frightened, and made a break for freedom; but a stone wall suddenly springing up, they stopped. The driver in the cart appeared scarcely less frightened, jumping out and falling over a heap of stones, and breaking his goad. I could hardly keep from laughing at the sight, but nevertheless did my best to reassure both man and beast, and rode on. Wakefield was reached in two hours fifteen minutes. Stopping to get a drink of water and a moment's rest, I again mounted and drove my wheels over hills and through valleys, finding it more hilly as I advanced. The roads now became strange to me, as I had never ridden beyond Wakefield; but I pushed on, and *such* hills! At one place I was obliged to push my machine up the side of a mountain, while the other side I dared not ride down. At last I came to a farm-house on a hill, and seeing an old veteran minus a leg and several fingers, I stopped to chat with him, and he gave me some apples about as large as walnuts, and a very stiff glass of cider. After a while I again mounted, and had gone but a few miles when I took a violent header while riding in a foot-path, having struck a stone, throwing me several yards ahead, on other nice soft stones. As I struck, I very naturally thought of the bicycle, and throwing myself over, I threw up both hands, and succeeded in catching the backbone with one hand, while the other went up through the spokes; but it saved the wheel severe bruises. In the fall I broke the "ball bearings" to the balance-wheel of my watch; also the crystal. It was then ten o'clock. I could not seem to guide my machine after my spill, — perhaps it was owing to the cider. I dined at the Carroll House, Ossipee, which I reached at noon. Looking at the cyclometer I found I had made just twenty-six miles for the forenoon. An excellent dinner was disposed of for fifty cents. It being very warm, I stopped here until 3 P. M. Mounting again, I found splendid roads for several miles, and put in some pretty fast riding, but all at once I struck sand, and had the pleasure of doing some tall walking; and then long hills began to confront me, and I made but sixteen miles in three hours. Reaching Tamworth, I found an excellent stopping-place, and after taking a bath, sat down to as good a supper as one could wish for. I thought I never should satisfy myself, and others thought so too, probably. I had rolled up forty-two miles for the day, which I thought enough. After tea I went on the piazza, took off my shoes, and found a blister on my heel about the size of a potato; but lighting a cigarette, I crawled into a hammock and gave myself up to the enjoyment of the evening. The day had been very warm indeed, but the evening was delightful to a tired bicycler. Two pretty girls assisted in making the evening enjoyable, which, with music and lively conversation, passed quickly away.

Next morning I arose much refreshed, and after eating a hearty breakfast, prepared to depart. As I wheeled out my steel steed they all came out to see me mount, which I did at 8.20, after bidding the girls farewell. The morning was delightfully cool, and as I rolled along, viewing the ever-changing scenery, I wished for some other wheelman to enjoy it with me. Mount Chocorua, which I had seen several miles back, now loomed up grandly, while at its base splashed the waters of the lake. A stiff breeze now sprang up, making it hard work. I passed though several small towns, attracting considerable attention, and reached North Conway at 11.30; rode around the place a few times, and was well pleased with its fine, smooth streets. I liked this place better than any I had visited. All the hotels were full of boarders; while here and there on the road, and on the sides of the mountain, could be seen the little camp-fires of the tourists. The scenery at this place is magnificent; and after seeing what I could, I again struck out and passed several small hotels and boarding-houses. At several of these places they were playing lawn tennis, the white suits of the players making a striking contrast with the deep green of grass. I dined at the Pequawket House this day, and was well satisfied with the fare; fifty cents seemed to be the ruling price for a dinner, at all places on the road. Mounting again, I rode slowly along, the more fully to enjoy the country, and became more astonished the farther I rode, as I had never been up so far before, and such wild places as I now began to witness quite surprised me. I rode until four o'clock without any accident or incident worthy of note, when, finding it growing sandy, and having reached Bartlett, the last village before striking the "Notch," I concluded to remain all night. My distance for this day was thirty-five miles, thus making seventy-seven miles for the two days. Stopping at the only hotel in the place, I found it well supplied with eatables, of which I stood much in need. The charges were very light, being only $1.25 for supper, lodging, and breakfast. Next morning was not so clear as I had wished. It was raining on the mountains close by, but no rain fell in the valleys below. At 9 A. M. I mounted and headed for the famous Crawford "Notch." I rode about half a mile, then had to walk; I was now among the very mountains, and how I climbed and sweat! The clouds broke away about noon; the sun came out hot, but a strong breeze coming down from the mountains cooled me off. I did no riding to speak of, during the whole distance; some places I could ride fifty yards or so, but it was not worth the trouble of mounting, and I did not care to ride, as I could obtain a better view while walking. No houses were to be seen for miles; all was woods, dark and dismal. At one place I was obliged to wheel across the railroad bridge, with nothing but a three-inch board for a track. It required considerable nerve to attempt it. I had wheeled the bicycle half way across, and thought I would look around. Nothing but woods and mountains in any direction I would gaze, while many feet below rushed the Saco River. After crossing the bridge the woods became less dense. I at last reached the place of Dr. Bemis, and then the old Willey house, made famous by the Willey slide. Here lies the lowest part of the valley; on either side high mountains lift their summits to the very clouds, while down their sides deep gullies are worn by the continual rush of water. While walking along I heard a train of cars, and on looking around, I beheld, far up the mountain side, the train of the Portland and Ogdensburg Railroad working its way laboriously up the grade. I now began to ascend in earnest; at one place there is a rise of four hundred feet in two miles, and I found it tough work, being obliged to get behind the machine and push with both hands. I at last worked myself up through the Notch, when the Crawford House met my view. It was with feelings of relief that I once more gained level ground. I mounted and rolled up to the hotel in as good style as my tired legs would permit. I here learned I had been five hours on the way. Fabyan's lay four miles beyond; to reach it I would be obliged to push through sand five inches deep, but on I went, arriving one hour later, making the entire distance of ninety-seven miles by bicycle, a feat never attempted before by the same route. Arriving at the hotel, "washing up," and getting shaved, I was then ready to sit down to a good supper, to which I did full justice; I had eaten no dinner, but had *gorged* myself with blackberries while coming up the Notch. That evening, it being cloudy and smoky, nothing could be seen, so all one could do was to sit on the piazza and enjoy a smoke. My heel, which had

given me no trouble all day, now began to pain me, causing me to limp awkwardly.

Next morning, it being still smoky and nasty, and sight-seeing out of the question, I concluded to take a *car*-wheel for home. I had not even *seen* Mount Washington. Bought a ticket from Fabyan's to Rochester, N. H., and paid fifty cents for the bicycle. The train started at 10.10 A. M., and made quick time. While coming down through the Notch some new passengers appeared really frightened. It was indeed a frightful sight. Hundreds of feet below us, jagged rocks and bits of timber lay scattered around, the river rushing along in its serpentine course; while above us dark clouds hung half-way down the mountain side, letting down a drizzling mist. Everything was damp and gloomy until we reached low land, when a change was experienced. I arrived home at 4 P. M., not much the worse for my severe trip. My ball-bearing "Standard" required oiling but once the entire distance. Actual running time on the road, twenty-one hours for the ninety-seven miles. Not a League member did I find, and but one rider, and *he* does n't own a machine. I write up this trip, thinking it might interest those who have never visted the mountains.

E. F. PEAVEY,
Director and Consul L. A. W.

FARMINGTON, N. H., 13 September, 1881.

Run from Bremen.

BREMEN, 16 September, 1881.

Editor Bicycling World: — The first club run of the Bremen Bicycle Club was held on the 28th of August; the route selected being the Chaussée to Rotenburg and return. Five members responded, and mustered with their trusty steeds at 7.15 A. M. on the Osterdeich, from which place the start was sounded. The weather proving propitious, and the road in good condition, the spirits of the wheelmen naturally ran high; thus the distance to Ottersberg, our first halt, was accomplished inside of two hours. One member scored the tumble of the day, while essaying to ride from the footpath on to the road; his airy revolution in the air, as well as the creditable performance of his 'cycle standing on its head, were loudly applauded. A buckled wheel, resembling the figure 8 and easily sprung into place, was the only result. A simple breakfast was partaken of in Ottersberg, when, mounting once more into the saddle, we sped down the road to Rotenburg, where we arrived at 11.30 (twenty-seven miles), three hours twenty-five minutes from Bremen. Ordering dinner at the principal hotel, we stacked our 'cycles and strolled through the town. The ancient church was entered and admired; whereupon we climbed up to the belfry, and explored the same. Thus our time was pleasantly passed until 1 P. M., the dinner hour, upon which important occasion all punctually assembled. Ample justice was done to the good viands, a rest indulged in, when the order to mount was sounded. Half the village turned out to see us off, for the modern 'cycle is indeed a novelty in these small villages. The journey home was accomplished with great difficulty, for a really terrific head wind faced us, as we wheeled out upon the Chaussée. One halt and a rest of twenty-five minutes were indulged in at Oyterdam; not forgetting to strengthen the inner man, we oiled up, and having regained the saddle, kept up a high rate of speed until the Osterdeich was reached. The cyclometer at this point registered sixty miles; taking into account the bad and loose macadam, combined with some unridable stretches, this distance is to be considered as a very creditable performance..... Our club has made good progress during the past few months, a glance at the roll showing twelve members. The English consul, Mr. Stokes, has kindly accepted the post as president, and we hope through his influence to bring our manly sport in Bremen to a high standard.

HERMANN H. KOOP, JR.,
Captain Bremen Bicycle Club, L. A. W.

WHEEL CLUB DOINGS

NAMELESS BI. CLUB. — The Nameless Bicycle Club, of South Boston, was formed 14 September, and organized with the following board of officers: Captain, William J. Bicknell; sub-captain, A. J. Thompson; secretary and treasurer, Frank R. Miller, 750 East Fourth street, Boston. The club comprises nine members.

PICKWICK BI. CLUB. — The Pickwick Bicycle Club of Reading, Mass., organized 26 September with the following board of officers: President, Harrison H. Parker; captain, William H. Badger; secretary and treasurer, Henry B. Badger. H. B. BADGER, *Sec.*

STREATOR BI. CLUB. — The Streator Bicycle Club of Streator, Ill., has the following organization: President, Fred. W. Lukins; secretary, F. S. Allen; treasurer, Will H. Boys; captain, Bert Lukins. The other members are George E. Roe, Harry Lukins, Frank Whiting, and John W. Fornof.

PHILADELPHIA BI. CLUB. — *Editor Bicycling World:* — Enclosed herewith please find a copy of circular issued to all Philadelphia (and vicinity) riders by the Philadelphia and Germantown Bicycle Clubs, and also sent to the park committee. I also enclose the new "whistle code," adopted by the Philadelphia Club, omitting, of course, the "club code," which is for members only. We think its simplicity recommends it. This club has forty-three members, and it is steadily increasing its membership and facilities. The club-room is now an indispensable acquisition, and before long it may be found necessary to move the quarters nearer to the park limits. At a recent meeting of the club, a resolution of thanks was sent to the park committee for their late action in regard to Fairmount Park, and at the same time a suggestion made that the use of lamps after dark was deemed by the club equally as important as that of bells or gongs during the day. It is most probable the committee will take some action on this..... The club has not been behindhand in the universal respect for the death of President Garfield, and the room committee had the room appropriately draped both inside and outside. At last meeting the initiation fees were increased, and copies of the amended By-laws and List of Members furnished each member. In the thirty or forty miles of park riding I have done since the 17th inst., I have seen but one horse show any uneasiness, and that was the one referred to by "Kempton" in his communication of 20 September to the WORLD. I think I can safely say that I have passed and met from three hundred to four hundred horses during these rides. The horse-frightening bugaboo has been a great dread "in the minds" of drivers, and they seem really surprised to see their animals take the "toy" so indifferently!! A certain bicycle rider of this city was lately run into by a buggy in the park here; *the wheelman was clearly in the right, and so acknowledged by the "guard,"* and the matter is being investigated quietly. Unless amicably settled, you will doubtless hear more of it.

"WOODSIDE."

PHILADELPHIA, 30 September, 1881.

The following are the rules and whistle code by which the Quaker City wheelmen are to be governed: The Commissioners of Fairmount Park having removed all restrictions hitherto enforced against bicycle riding in the Park, it behooves bicycle riders to use the utmost care at all times, so as to perpetuate to all wheelmen the rights now enjoyed. To this end the Philadelphia and Germantown Bicycle Clubs strongly urge that the following recommendations be carefully adhered to: — As to riding: Avoid *all* coasting. Exercise great care on all crowded drives, and when approaching crossings. Avoid all narrow and unfrequented drives. Dismount promptly and *quietly* at any signal or request made by drivers. Two or more riders should all take the same side when passing vehicles. Pass all vehicles, going or coming, on driver's left-hand side. In passing, a lead of ten yards should be given before taking the pole. The Park regulation requiring bells should be strictly observed, and they should be used in passing vehicles; particularly should the attention of the driver not be directed to the bicycle rider. On no account blow a trill whistle, as it is used by the Park guards. As far as practicable, use no red, white, or other glaring colors in dress.

WHISTLE CODE, PHILADELPHIA BICYCLE CLUB.

Fall in	O O O O ——
Mount	——
Dismount	——
Single File	O
Double File	O O
Four abreast	O O O O
Increase	O O O O O O
Decrease	—— ——
Distress from rear	—— —— —— ——

O Short. —— Long.

BOSTON BICYCLE CLUB. — Some of our modest members feel quite proud of the record in the twenty-mile club championship race, which took place at Beacon Park last week, and interest in racing seems to have developed itself to a remarkable extent. The club has now the fastest mile and twenty miles on record for out-door work in this country. It is now proposed to inaugurate a series of weekly handicap races for suitable medals, open only to members of the club. Messrs. Stall, Dean and Dalton propose to handicap the rest, so that all may have a fair chance of securing the coveted prizes. We understand that Mr. Louis Harrison has gone into active training, and some of the knowing ones look upon him as the coming man. Mr. Morris feels the eyes of the bicycling world are upon him, and is said to be also actively though secretly striving for a record. Billy Bernhardt, it is reported, has secured the services of John Shillington Prince as coach, and is living on gore; while your humble servant finds relief in Murdock's Liquid Food for infants.

CARVER.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

WILKESBARRE BI. CLUB. — Additional: R. L. Ayres, B. H. Carpenter, F. B. Ward, C. H. Sturdevant, — all of Wilkesbarre, Pa.

NASHUA WHEEL CLUB. — Edward M. Gilman, 8 Prospect street; John F. Bixby, 35 Concord street, — of Nashua, N.H.

UNATTACHED. — Edward M. Brooks, James E. Currier, at Amoskeag National Bank, 867 Elm street; Clarence D. Palmer, 604 Elm street, — all of Manchester, N. H.; A. H. Forbush, 42 and 44 Summer street, Boston, Mass; Horace A. Adams, 53 Union street, Willimantic, Conn.; Charles H. Hewes, West Chester, Pa.; Henri G. La Mothe, Inland Revenue Department, Ottawa, Can.; Rev. S. H. Day, Box 40, Scituate, Mass.; R. P. Linderman, Bethlehem, Pa.

CORRECTION. — "T. B. Jeffries" in the L. A. W. List of Applications of the Chicago Bicycle Club, published 9 September, should read T. B. Jeffery.

RACES

Coming Events.

8 October. Philadelphia. Fall games of Young America Cricket Club, of Germantown, held at Stenton. Three-mile bicycle race for gold and silver medals.

10 October. Washington, D. C., National Fair Association bicycle parade and races: Quarter-mile dash, silver medal; slow race, 200 yards, cyclometer; heat race, best two in three, one mile, first, gold medal; second, silver medal; fancy and trick riding, championship of the United States, gold medal; club drills, silver bugle or silk flag; five-mile dash, first, gold medal; second, silver medal; half-mile for boys, forty-two-inch wheel limited, first, bicycle lamp; second, bicycle bell. No entrance fees are required. All bicyclers accompanied by machines will be admitted for that day free to grounds, stand, and quarter stretch. The mile track will be in excellent condition, and will be given up entirely to wheelmen on bicycle day, and no horse racing will be interspersed in the bicycle races, as is frequently the case, much to the discomfort and detriment of riders and wheels. Fuller particulars will be gladly given on application to H. J. Carpenter, care National Fair Association, Washington, D. C. Correspondence is invited.

WAVERLY PARK, N. J., 21 SEPTEMBER. — Bicycle tournament, under the auspices of the New Jersey State Agricultural Society. The path was made expressly for these races, a sixth of a mile in circuit, nearly circular in shape, sloping gradually up from inside to outside, twenty feet wide, and tolerably level, not more than three feet difference between highest and lowest points. It was made of the natural soil, a sort of red clay, and had been well rolled, but the dry weather left it somewhat soft and dusty. A light sprinkling of fine ashes, well watered and rolled, would make it a fine path for bicycling. It is the intention of the society to make bicycle races a permanent feature of their meetings, and the track will, no doubt, be put in perfect order for next year. The weather was warm and pleasant, and of the 10,000 people in the enclosure, as many saw the bicycling as could find place to stand in a treble line entirely around the ring. Ample seating room will be provided next year, thereby adding much to the comfort of spectators. The entries were by no means as numerous as had been expected, owing entirely to the failure of the management to have the meeting formally approved by the National Association of Amateur Athletes. The absence of this approval debarred members of the N. A. A. A., as well as those non-members who wish to compete at the championship or other associate meetings. — Half-mile, best 2 in 3 heats, distance post at 50 yards. First heat: W. M. Woodside, Manchester Bicycle Club, 1m. 37½s; G. D. Gideon, Germantown (Pa.) Bicycle Club, 2, by 8 feet; F. Fullerton, Manchester Bicycle Club, 3; A. G. Powell, Germantown (Pa.) Bicycle Club, 4, just saving his distance; P. DuMont, New Brunswick (N. J.) Bicycle Club, distanced. Second heat: Fullerton, 1m. 42s.; Powell, 2, by half his wheel; Woodside, 3, by about the same distance; Gideon did not start. Just before the heat, Woodside, Gideon, and Powell had ridden a two-mile race. Final heat: Woodside, 1m. 43s.; Powell, 2, by 30 yards; Fullerton 3, by three lengths. Fullerton was quite unwell, suffering nausea from his exertion in second heat, and would not have started but that failure to do so would have forfeited him second prize won by his victory in second heat. — One-mile championship of New Jersey, open only to residents of the State, best 2 in 3 heats. First heat: L. H. Johnson, Essex Bicycle Club, 3m. 31⅛s.; E. R. Bellman, Essex Bicycle Club, 3 m. 37s.; merely a friendly ride by the two club mates. Bellman waived a second heat, and Johnson won by default. — Two-mile: G. D. Gideon, 7m. 2s.; A. G. Powell, 0; W. M. Woodside did not finish, stopping twenty feet short of the line; L. H. Johnson stopped on ninth lap. This result caused great surprise, as Johnson was thought a sure winner. He had, however, just finished his one-mile race, and did not seem to be in good condition, looking pale and worn. Woodside led at the mile, in 3m. 39½s., but when challenged by Gideon could not respond. — One-mile handicap, 100 yards limit: G. D. Gideon, 15 yards, 3m. 26½s.; W. M. Woodside, scratch, by 60 yards, 2; A. G. Powell, 5 yards, 3; P. DuMont, 80 yards, 4. Gideon seemed to stand the successive races better than his competitors. During the afternoon, E. Burns, Smithville, N. J., gave an exhibition on the American Star bicycle, which has the small wheel in front, and a complicated mechanism instead of the usual crank and pedals. After the races about thirty wheelmen joined in an informal parade.

NEW YORK ATHLETIC CLUB, 24 SEPTEMBER. — Two-mile bicycle race: C. A. Reed, N. Y. A. C., 7m. 6½s.; J. A. Lafon, M. A. C., 7m. 12s.; G. H. Taylor, N. Y. A. C., 3; W. H. Austin, Will. A. C., stopping on eighth lap. Lafon led at the mile, made in 3m. 27 3-5s., but could not keep up the pace, which was, however, ridiculously slow for a championship race, and elicited much laughable comment from the English guests, who never before saw so slow a race. Reed is only eighteen years old, 5 feet 10 inches high, weighs 135 pounds. Last year L. H. Johnson, M. A. C., won in 6m. 56 4-5s., and Taylor was third, eighty-five yards behind the winner. The best American amateur record is 6m. 27s., by W.

S. Clark, N. Y. B. C., and the best English amateur record 5m. 36 3-5s., by I. Keith Falconer, Cambridge University.

ST. LOUIS, MO., 24 SEPTEMBER. — The one-mile race for the championship of Missouri came off on Saturday, 24 September, resulting as follows: G. G. Bain, 54-inch, 1st, in 3.20⅛; Fred. A. Beckers, 52-inch, 2d, in 3.22; Arthur Young, 46-inch, 3d, in 3.23; and Geo. C. Oeters, 52-inch, 3.55. The wind was blowing a gale or better time would have been made Mr. Stockwell of the Missouri Gymnasium, and Mr. Binckley, an Eastern bicycler, acted as time-keepers, Richard Garvey, president of the club, officiating as starter. 15 October, a five-mile race will be run at the same place (Fair Grounds); and if the weather is favorable, good time is looked for.

MARLBORO', MASS., 27 SEPTEMBER. — *Editor Bicycling World:* — The fourth club race for the mile championship of the Marlboro' Bicycle Club, held at Riverside Park, 27 September, proved to be quite interesting, as the contestants were very evenly matched, each having won the club medal once. The start was made at 5.30 P. M., and was closely contested, Geo. E. Frye proving best man, in 3.26, followed by Arthur Curtis and John Sawin, in 3.27¼ and 3.28, respectively. I consider these club races very beneficial to the club, as they bring the members together in a social way, and also, at each race the time has been gradually improved. L.

MARLBORO', 1 October, 1881.

MARSHALL, MICH., 28 SEPTEMBER.— When the wheelmen came upon the grounds, their neat uniforms and nickel-plated machines attracted considerable attention. It proved a feature of the track programme, and their performances gave excellent satisfaction. The judges informed them of their positions, which were as follows: Cramton 1st, Gorham 2d, Howard 3d, Adams 4th. The riders were dressed in blue suits, and made a very pretty platoon as they came up for the word. Cramton took the lead from the start, and worked hard to keep it. The "wheelers" came home in the following positions: L. H. Cramton 1st, C. Adams 2d, M. E. Howard 3d, C. E. Gorham 4th. Time, 1.52¼. In the second heat, Cramton went off with a determination to win, and forged ahead, going into the upper turn. He kept the position for the half-mile and came in in pretty good shape. Coming down the home stretch Adams dropped his shoe and lost his second position. As they went under the wire Cramton had the lead, Howard 2d, Adams 3d, Gorham 4th. Time, 1.52⅛. The wheelmen started in the third heat with Cramton, winner of the first prize, out. Adams was an easy winner in 1.51, Howard 2d, Gorham third.

INDIANAPOLIS, IND., 29 SEPTEMBER.— The bicycle contest at the State Fair, 29 September, half-mile heats, was engaged in by Frank Hatch of South Bend, W. L. Tucker of Terre Haute, and Austin Smith, Fremont Swain, and A. R. Hopkins of this city. The race was thought to belong to either the Fort Wayne or Terre Haute contestant; but Mr. Hopkins, comparatively unknown as a rider of the fiery and untamed steed of steel, won the race by an excellent effort. In the first heat, Smith was thrown from the machine in an endeavor to avoid colliding with a carriage being driven across the track. Hopkins took the heat in 2.02; Hatch was second, Swain third, and Tucker fourth. In the second trial Smith took the lead and kept it to the home stretch, when Hopkins again came to the front by a pretty burst of speed, winning in 2.01, taking both heat and race. Second money was given to Hatch and third to Smith. Hopkins rode an excellent race, keeping his power well in hand, and saving his strength till he could use it to advantage.

DAYTON, OHIO, 29 SEPTEMBER. — The success of the bicycle tournament was far beyond the expectations of those who arranged for the races. There was a good attendance, the weather was favorable, and the races produced great enthusiasm among the participants as well as the spectators. The grand stand was fairly filled, and a large number of ladies and gentlemen occupied carriages about the grounds. The procession attracted a large crowd while forming, and excited a good deal of favorable comment on its route by the tasty costumes of the riders, and their graceful riding. The juvenile club particularly — that is composed of members from ten to fifteen years old — attracted special attention. The wheelmen were lead by Captain Mott, of the Dayton Club, and preceded by the Fourth Regiment Band. On arriving at the fair grounds, preliminaries were arranged by appointing as judges, Mr. Mike Nipgen, Mr. John Dickson, and Mr. Al. Gump, a member of the Dayton Bicycle Club. The first race then called was the mile dash, for two prizes, the first a gold championship medal, and the second best a silver medal. There were six entries, and their places were arranged by the judges as follows: J. L. Pease, Buckeye Club, Columbus; S. A. Reeve, Dayton; George Cook, Springfield; R. S. Kingsbury, Xenia; D. G. Brandon, Dayton; S. S. Mott, Dayton. Mr. Pease holds the medal won at Columbus, for the championship of Ohio, and the inside of the ring fell to him. The first start was good, and they were given the word. Pease led from the first. He rides a 56-inch wheel, larger by several inches than the others, and every tread of his muscular limbs gained him ground. Reeve and Brandon dropped out after the first half-mile, and Pease came in leading the the rest by 100 feet, Kingsbury second, the time being 3.49. The half-mile race was next called. This was the best two out of three heats. Pease and Kingsbury, winners of the first race, being barred out of this race, were entered in the following order of position: S. S. Mott, Dayton; John Hardin, Dayton; John Wardlow, Middletown; George Cook, Springfield; A. T. Whitesides, Dayton; W. J. Rouse, Dayton. There were three heats made in the race, which was contested closely from the start. In the first heat Mott fell, being on a new machine, and did not make the run; in both the others, he came out first and won the race, which stood as follows: —

Mott	0	1	1
Hardin	4	5	dr.
Wardlow	3	3	dr.
Cook	2	2	dr.
Whiteside	5	6	dr.
Rouse	1	4	2
Time	1.56	1.55	2.08½

The juveniles came up for a half-mile dash, and were entered as follows: H. Allison, Xenia; Richard Fowler, Dayton; Charlie Wood, Dayton; Louis Reibold, Dayton; W. R. Miller, Dayton; John Lytle, Dayton; John Flotron, Dayton; Sprigg McMahon, Dayton. The order of their position was directly the reverse of the above, placing Allison on the outside; but he proved himself a plucky rider, and carried off the first prize, a miniature bicycle, in spite of all obstacles. Richard Fowler was second, and received the silver cup. John Flotron, who is lame in one foot, made splendid time, and received applause for his excellent riding. The time of this race was 2.22½. The scrub race was free to all, and there were entered J. E. Pierce, Fred Kohnle, Darley Porter, Walter Rutlege, S. A. Reeve, G. D. Brandon, A. T. Whiteside, and J. Wardlow. The race was won by Wardlow, of Middletown, in 2.02½, who received a tin medal as prize. The fancy riding was next in order; and after the various fancy evolutions had been gone through with, by the riders, the judges awarded the prize, a silver cup, to Darlington Porter. In the evening an excellent supper was prepared at the Phillips House, by the Dayton Club. The prizes were awarded and short speeches were made all around, the party breaking up on the best of terms.

WILLIAM ENGLE ATHLETIC CLUB NEW YORK, 1 OCTOBER. — Two-mile bicycle race: A. R. Peck, N. Y. B. C. (one minute start), first; W. Hutuslin, W. A. C. (thirty seconds), second; E. F. Fisk, W. A. C. (thirty seconds), third; won easily; time, 12m. 13⅞s.

CORRESPONDENCE

Halifax.

Editor Bicycling World: — Allow me to mention a few of the runs of our wheelmen during the past month, which may be of interest to other riders, particularly those who reside in this vicinity. On the 30th ult. three members of the Halifax Bicycle Club, including myself, left Halifax for Hubbard's Cove, a distance of thirty-two miles. The start was made at 7 A. M., the eight-mile house was reached in fifty minutes, with but one dismount, the road being very good; after stopping about ten minutes, started for the hotel so well and favorably known by all tourists as the Lakeside. This part of the road was in pretty poor condition, being very sandy over half the way, though good time was made for the condition of the road; the distance, five miles, we rode in forty minutes. After getting through with refreshments, catered by mine host Wilson, we felt in good trim for the remaining nineteen miles, which we rode in three hours, — the road in places being very sandy, and some parts quite hilly. I might mention that during the run down our headers numbered but *one*. We remained at Hubbard's Cove (commonly called the "Garden of Eden," being so beautiful) until 2 P. M. the next day, when we started, with nineteen miles pretty hilly road before us: but feeling well, we did not mind it much, but pushed on, reaching the Lakeside in three hours. Feeling as though we deserved a brace-up, we ordered a cocktail, which drink I recommend to all riders of the steel horse; but I leave them to judge what kind, though I might add, we are all strictly temperate (?). We left the Lakeside after an hour's rest, with a good stretch of level road before us on which we determined to make good time, it being late; the distance was thirteen miles, which we rode in one hour and ten minutes, not the least fatigued. I might mention that on the road from the Lakeside to Halifax we passed the stage coach and several carriages; this being the first time a bicycle was ridden on that road, it created great interest among the inhabitants, and numerous questions were asked. On the 12th inst. this ride was again taken, but returning same day, making the sixty-four miles in eight hours and ten minutes inside of twenty-four hours. This is a distance and a road which was thought impossible to be traversed with a bicycle; but these rides have given a great stimulus to the sport, and by next season I hope to see our number of riders doubled. Another ride, taken by a Windsor bicyclist, the particulars of which I have not yet got, was from Windsor to Truro *via* Maitland and several other routes, accomplishing a distance of about 200 miles on his machine in five days; this proves the bicycle to be a practical roadster, and soon to take the place of horses. The particulars of this ride I shall furnish you as soon as I receive them.

LEAGUE OF AMERICAN WHEELMEN.

As yet this association has not developed largely in our province, but as a director has been appointed, and consuls are being appointed, we may hope to be represented fairly in the League next year. I had a visit from Mr. H. H. Goddard, the consul for St. John, N. B., on Monday last. He is the right man in the right place, for he seems to be a live wheelman, and full of the sport. The only thing I regret is, that his stay was so short, — remaining with us only two days.

TRICYCLING.

We have as yet only one tricycle here, and that has changed hands three times the present month. It is not very popular, and I think will never grow in favor on our hilly roads. Some are under the impression that tricycling is much safer than bicycling; but as we have not had for some time to record an accident in bicycling, I can now put one to the credit (?) of tricycling, the rider having dislocated his elbow while practising on the 15th inst.

BICYCLES.

As an ardent lover of the sport, I am watching closely the improvements made in this machine, and with Col. Pope's new experience I think we are justified in looking forward to improvements in the "Columbias." I think with hollow forks, a lower head, and a greater number of spokes, the Columbia would be the machine for us, surpassing for *our* road any English make. BLUENOSE.

Abington, Mass.

Editor Bicycling World: — The Sunday *Herald*, of 2 October, in its report of the Weymouth Agricultural Society's fair, states that W. E. Trufant, A. McDonald, A. F. Haverhand, and myself, members of the Abington Bicycle Club, competed in a one-mile bicycle race for a purse of $10. The report of the fair, so far as the bicycle race is concerned, is an egregious misstatement of the facts. Messrs. McDonald and Haverhand are not members of the Abington Club, neither are they members of the League. We did not compete for a purse or prize of $10, but for an "Excelsior" cyclometer and an "Acme" bicycle stand; and had the brilliant Bohemian who "did" the fair for the *Herald* taken the trouble to perform an ablution of his auricular orifices, Mr. Trufant and myself would have been saved the unpleasantness of this explanation. True, the advertised prizes were $10 for the mile race, and $20 for the best appearing club; but in consequence of our request that the prizes be medals, or something other than money, it was announced from the judges' stand prior to the race that the contest would be for a cyclometer and "Acme" stand. Mr. Trufant and myself are newly elected members of the League, and prize too highly its benefits, and the good fellowship of its members to wantonly discard them for a paltry prize of $10. Mr. Frederick Reed, of South Weymouth, is the gentleman who had char e of the bicycle races, and who, at our suggestion, caused the prize to be changed. He will bear me out in the above statements.

ALFRED R. PRATT.

ABINGTON, MASS., 3 October, 1881.

Milwaukee Miscellany.

THE weather has been so unsettled of late that wheling has been indulged in by only the more adventurous spirits, who invariably prefer to dash along the streets through mud and water, and by men who find the bicycle a popular, as well as practical means of locomotion, — especially bank messengers and reporters. ....The races and drill at the Jefferson Fair did not take place, owing to a severe thunder storm, which opened the ball at a late hour in the morning, and continued until sundown. Early in the morning the people from the surrounding country began to pour in: old horny-fisted grangers with their wives, country maidens accompanied by numerous beaux, down to infants in arms, seated in conveyances of all descriptions, from the more aristocratic phaeton and platform-spring wagon to the primitive milk and springless farm wagon, all heading towards the fair-grounds. On all sides, scattered throughout the country, large posters and handbills had been previously circulated, with the words: "Thrilling and Daring Evolutions on Bicycles by the Great American Wheelmen, with Prize Drill and Races for the Milwaukee Bicycle Club," in green, gold, crimson, and black letters. At nine o'clock Messrs. Rogers, Pierce, and Birkhauser appeared on the track for a preliminary whirl, and were greeted with cheers and applause from the delighted assemblage. The races had to be postponed indefinitely, as the track was rendered very heavy by a drenching rain. In the afternoon Manager Craig treated the 'cyclers to an eloquent banquet, and later furnished a carriage and express wagon to transport "man and beast" to the fair grounds, where the aforementioned "man and beast" were placed on exhibition. In the evening Mr. Craig again came to the rescue, and presented the attending wheelmen with seats and admissions to the elegant opera-house. On returning to the hotel they found all the rooms occupied; so Messrs. Jones, Rogers, Pierce, and Birkhauser were duly installed for the night in a large and airy front parlor, to sleep and dream of former "runs" and conquests. In the morning the Peanut was up first, as usual, and clad in a country maiden's hat, cloak, and shawl, which happened to be in the parlor, sat down at the piano, and began to "claw ivory" in a very systematic but not artistic manner, awakening the guests and his room-mates. Oscar and the T. T. then pranced around the room in the most primitive coverings, or, as they would say, "whooping" her up. In fact, they brought the house down, at their door, with their hideous racket; and when the door flew open, our honorable secretary was standing on his head, Oscar and Tooter were vainly trying to pull the scanty bed-clothing around them, while the Peanut had slipped behind the door, and at an opportune moment, closed it. On returning to the city, the boys expressed themselves as being highly de-

lighted with the kind and munificent treatment which they received at the hands of Jefferson citizens. especially from Manager Craig, who did all in his power to make the visit a pleasant one. Oscar still wears a bump on the back of his head, the painful results of an attempt at high kicking before company, in the hotel; three large scratches from a thorn-apple tree, which he was riding under; a hole in his stomach, made by a projecting fence board; and burns on his nose and lips, when he took a header into a ditch, while walking from the Junction to Watertown, jamming the cigar down his throat.....The next regular run will be on Wednesday evening, 28 September. The meet will be in front of the club rooms, at 7.15 P. M., and the run will be in the gallery of the Exposition Building, Manager Hincks having invited the club over for an exhibition drill.....Mr. Angus S. Hibbard, formerly secretary and first lieutenant of the club, but now a resident of Minneapolis, Minn., was here on a flying visit yesterday. He reports the streets and adjoining roads lost in four to six inches of mud.....Sub-captain Reed, fourth lieutenant Pierce and private Messer, now station agent at Oostburg, have returned from a duck-hunting expedition at Winneconne. 'CYCLUM.

MILWAUKEE, 28 September, 1881.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.

CORDUROY.—*Editor Bicycling World:*—A few weeks since I saw in your valuable journal a short article from a wheelman, advising bicyc ers wishing comfort on long rides to wear suits made of any material but corduroy. Will you be kind enough to inform me, through the columns of the WORLD, what is the objection to that material? By so doing you will confer a great favor on A BICYCLIST.

MARBLEHEAD, MASS., 27 September, 1881.

NAME YOUR BICYCLES.—*Editor Bicycling World:*—One of your distinguished lady correspondents has said, "I hate the sound of that word *machine!*" And, indeed, it certainly does become very tiresome with its constant repetition. Every wheelman is willing, nay, anxious to have his favorite conveyance classed among carriages and not with machinery; indeed, eminent legal authority has decided it to be a *carriage*. Then are we not very inconsistent in so frequently referring to our favorite roadsters as our *machines*? The words bicycle, wheel, etc, do very well as far as they go, but I advocate every man giving his wheel a distinctive *name*. Every horse, every yacht, every locomotive or steam fire-engine has a name by which its owner or driver loves to distinguish it among its kind; then why not every wheelman have a pet name for the pride of his heart, his bicycle? C. H. L.

[All the Louisville riders give their wheels pet names. When we first began to ride we were frequently shouted at by boys, "Whoa, Emma!" and as that was the name of our best girl, we at once christened our wheel that charming name,—and it shall ever be thus.—EDITOR.]

BOOKS AND PAGES.

OUR LITTLE ONES, the Russell Publishing Company's charming serial for very small children, comes to us full of pleasant and instructive stories and verses, and with the usual excellent illustrations to fit them,—or for them to be fitted to, we don't know which. It closes its first volume with this October number: but whatever changes in style and character of the inside pages the publishers contemplate in the new volume, we sincerely trust they are satisfied with, and let alone, the covers of the old one; for one can never get tired of enjoying such a "thing of beauty" at least once a month.

WITH COSTS, by Mrs. Newman; THE PRIVATE SECRETARY, by the author of the "Battle of Dorking"; THE CAMERONIANS, by James Grant; and SCEPTRE AND RING, by B. H. Buxton, are the latest issues o the popular Franklin Square Library of Harper & Brothers.

CURRENTE CALAMO

"OVER THE WHEEL," advertised in our columns, is worth sending ten cents for.

WE shall publish reports of the Springfield, Brockton, and Attleboro' meets next week, together with the L. A. W. race meeting.

A British bicycler, named Cholmondeley,
Once wooed a tricycleress colmondeley;
She frowned on his suit,
And told him to scuit,
Which reply he received rather glolmondeley.

WE have interesting communications from Francis Cragin, from "526," St. Louis, from F. C. H., of Scranton, Pa., from Poughkeepsie, N. Y., from "Fatty," of South Boston, and others, which we shall soon publish.

THE *Wheel* entered on its second volume last week, and the initial number, in addition to an excellent array of bicycling matter in its regular pages, embraces a two-page supplement. We wish you continued success, comrade!

Two little cariboos
Way down in Maine,
Met a Boston Club man,
And both of 'em were slain.
Boo-oo-oo-oooooo!

THERE are frequent complaints made that the managers of race meetings award prizes of less than the advertised value. Our legal editor gives it as his opinion that the managers are liable, as he expresses it, "to an action in the case for deceit." The Bicycle Union are looking up the subject. This is a step in the right direction, and we hope some good may come of it.

AT the Cotton Exposition to be held in Atlanta, Ga., during the present month, there is to be a grand bicycle tournament, and the wheelmen of the South Atlantic States are preparing to participate in the parade and races. There will also be an exhibit of bicycles at the fair, and Mr. H. B. Brackett has gone to look after the interests of the Pope Manufacturing Company in the display. Mr. C. R. Drew, of Boston, who has been wheeling through the Middle States, is moving in that direction, and will doubtless be present at the opening.

THE bicycle tournament at the National Fair Association in Washington next Monday, occurring as it does just after the Mardi Gras Carnival in Baltimore and preceding the Yorktown Centennial Celebration, together with the delightful weather at this season, forms a threefold attraction for a visit to the National Capital. Greatly reduced rates of travel have been agreed upon, which enable wheelmen, even at considerable distances, to visit the "Bicycler's Paradise"—as Washington, with its fifty miles of perfect concrete streets, is deservedly called—at less expense and to greater advantage than usual. The excellent facilities for reaching the city by rail or river render it easily and comfortably accessible from all directions, and the resident wheelmen and clubs will show visitors every courtesy and attention.

PERSONAL

CAPT. HODGES says he can mount a canoe by the paddle.

FRANK CRAGIN postals us from Wheeling, W. Va., 3 October.

CAPT. LLEWELLYN WINTER, of the Hyperion Bicycle Club of London, Eng., is on a visit to this country.

AT a race, 28 September, at the Oak Park fair, the Gilman brothers, of Nashua, N. H., won a silver buglet for the Nashua Club

"ITEM" KEMPTON has returned from his vacation, and we expect to see the *Herald* column more interesting than it has been since his absence.

MR. FRED. N. BOSSON has recovered from his accident so far as to leave the Massachusetts General Hospital and move about home on crutches.

MR. ALDRICH, of the Oakland Bicycle Club California, is in Boston. In company with one of the Boston men, he made a run to Hotel Wellesley and return Sunday.

E. W. POPE, secretary of the Pope Manufacturing Company and captain of the Massachusetts Bicycle Club, will take a business trip westward, partly by rail and partly by wheel.

MR. C. E. HAWLEY, of Wilkesbarre, Pa., wins the prize for the best article on the "Uses of the Bicycle" in the Pope Manufacturing Company's prize competition, and C. W. Reed, of Boston, takes the bicycle for the best series of illustrations.

ARTHUR L. HOWE was run into in Providence, recently, by a hack, evidently with malicious intent on the driver's part. Mr. Howe was injured and his bicycle damaged, and the small-souled and ignorant owner of the hack rather glories in the crime of his rascally employé, saying he "don't care a d—n" for the injury caused Howe, but wants pay for some scratches to his hack.

THE Boston *Herald* bicycle reporter had a corner on bicycling clergymen last Sunday, recording the Rev. Herman S. Titus, of Newton, as recreating on the wheel between pastoral duties, the Rev. O. P. Gifford, of Boston, as advocating the exercise at a recent meeting of ministers in New York, and the Rev. S. H. Day, of Scituate, as at present touring among the White Mountains.

A COMMITTEE has been formed for the purpose of raising a suitable memorial to the late Mr. James Starley, in recognition of the great skill and genius displayed by him in connection with the bicycle and tricycle of to-day, and which conduced so greatly to bring it up to its present state of excellence.—*Cyclist.*

"OVER THE WHEEL."

A neat little book funnily illustrated, and containing excellent hints to riders.

Price - - - - - - - - 10 cents.

P. T. BARTLETT,
105 SUMMER STREET - - BOSTON.
(Room 27.)

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.

We have a few copies left. Prices, sent postpaid to any address according to size and style, $2.50, $2.00, $1.00. Address,
E. C. HODGES & CO., 40 WATER ST.,
BOSTON. MASS.

DIRECTORY
OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

Addresses inserted in this department, $12 per year.

CALIFORNIA.

SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.

HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.

CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.

HELENA. W. E. Norris.

NEW HAMPSHIRE.

PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.

NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.

LIMA. Gale Sherman.

PENNSYLVANIA.

PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing al jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

BICYCLERS' SUNDRIES.

*The "TAKE-ME-TOO," for carrying a coat, etc., does not interfere with mounting or coasting: universally liked. Send size of waist	$ 50
Wright's Anti-Rust	25
Wright's Illuminating Oil	25
Acme Stands	1 75
Hub Lamps, nickelled, small size	3 25
" " large like "King of the Road"	3 75
*Leggings, send size of calf	1 50
*Saddle Bags, similar to "Handy Tool Bag"	1 25
Bugles, brass	2 00
" nickelled	4 00
Rubber Handles, in ordering mention make of bicycle	2 00
*Horn Whistles	60
Shoes, canvas with corrugated rubber soles	3 25
*Gong Bells	75
*Nickelled Oil Cans	25
*Wrenches, Blue Monkey	70
*The Wright Standard Holder, for Club colors, torches, etc.	1 50

Articles marked thus * can be sent by mail.

Remittances may be made by P. O. Order on Station H, or check.

SECOND-HAND BICYCLES A SPECIALTY.

☞ Send 1-cent Stamp for Circular; and length of leg, inside measure, to ball of foot under the shoe.

W. M. WRIGHT, 791 5TH AVE., N. Y.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.

Sole Agents for the United States for
SINGER & CO., COVENTRY.

THE BEST WAY TO KEEP
Your Bicycle from Rust
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address
A. B. BROWN & SONS, WORCESTER, MASS.
CUNNINGHAM & CO., Boston Agents.

$75.00 $95.00

SPECIAL ANNOUNCEMENT.



WE have in stock less than one hundred and fifty of our well-known Cone Bearing

"STANDARD COLUMBIA"

Bicycles, in 46 and 48-inch, half bright and painted, which we offer at the reduced price of $75 00 until they are sold. We have a few 50-inch, full nickel, which we will sell at $95.00. The bearings of these machines are so well made and hardened as to be remarkably easy-running. The thousands which are in use have earned a good reputation. When kept clean and well lubricated they frequently outspin and outcoast any other bearings; and they are easily adjustable. This offer affords an opportunity to purchase good, serviceable, new Bicycles at a bargain while the lot lasts. Only these three sizes and two styles, and but a limited number are so offered.

For catalogues and particulars of other sizes and styles of Bicycles and Tricycles and their supplies, address with three-cent stamp enclosed,

The Pope Manufacturing Co., 597 Washington St., Boston, Mass.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B. — I will receive orders for any makes of machines at the manufacturers' list prices.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER.
Edited by - CHARLES CORDINGLEY.
Subscriptions received at this Office.

One year.....$2 25
Six Months..... 1 15
Three Months..... 60

Specimen copies sent from
146 Fleet St. - - London, E. C.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 40 WATER ST., BOSTON.

The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.
Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from
E. C. HODGES & CO., 40 Water St., Boston, Mass.

GOY, The Athletic Outfitter,
21 Leadenhall Street, } LONDON,
22 Leadenhall Street, } ENGLAND.
54 Lime Street, }
Can supply any make of English Bicycle or Tricycle at a liberal discount for cash from manufacturers' price lists.
CLUB UNIFORMS,
And every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing and all Athletic Sports.
GOY'S CALENDAR OF SPORTS AND PRICE LISTS FORWARDED FREE.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy. | BOSTON, 14 OCTOBER, 1881. | Volume III. Number 23.

[VOL. III. CONTENTS. No 23.]

An Idle Idyl. — Currente Calamo. — Personal. — Notes, Queries, etc. — French Notes . . 270
Editorial. — The League Race Meeting . . 271
Wheel Club Doings. — Races 271
The Professional Championship 274
The New L. A. W. Badge 274
Correspondence 275
L. A. W. — Applications and Quarterly Meeting, 278

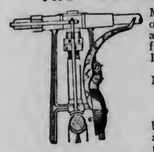
Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS



Patent Applied For.
BURLEY'S
ADJUSTABLE SKELETON SADDLE.
THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.
Send for circular with testimonials.
In ordering, state whether Cradle spring or otherwise.
Price, $4.00. Nickel Plated, $5.25
Send money order or registered letter.
D. W. HYDE,
Box 1133. Brighton, Mass.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

FOR SALE OR EXCHANGE
[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.
56-IN. XTRAORDINARY CHALLENGE.
Ball bearings to both wheels. All plated except rims. Cradle spring, handy tool bag, wrenches, extra spokes, pedal pins, caps, lubricators, etc.
Reason for selling machine: too large — must ride smaller machine. Address
A. F. F, Box 75, Dedham, Mass.

FOR SALE. — A 48-inch full-nickelled "Harvard" roadster, with complete attachments. Almost new. Price (crated free), $120.00. For further particulars, address D, Box 606, Nashua, N. H.

HARVARD 48-INCH. Latest pattern; in perfect order; painted in two colors; good as new. Must be sold. No reasonable offer refused.
L. H. JOHNSON,
Orange, N. J.

FOR SALE, Cheap, a lot of second-hand Bicycles, as good as new. It will pay you to send stamp to GUMP BROS., Dayton, Ohio, for list. State size you want.

OUR SUPPLY OF THE
"BICYCLISTS' INDISPENSABLE HAND-BOOK"
is exhausted, and we are daily expecting a second invoice. As soon as received orders now pending will be filled.
E. C. HODGES & CO.

200 per cent Saved by Buying your Bicycles from England.



The best and cheapest bicycles are now being manufactured in Leeds, England, well known to be "the great centre" for producing steel and iron, and where mechanical labor is fully 75 per cent cheaper than any other town in the Kingdom, doubly facilitates us in offering Bicycles and Tricycles at fully 75 per cent cheaper than any other maker in England.
The Yorkshire Bicycle, the Workingman's Friend, is a marvel at the price. 48 in. and 50 in., $25.00; 52 in., $27.50 up to 60 in.
The Tourist Bicycle possesses all essential improvements, and is a thorough roadster. 48 in., $40.00, rising 75c. per in.
The Standard Bicycle embodies the latest improvements; for excellence of manufacture it is unsurpassed. 48 in., $55.00, rising $1.55 per in.
Lists post free. AGENTS WANTED.
BURNETT & FARRAR,
Yorkshire Bicycle Works - Leeds, England.

WE MAKE
SPORTING GOODS
A SPECIALTY
And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.
We have a few copies left. Prices sent, postpaid, to any address according to size and style, $2.50, $2.00, $1.00. Address,
E. C. HODGES & CO., 40 WATER ST., BOSTON, MASS



COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

An Idle Idyl.

A NICE young man who was no "snide,"
Although his name was Snyder,
Says, "I will buy a wheel, for I 'd
So like to be a rider."

Though soon he learned to ride so well,
With "headers" ne'er did pillow
His head in dirt, or ever fell,
They called him a good fellow.

When coasting hills he 'd never heed
The chances he was taking,
Yet with his brake oft broke his speed,
And saved his neck from breaking.

He 'd lots of grit with which he bore
Pain from sand in his sandals,
Or from his hands, calloused and sore
By carelessly handling the handles.

When told he 'd no more wheel his wheel,
No more the pedals pedal,
He cried in grief, "How sad I 'll feel!
Can I not feel the saddle?"

His tire in the sands of life
Slipped badly, and he tired;
And from this tiresome world of strife
He saw he 'd quick be fired.

When entering on the long down grade,
With brake held loosely in his hand,
He saw the coast was clear, and made
A coast into the unknown land. F. W. B.

CURRENTE CALAMO

FRYE cooked the New Yorkers' fish last week.

"WHEN shall we three meet again?" To-morrow afternoon, at Beacon Park.

BICYCLING LOUISVILLIANS are so effeminate and fond of taffy that they baste their saddles with it.

BOSTON is elated at bringing away three of the League medals, and one of them the championship.

QUERY. — If Winter had not discontented us, would it have been such a glorious summer for Smith?

LAFON'S "Yale Invincible" is one of those "trifles light as air," and the heavy weights proved too much for it.

WE *thought* it could n't be a bicycle that Sister Johnson rides, and now the *Herald* gracefully retracts, and allows her another wheel.

CHORUS by Woodside, Johnson, and Lafon: —

"T is a lesson you should heed;
If at first you don't succeed,
Frye, Frye, Frye, again.

THE L. A. W. has done a wise thing in electing so genial and well-informed a gentleman and experienced bicycler as its director for England.

A NUMBER of the Crescentaurs and Massachusetts men were at Beacon Park Saturday afternoon, the latter trying men for their three-ply team against the Boston to-morrow.

AT the Barnet Meet, held 24 September, there were forty-five clubs represented, comprising three hundred and twenty-five men, besides fifty-one unattached riders and thirteen tricyclists, making a total of three hundred and eighty-nine wheelmen.

THE League races and business meeting, reports, and accounts of other current matters occupy so much of our space this week, notwithstanding we give four additional pages, that many interesting communications and papers, already in hand, are necessarily laid over for future publication.

HALF A DOZEN Chelsea bicyclers rode to Marblehead last Sunday, taking dinner at the American House, and speak in high terms of J. W. Kimball, the proprietor, and Geo. F. Young, the clerk, as gentlemen and cordial entertainers, and heartily recommend all wheelmen passing that way to call and get an excellent meal at a reasonable price.

THE New York wheelmen did not make a very strong bid last Thursday for the honor of having the annual Meet in that city, some time in the near future. Hardly a county fair bicycle parade and race has occurred anywhere in the country, east or west, this season, that has not turned out more wheels and developed more enthusiasm than were shown at the League Race Meeting.

WHEELMEN in Boston and vicinity should endeavor to be present at the great ten-mile return race between the Massachusetts and the Boston bicycle clubs, to-morrow (Saturday) afternoon, at Beacon Park. Both clubs are very much in earnest, and the Bostons are determined to win back the honors, while the Massachusetts men are just as positive that they shall retain them.

BICYCLERS intending wheeling from Boston, easterly to Lynn, Saugus, Nahant, Swampscott, Salem, Marblehead, etc., are advised to take the ferry to Chelsea and start by way of Everett avenue. They will thus cut off several miles of disagreeable roading over pavements and horse-car tracks; besides, they will find the ferry officials, from the excellent Superintendent Rollins to the deck hands, genial and accommodating gentlemen, with no prejudice against the wheel.

PERSONAL

LEWIS T. FRYE, the League champion, is located in business at 30 High street, Boston.

MR. LEMUEL HITCHCOCK, of the Marlboro' Bicycle Club gave the club a supper, at his father's residence, Monday evening, and it was an occasion of unmixed enjoyment.

CONSUL FRED. T. SHOLES, of the Cleveland Bicycle Club, was in Boston during the week, and confirms the good account of bicycling in that city which Relcycib" records.

JOHN SHILLINGTON PRINCE can't find a professional in this country who dares race him for a purse of $200 or upwards. If he keeps his offer open until Keen and Cooper arrive, perhaps one of them will accommodate him.

MR. A. E. SWARTOUT, of Auburn, N.Y., is not only an enthusiastic wheelman, but a rushing business man. He is a manufacturing clothier, the Auburn agent for the sale of bicycles, and editor and proprietor of a monthly advertising paper with a circulation of 15,000. In a recent number, we noticed several articles relating to the bicycle.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.

WOODSTOCK, ONT., 7 October, 1881.

Editor Bicycling World: — Will somebody that knows kindly inform me through the columns of your paper if frosty or damp weather has any effect on loosening the tires on bicycles, and obige?

BOSTON, 8 October, 1881.

Editor Bicycling World: — In answer to "A Bicyclist," of Marblehead, who asks, "What is the objection to corduroy?" I would say simply, "Try it."

METEOR.

MARBLEHEAD, MASS., 5 October, 1881.

BICYCLERS AND LAGER. — Bicyclers must be, as a rule, good moral men. Recently, while a party was taking a run along the beautiful Forest River road, between Swampscott and Salem, two of the number stopped at the hotel and called for some lager beer. The clerk was surprised at their request, saying they were the only bicyclers that ever asked for anything stronger than ginger beer or tonic at that place. Inasmuch as this road is frequently travelled over by the "airy steed," the incident speaks well for our wheelmen.

IXION II.

WASHINGTON, 8 October, 1881.

Editor Bicyling World: — Will you please state that Mr C. E. Hawley, the winner of the Pope prize for composition, is a resident of Washington, and an active member and president of the Capital Bicycle Club?

L. W. SHELEY,
Secretary Capital Bi. C.

Editor Bicyling World: — By pulling on the crank of my bicycle and keeping the rim of the wheel stationary, the hub and spokes move slightly. I have examined several other machines, but have found none that move like mine. The *American Bicycler*, in a chapter on "Manufacture," says: "The yield or elasticity of the suspension wheel under the pedals, as well as under the forks, is one of its chief advantages; and a perfectly rigid wheel in a bicycle is so much retrogression toward the 'boneshaker.'" From this paragraph I should think my wheel was all right; but as I have not noticed the same effect in other bicycles, the natural conclusion is that something is wrong. Will not some bicycler kindly enlighten me on this point?

A WHEELMAN.

MARBLEHEAD, MASS., 10 October, 1881.

WILL "2048 L. A. W." send us his full address?

FRENCH NOTES. — Baron de Graffenreid is dead. He was well known among French wheelmen, and was highly esteemed. He was among the first to use the bicycle on long journeys. In 1878 he made a long tour through parts of France, Italy, and Switzerland. On this journey, according to the "American Bicycler," he accomplished nearly 2,500 miles in forty days.... A summer correspondent of *Le Sport Velocipédique* describes a watch and clock maker who goes about the country on a tricycle. This man has one leg shorter than the other, and is, moreover, a hunchback.... As might have been expected, the recent races of Miss Von Blumen have excited some interest, from their novelty, in France. *La Revue des Sports* gives a very good account of her race with the trotting horse "Dan," describes the race at Chatham, N. Y., and also between Patton and Beebe, the whole being a very nice translation from the BICYCLING WORLD, 2 September.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 14 OCTOBER, 1881.

THE LEAGUE RACE MEETING.

THE League Race Meeting has been held, and we publish this week a full report of that, and of the quarterly business session of the Board of Directors. We cannot be enthusiastic over the remembrance of this important and long-anticipated gathering of "fast men"; neither as regards the races, the attendance of wheelmen, nor the local interest manifested. This should have been, next to the Annual Meet and parade, the most important bicycling event of the year. It should have been anticipated with enthusiasm by New-Yorkers themselves, as an opportunity to justify the strong stand they made last year for the honor of holding the first annual meeting in that city, no less than as an occasion to test the metal of wheels and the mettle of riders. It should have been announced loudly, and pushed boldly upon the attention of their community; the daily press should have heralded, and the whole sporting fraternity of New York should have anticipated it, as one of the most interesting events of the day. It could and it should have been made to attract as much attention and interest in the sporting world as a boat race between Courtney and Hanlan, or a match between Maud S. and St. Julien. The medals were handsome, and as Commander Munroe said, well worth competing for. The contestants were gentlemen, and the wheelmen represented more of social position and financial standing than is usual among the patrons of public sports. Yet, in many respects, the Meet was what is vulgarly termed "a fizzle." The entries were few, and of these so many withdrew that there were only enough contestants in each race, except the championship, to cover the medals, and in one the third prize was not competed for; nor were the times made anywhere near as good as was hoped for and anticipated. The attendance of wheels was remarkably shabby in point of numbers, especially when we consider that, according to the New York *Herald*, there are "thousands of enthusiastic bicyclers in and around" that city. The number of people on the ground, including wheelmen, reporters, and spectators, might possibly have been two hundred and fifty, a *very fair* sprinkling of these being ladies. But the most noticeable feature of the gathering was the pervading lack of apparent interest on the part of the wheelmen themselves, either in the events or the occasion. Spectators, wheelmen, visitors, and natives entered the grounds with an aspect of strangeness, as if they were in doubt about why they came, or what was expected of them. There were few welcomes, few exhibitions of that social and fraternal feeling which has been usually manifest at wheel gatherings elsewhere. In fact, the whole affair showed a want of method, a lack of preparation, an absence of that unanimity and harmony of action on the part of the local management, that characterized the Newport, Boston, Worcester, Brockton, and other meets, and which alone can impart life and charm to any festival or social assemblage. Commander Munroe, in apologizing at the directors' meeting for the partial failure of the races, referred to the BICYCLING WORLD as not having sufficiently advertised them as the official organ of the League. We would like to know if any reader of this paper during the past month was ignorant of the date and occasion. We published the programme once in full, and have since retained the date in our "Coming Events," and we have published editorials upon and called attention to it in various ways since; and if any of our readers are still uninformed in respect to its date and importance, we trust they are happy. It was the duty of the officers of the League to have advertised it thoroughly in New York, and the local clubs should have joined hands to make a parade display, and give a marked social prominence to the occasion.

WHEEL CLUB DOINGS

THE LOUISVILLE BI. CLUB have elected Aaron Cornwall president, Thomas Moran captain, and Howard Thompson subcaptain.

THE MIDDLESEX BI. CLUB of Malden, Mass., has recently reorganized with the following board of officers: President, L. S. Ipsen; vice-president, John P. Gale; secretary and treasurer, Chas. N. Barnard; captain, Edward F. Russell; lieutenant, Sumner Kaulback; bugler, Chauncy R. Winslow.

BAY STATE WHEEL CLUB is the name of the new South Boston organization.

CRESCENT BI. CLUB. — The annual meeting and dinner of the Crescent Bicycle Club of Boston was held at Hotel Brunswick, 11 October, and the following officers elected for the ensuing year: President, H. P. Robinson; vice-president, A. B. Turner; treasurer, W. C. Woodward; secretary, A. E. Brown; captain, F. B. Carpenter; first lieutenant, R. C. Goodwin; second lieutenant, F. A. Shaw; bugler, H. W. Keyes. Secretary's address, P. O. Box 2,109, Boston, Mass.

RACES

THE SALT LAKE (UTAH) BICYCLE CLUB held their first meeting 21 September. The first event was a mile run, for the championship of the club and a gold badge valued at $50; there were five entries, but only two came to the scratch, — James Jennings and Thomas A. Williams. The former led from the start, and won in 3m. 44½s., Williams six seconds behind. The next event was a quarter-mile run without using hands, and was won by John Clark in 1m. 13½s. The slow race, four competitors, was also won by Clark, riding one sixteenth of a mile in 3m. 5½s. The meeting wound up with fancy riding and tricks, at which quite a number of the members are experts. The track is eight laps to the mile.

TORONTO (ONT.) LACROSSE CLUB. — Their annual fall games were held 24 September, on the club grounds. Weather cool and pleasant; path in good condition; attendance large. Bicycle race, one mile: J. Moodie, Hamilton, 4m. 47s.; B. Hoch, Toronto, 2, by twelve yards; W. E. Carswell, Toronto, 3.

MONTREAL, CAN., 1 OCTOBER. — At the Canada championship games of the

Montreal Athletic Association, 1 October, the following is the result of the three-mile bicycle race: F. C. Holden, M. Bi. C., 12m. 14⅛s.; A. T. Lane, M. Bi. C., 2; C. J. Sidey, M. Bi. C., 3; P. H. Barclay, M. Bi. C., 4. Sidey led for a mile, but tired, and gradually dropped back. Lane rode a gallant race, especially in the last mile, but could not overtake the winner. Last year L. H. Johnson, Manhattan A. C., won in 11m. 12s.

WILLIAMSBURG, N. Y., 1 OCTOBER.— At the annual fall meeting of the Williamsburg Athletic Club, 1 October, the three-mile bicycle race resulted as follows: A. B. Rich, New York Bi. C., 60 seconds start, first, in 12m. 13⅜s.; W. H. Austin, Will. A. C., 30, second, by a lap and a half; E. F. Fiske, Will. A. C., 30, third; Will R. Pitman, N. Y. City, scratch, fourth; J. M. Austin, Brooklyn, 45, fifth. This was a very interesting race throughout.

SPRINGFIELD, MASS., 4 OCTOBER. — About 6,000 people were present to see the bicycle parade and races given in connection with the G. A. R. field day at Springfield. There were not as many wheelmen present as was anticipated; the threatening aspect of the weather, no doubt, largely contributing to deter attendance. A rather cold wind also marred the pleasure of the occasion somewhat, as well as prevented very fast time, although, considering these circumstances, it was not bad. J. C. Thompson of New Haven, George A. Murray of Worcester, and E. C. Dumbleton of Springfield officiated as judges. There was no enclosure around the track near the grand stand, and the crowd was so dense that in its eagerness to see, it frequently surged in the way of the riders, and caused much inconvenience. In the mile race, best wo heats in three, Charles E. Whipple of this city, Capt. Paul Blatchford of the Amherst Club, and Clark Lawrence of the Hartford Club, entered. A short way down the track, several persons got in the way, and running into one, Whipple was thrown violently to the ground, striking on his head and receiving severe bruises there on his limbs. He was up immediately, and jumping on his wheel started again. Though he had lost more than an eighth of a mile by the accident, he made up a large part of the distance by plucky work on the back stretch. Blatchford and Lawrence had a close contest, alternately forging ahead, and Blatchford finally won the heat by several lengths in 3.35. In the second heat, Whipple appeared with bandaged head, and was received with hearty applause. The three clung together well all round, Whipple and Blatchford giving Lawrence a hard push at times; but the latter easily took the lead on the home stretch, and came in several rods ahead in 3.41, with Blatchford second and Whipple third. Lawrence won the third heat in 3.52. Blatchford led on the home stretch; but when within a few rods of the wire, Lawrence pushed ahead by a powerful effort. Whipple gave the others a hard contest, but on the home stretch the crowd again surged in his way, and he was again thrown. In this, as in the other heats, the riders came up the back stretch against a strong wind, which was a serious hindrance to them. In the half-mile dash these entered: Harry S. Miller of West Springfield, Louis Hitchcock of Hartford, Charles S. Mills of the Amherst Club, and S. J. Billings of the Springfield Club. At the start Miller fouled Mills, the latter going over. The others kept well together until near the finish, when Miller, who had never raced before, came down the stretch in fine form, and won by two or three lengths in 1.47½; but on Mills's appeal, Miller was ruled out, and the result declared Hitchcock first, Mills second, and Billings third. In the slow race, for 100 yards, Whipple, Billings, and Lawrence entered; but the first two failed at the start, and Lawrence moved down to the wire in 3.06. He was closely pressed by the crowd, who were with difficulty restrained from feeling of the wheel to see what it was made of. After the first heat had been wheeled, the officers sent a squad of men to clear the way with the bayonet, and an open space was maintained at intervals thereafter, although the crowd would break through at times. Some of the wheelmen gave an exhibition after the races, and as all were skilled riders, the sight was an interesting one.

ELKTON, MD., 5 OCTOBER. — Bicycle races took place at Elkton to-day (agricultural fair) only Baltimore riders taking part. Six started in the half-mile, best two in three heats, and won by H. H. Duker, first time, 1.40; I. H. Fischer, second time, 1.58. Prizes $30 gold medal and $15 silver medal. The mile race was won by I. H. Fischer, first, 3.50; S. T. Clark, second, 3.58. $30 gold medal and $15 silver medal. Slow race was won by H. H. Duker, and consolation race by F. Cole, all of Baltimore. On the whole they were a success only against a gale of wind. I was requested to write you about the races H.

WILLIMANTIC, CONN., 5 OCTOBER. — The one-mile bicycle race, advertised for 5 October, was postponed on account of the cold and wind, but the half-mile race was run by the following contestants: Ernest P. Chesbro, Samuel Chesbro, and Horace A. Adams of this place, and E. P. Butler and Bradford W. Potter, of South Windham. In the first heat a good start was made, the Messrs Chesbro taking the lead and holding it, Samuel Chesbro first, Ernest P. Chesbro second, by about a foot. Time, 2.18. In the second heat Mr. Adams forged ahead, followed close by Mr. Potter, and won the second heat in 2.15, Mr. Potter second, four feet. The third heat was a repetition of the second, Mr. Adams taking the lead from the start and holding it to the finish, though closely pressed by Mr. Potter, who crossed the line but a foot or so behind him. Time, 2.15. The time made is quite creditable to new riders, considering the track and the strong wind blowing. Mr. Potter has been riding only a few months, but bids fair to prove a fast and expert wheelman. The prizes were a solid-silver medal, won by H. A. Adams, and a miniature bicycle, won by B. W. Potter.

OCCASIONAL.

BROCKTON, MASS., 5 OCTOBER. — The Brockton Meet was eminently a success in all respects, except in the races, these being marred by the excessively high wind which amounted to almost a gale, and prevented fast time being made by the contestants. Early in the forenoon the visiting wheelmen, either by clubs or singly, began to arrive, and were promptly welcomed by delegations from the Brocktons, and escorted to their headquarters in Sawtucket block; and by 12.30 P. M., as they passed into the hall, where a most excellent and abundant dinner was served, under the auspices of the home club, one hundred and fifty-two were counted. This number was considerably augmented during the afternoon, and it would be safe to say that there were at the fair grounds very nearly two hundred wheelmen, although many of them were ununiformed and without their wheels. Probably one hundred and forty wheels paraded in line, and these made a pretty sight as they circled the track, singly, in twos, and by fours, at the sound of bugle. The parade ended, the races were next in order, but the non-appearance of many of the entries and several of those announced as judges necessitated some delay beyond the hour set for the beginning. However, the first race, two miles, best two in three for medals valued at $60, $45, and $20, was finally called, and J. Wattles of Canton, Charles F. Carpenter of the Columbia Club, of Attleboro', W. W. Stall of the Boston Club, and Leo F. Robiti of Boston Highlands, faced the track, out of thirty-one entries. A good start was made, Stall taking the lead, followed by Wattles, Carpenter, and Robiti, until the second lap, when Carpenter passed Wattles, and pushed hard after Stall; but the latter easily kept his lead to the finish of the heat, winning in 8.25½, with Carpenter second in 8.35½, Wattles third in 8.45, and Robiti distanced. In the home stretch of each lap Stall coasted down the track, legs over, gaining thereby in speed by running free before the gale, and resting his limbs at the same time. The second heat was more interesting, the wind being a trifle less fierce, and all three competitors working more steadily, although making less time and scoring the same results; Stall again leading easily in 8.37¾, Carpenter following in 9.01, and Wattles marking 10.41. The contestants in the mile race were A. F. Rivard, of the Waltham Bicycle Club; George E. Frye, of Marlboro'; A. D. Claflin, of the Massachusetts Club; F. A. Hyde, of Boston; Byron F. Blackinton, of the Columbias; F. Crouch, of the Stoneham Club; E. G. Morse, of the Crescent Club, of Boston; and Fred. W. Whitcomb, of the Weymouth Club. A good start was made, with Frye at the front and increasing his lead to the end, although well pushed by Blackinton, Claflin, and Rivard, the four stopping the watches at 4 00, 4.05, 4.10, and 4 10½, respectively. In the second heat Claflin withdrew, but the other three faced the music and got off in good shape, Frye first, Rivard second, and Blackinton last until the first half of the second lap, when the Attleboro' man passed Claflin; and in this order they all kept the remainder of the heat, and just close enough together to make the race exciting, and the probabilities doubtful. The race was so earnest that much better time was made by each than in the first heat, the scores being 3.47, 3.48½, and 3.50. E. E. Blackinton of North Attleboro', A. P. Curtis and John Sawin of Marlboro', George W. Field of the Brockton Club, Charles W. Clark of Waltham, and E. G. Morse of the Crescent Club, started in the half-mile race; but immediately after, Curtis and Clark fouled and fell out of the race, thus leaving but four contestants, Sawin soon leading the rest, but all keeping pretty close together, and coming home in the following order and times: Sawin, 1.58; Morse, 2.00; Blackinton, 2.01; and Field, 2.03. In the second heat Sawin was again the leader at the close, his time being 1.59½, while Morse and Blackinton crossed the line abreast, with Field almost lapping their wheels, in 2.03½; but just as Blackinton crossed the scratch line he foolishly let go his handles, when, his wheel turning, he took a violent header, the fall breaking his left wrist.

This ended the races, which were very interesting, notwithstanding the wind and the consequent slow time recorded; and the only serious damper to the general satisfaction was the unfortunate accident to Blackinton, of Attleboro, whose arm it was subsequently ascertained, was broken in two places. Although both he and Morse crossed the line about abreast, the judges awarded him a quarter of a second less time, and the second prize, Morse being awarded third. The Brockton medals were especially valuable and elegant in design, and pronounced by many superior to any that have been given in this vicinity. The officers of the day were, — chief marshal, Johnson of Brockton; aids, G. C. Holmes of Brockton, Northup of Attleboro, Putnam of Beverly, Bristol of Charleston, S. C., and Morse of Boston; judges, Louis Harrison of Boston, and E. F. Tolman and Waldo Lincoln of Worcester.

THE LEAGUE RACES, NEW YORK, 6 OCTOBER. — The race track of the Manhattan Polo Grounds, where the L. A. W. races were held last week Thursday, was in very good condition; but it is one of those irregular-distance courses which have to be staked at differing intervals in order to designate miles. For instance, it required fourteen and one half laps to measure five miles, and in no stated distance race did the scratch and the finish coincide. However, the course was previously arranged for the various races, and no question or dispute was raised at any of them, and the contests were all begun and completed amicably. Early in the afternoon, most of those intending to compete had come upon the grounds, and a few other wheelmen without wheels or uniforms were to be encountered about the grand stand or in the dressing rooms, examining the racing wheels and their riders, and speculating on the chances. Still there was no enthusiasm, no excitement, no apparent interest felt by any one. It was really the *deadest* occasion of any sort of sporting contest we remember ever to have attended The anxiety of the contestants would naturally make *them* quiet and reserved; but one would have supposed, considering the importance to wheelmen of the anticipated events, that among the non-combatants and friends of the various riders, would be not only signs of deep interest, but of wide-awake excitement, bustle, and enthusiastic discussion. Even when the gates were opened, and the small number of spectators began to straggle in, it seemed more like the arrival of visitors at a funeral, and each seat on the grand stand was taken with as grave decorum as those at a country church on Sunday morning. Shortly before the time announced for the races to be called, the procession of bicyclers who had wheeled from the club headquarters arrived, and paraded once or twice around the track. There were but about thirty of them, representing different clubs; and although they individually made fine appearances, their meagre numbers were disappointing to those who have witnessed the large gatherings of wheels at nearly all the New England race meetings the present season. The field officers were, — Referee, Charles E. Pratt, of the Boston Bicycle Club; judges, Edward W. Pope, Massachusetts Club; F. S. Pratt, of the Worcester Club; C. A. Hazlett, Rockingham Club, of Portsmouth, N. H.; Fred. Bruner, Manhattan Club; S. A. Marsden, New Haven Club; and W. F. Gullen, of Brooklyn Club; clerk of the course, S. T. Clark, of the Baltimore Club; starter, C. K. Munroe of the New York Club. The first race was the two-mile scratch for the amateur championship of America, open to all amateurs. The entries for this were L. H. Johnson, Essex Club, William M. Woodside, Manhattan Club, Joseph Lafon, Manhattan Club, William Smith, Bristol (Eng.) Club, and A. H. Llewellyn Winter, Hyperion Club of England. Mr. Lafon withdrew his name, and Mr. Winter, in attempting to ride from Fifth avenue to the grounds that day, had been thrown from his machine, disabling that and bruising himself, which prevented his participating in either this or the next race, for which also he was entered. It was a great disappointment to Mr. Winter, who earnestly desired to compete in these events. The three other gentlemen faced the track, however, and at the word made a good start, with Woodside leading, Smith second, and Johnson third; but before the completion of the first mile Woodside fell to the rear, and for the rest of the race made no effort, but allowed the space before him to lengthen, leaving Smith and Johnson to struggle untrammelled. This made an exciting race between these two, the latter pushing hard, but unable to pass Smith, who appeared nervous throughout, but never once broke his pace, which was at times just a trifle erratic. He came in winner in 6.35½, followed closely by Johnson in 6.36¼, Woodside being distanced. This gentleman's subsequent performances lead us to infer that he might have made the others work still harder for their medals. The one-mile handicap found only C. K. Munroe, of the New York Club, and Fred Jenkins, of the Manhattans, on the track, Mr. Winter, the only other entry, having withdrawn. The latter gentleman was to have started from the scratch, Mr. Munroe taking eighty yards, and Mr. Jenkins one hundred yards. This race was more amusing than exciting, both gentlemen smiling all around the track, and Jenkins easily keeping his lead to the finish, winning the medal in 3 31¾. The next race was for five-miles, scratch, open to League members only; and from the number and names of the entries bade fair to be the most interesting in the series. The names entered were Lewis T. Frye of the Marlboro' Club, Johnson, J. S. Dean of the Boston Club, Lafon, G. E. Alden of the Massachusetts Club, and Woodside; but Messrs. Frye, Johnson, and Lafon withdrew. The others took their positions, however, and got off well, Dean leading and Alden second; and in this order the trio completed nine or ten circuits with about four or five yards' interval between each machine, and up to this time the race was both exciting and uncertain. Suddenly, however, and to the surprise of everybody, Woodside shot ahead and took first place, and despite several gallant spurts by Dean, he eventually increased his lead so much as to make victory certain, and enable him to ease up for a slight rest while facing the wind on the north track. When Dean saw the first prize was out of his reach, he made no further effort, and Alden took it easy also, merely continuing around the track to complete the race for third medal. Woodside's time was 19.30½, and Dean's 19.32½, Alden's not taken. For the three-quarter-mile ride-and-run race there were four entries: Munroe, Kingman N. Putnam of the New York Club. Jenkins, and C. A. Knight of the Essex (Orange, N. J.) Bicycle Club. Only Munroe and Jenkins appeared on the track, however, and these started in good shape; but Jenkins got the lead and kept it to the end, although Munroe was close at his heels. The mounting and dismounting at each half-lap was capitally done by

both wheelmen, and the race was a very interesting one. Jenkins' time was 3.52½, with Munroe less than a length behind. In the interval between this and the race for the mile championship of the League, Capt. Howard of the Mercury Club gave an interesting exhibition of fancy evolutions on the wheel, which were much enjoyed. For the one-mile League championship were entered Woodside, Lafon, Johnson, and Frye; and when the race was called, all were on the track. A good start was effected, Frye shooting splendidly to the front, followed by Johnson, Woodside, and Lafon, in that order, and all so close that the interest was intense by the time they were half round the lap. Frye, however, not only held his lead, but it was evident that he was gaining; while as they neared the grand stand the second time, Woodside was observed to spurt for second place, and a fine struggle for some moments was made between him and Johnson. He proved too much for the latter, however, and dragged slowly ahead, and by the middle of the last lap was a clear length in front of his particular competitor. Meanwhile Frye was still gaining on both, and reached the finish in splendid form, amid the hearty cheers and congratulations of the spectators, in the excellent time of 3.12½. Woodside came in second, in 3.18⅘, with Johnson scarce a length behind, and Lafon distanced. This proved the most exciting race of the series, and the most satisfactory during its progress, of any in the series. The final race was with tricycles, twice around the course, the contestants being G. H. Fowler of New Haven and Kingman N. Putnam of New York. This race was not as exciting as the two-wheelers, but was not without interest, the men keeping closely together, with Putnam in front until the home stretch, when Fowler spurted ahead and came in winner in 5.50½, with the other lapping him. It is but justice to state that Mr. Putnam never mounted a tricycle before, he having taken the place of Mr. Johnson (who was entered against Fowler) at short notice in order to make the race; and he certainly made a creditable showing. The sizes and styles of bicycles ridden were as follows: Lafon, 58½, "Yale"; Dean, 57, "Yale," Jenkins, 53, "Rudge," in the mile handi-cap, and 50, "Harvard," in the ride-and-run race; Alden, 50, "Special Premier"; Frye, 58, "Light Harvard Roadster"; Johnson, 57, "Humber"; Woodside, 56, "Humber"; Smith, 52, "Rapid Racer."

COCHITUATE, MASS., 8 OCTOBER. — The first club race of the Framingham Bicycle Club, for a $15 club medal, which must be won three times to become the property of any member, was held at Elm Park, Cochituate, on Saturday, the 8th. The track was in good condition, but there was a strong wind. The following is a list of the riders and the time: Captain. H. W. Bean, 3.25; W. A. Norton, 3.29½; E. M. Bent, 3.30; H. T. Fales, 3.38; F. C. Manson, 3.38½; J. E. Felch, 3.40; C. T. Aldrich, 3.45.

W. D. W.

Notes.

MR. CLARK LAWRENCE, of Hartford, Conn., took first prize for the mile bicycle race at the Stafford Springs fair last Friday, 7 October, Mr. Thomas Waite, of the same place, taking second.

IT is reported that Amateur Champion of America Smith covered two miles in 6.8½, at the Manhattan Polo Grounds, last Saturday, 8 October, beating the best American record 18½ seconds.

THE postponed bicycle race for the South Boston Athletic Club Amateur Medal came off Saturday afternoon, in Independence square. H. Percival and F. R. Miller, of the South Boston and Boston Clubs, respectively, were the only starters, the former winning in about seven minutes, and the distance being about a mile and a half.

THE first of the series of weekly handicap races recently inaugurated by the Boston Bicycle Club was held Saturday afternoon on the Beacon Park track, the contestants being Dean (scratch), Clark (seventy-five yards), and Diaz (one hundred and fifty yards); the former winning the mile in 3 26½, with Diaz second in 3.30, and Clark third in 3.36. Fourdrinier started at one hundred yards, but meeting with an accident on the second lap, withdrew. Messrs. Hodges and Harrison officiated as judges, and Mr. Stall directed the handicapping. The latter gentleman made a trial spurt, covering a mile in 3.20; and yet he preferred to scoop easy medals at Brockton and Attleboro', rather than wrestle for glory and the championship with foemen worthy of his wheel at the League races.

A BICYCLE race meeting will be held at the Sherman grounds, Natick, Mass. (half-mile track), to-morrow, Saturday, 15 October, at 3 P. M. The events will be a mile amateur in heats, and a mile professional in heats. Prince, Wilson, Hersey, and others will, it is said, compete in the latter, for which a first prize of $50 and a second prize of $25 is offered; and in the former several well-known fliers, in the local amateurs of Framingham, Wellesley, and the Newtons are expected to try conclusions. The amateur prize (value, $15 first and $10 second) will depart from the medal system, and take the shape of cheques, for value, on Cunningham & Co., or the Pope Manufacturing Company, at option of the winners. Entries, free to amateurs, $10 each to professionals, close at the Sherman House, Natick, at 2 P. M. on the day of the race.

THE interesting account of the Muswell Hill competition in England, which we published recently, was from the columns of our excellent contemporary, the *Bicycling Times*.

PRINCE, the Albion professional, has been surprising the Lebanon (N. H.) Shakers and rustics at some races held there last week, and they want the entertainment repeated. Mr. Prince speaks highly of the track there, saying it is little inferior to any in England.

The Professional Championship.

Editor Bicycling World: — As it has been stated to me that my not having signed the various challenges I have issued in the daily and weekly papers is the reason they have not been accepted, I shall be glad if you will allow me, through the medium of your columns, to say: I hereby challenge any professional bicycle rider in the country to race me from scratch from one to five miles for from one hundred to five hundred dollars a side, and the professional championship of America. I prefer that the race should take place on some open-air track in or near Boston, but would not object to a meeting elsewhere, providing a satisfactory track can be secured. I am prepared at once to cover any deposit of not less than one hundred dollars, which may be placed in the hands of the editor of the WORLD; and I hereby give notice that I claim the title of champion of America, and will defend the same against all comers.

JOHN S. PRINCE.

BOSTON, MASS., 11 October, 1881.

THE *Brighton Register* says: "Those who look at the picture of the bicycle rider in the various well-known advertisements, since the cut has become worn, sometimes can hardly make out whether the individu l is blowing a horn or taking one. We should smile."

THE Louisville *Commercial* says: "President Dunekake of the Falls City Club has resigned, and will take up his residence in Chicago. The club has elected him an honorary member." If what we hear of Chicago is true, he 'll have to watch the ground carefully while riding, until he gets accustomed to the radius of Chicago girls' feet. Is n't that so, St. Louis?

The New L. A. W. Badge.

THE accompanying woodcut is intended to give some idea of the size and appearance of the proposed new League of American Wheelmen's badge, designed by Director Lamson, of Maine, a sample of which was shown by President Pratt at the business meeting in New York. It represents a suspension wheel with its rim, spokes, and hub; the hub and outer rim or tire being in red gold, the spokes and inner rim of platinum or silver, and the wings and letters L. A. W. in yellow gold in relief, with a small diamond, garnet, or other stone in the centre as desired. The whole is intended to be convex, like the side of a



suspension wheel, and mounted with a pin and catch by which it may be attached to a scarf or the lappel of a coat. It is thought to be tasteful, symbolic, and unobtrusive It is intended as an appropriate emblem to be worn at any time, with any suit, much as the masons wear a square and compass, or the order of Odd Fellows three links of a chain, and by which wheelmen may recognize each other wherever they meet. The same design, may be stamped in relief on a neat gilt button for club uniforms, as the United States army or navy button is used. It is also suggested that the same design, enlarged to four or six inches in diameter, and printed or painted in gilt or color on thin wood or metal, would be neat and unobjectionable to use as the League sign to place over or on the door of a hotel or restaurant, to give notice to touring wheelmen that they can expect hospitable entertainment within. The same with an accompanying index or arrow might be used as a *road signboard*, signifying to tourists, "*bicyclers this way*." For purposes of parade *only*, a larger and cheaper badge of white metal or nickel-plate may be used if desired. The badges of officers may be distinguished (as at present) by being suspended from a bar on which the title of the officer may be engraved.

The prices of the small gold badges have not yet been decided, but it is thought best to have them made in fine gold for about $5.00 each with garnet stone, and in cheaper gold or stock-plate for about $2.00 each; and those desiring finer and more expensive ones can be furnished to special order. On the League banner or standard the tri-winged wheel worked in silk or gold thread would form a neat and beautiful centre-piece.

The design has been patented by Mr. Lamson, as it is desirable that the officers of the League may control it, so that only League members may use it.

CORRESPONDENCE

St. Louis Notes.

Editor Bicycling World: — St. Louis is blessed with the meanest streets in America, — that is, inside of Grand Avenue; and that nothing may be wanting to sustain this reputation, the sprinkling carts "liquidate" them so, it is hard to tell them from a canal. The writer has often been asked, "If that machine of yours will do all you claim for it, why don't you ride up and down between your house and place of business?" As Hamlet remarks, "that is the question," and it is no use attempting to explain the difference between a good and a bad road to a man whose riding has been confined to carriages. The ride from Grand Avenue to Manchester and return, forty miles, can be taken with less exertion than ten miles inside the city. All the wheelmen here, with one exception, ride with six-inch cranks. How is it in the East?....The weather for the last few days has been excellent for wheeling, and moonlight runs will soon be the order of the day — or night.....We now have an "American Star" in the club, but can give you no information as to its qualities as a roadster, as the owner resides in one of our suburban towns, and has not been out with the club yet. Have a lingering idea, however, that the Missouri hills would sicken the best "American Star" ever made. ...I might add in conclusion, that the "Dutch cocktail" (beer and soda) has been adopted as the club drink on all runs. 626.

"Nameless" Runners.

Editor Bicycling World: — Were you aware of the existence of an infant club in Boston? There *is* one, but as yet it is without a name. It was formed 14 September, and consists of nine members. Great things are expected of it, and the delay in naming the baby is in order to select a good and appropriate cognomen. "Billy Bernhardt" is a member; and if anything is said against him by the party who called him "Joe Caramel," he will have a good chance at an interview with our "Fighting Man." (Oh yes! We 've got one, and we warn you in season.) Sunday, 18 September, was set apart by a few of the members for a quiet little run out to Needham and return. At the corner of Fourth and Dorchester streets, at 9.45 that day, were gathered "Cap.," "Shorty" and "Charlie." These were shortly joined by "Fatty," and the four wheeled to Upham's Corner, where they found the Masher awaiting them. We rode by Oakland Garden, and through Mattapan and Hyde Park to Dedham. On the way through Mattapan, Cap., who was leading, I am sorry to say on the sidewalk, caught his pedal in the stone wall, and immediately got off his machine to pick up an apple on the other side of the wall. Charlie, who was too close behind, tried to ride over Cap's machine, which had been carefully laid on the walk; and failing, he went over the wall to help Cap. find his apple. The scene as they went over the wall was laughable in the extreme, and would have been a fit subject for Mr. Reed, of Scribner's, to preserve on paper. No damage being done, we proceeded to Dedham, stopping long enough to engage dinner for a "Hungry Five." We then rode on to Needham over a most execrable road, and but for the exception of a few (?) words with three pretty (?) damsels, who were out riding in a buggy, the ride to Needham was without incident, and *dry* withal. You know *how* dry bicyclers will get sometimes. Don't you, Mr. Editor? (Were you ever in Worcester?) We proved to be no exception to the rule; and under the guidance of the Masher, we filed up to an antiquated mansion (don't ask me *where* it is), and had some hard cider. The old gentleman who gave it to us said it was "a wonderful lubricator," and it was. Returning to Dedham, we discussed a very satisfactory dinner, and all were struck with the absent-minded way in which Shorty passed his plate for a fourth supply of provender. He *said* he was "hungry," and he appeared to be. We stayed at the hotel about an hour and a half, and then remounted our machines for home. We were all in our respective homes by five o'clock, and the run was voted "an immense success." We are all (or soon will be) members of the L. A. W., and do *not* agree with "Bernard," whose criticism of President Pratt is wholly uncalled-for and selfish. More anon. FATTY.

BOSTON, 3 October, 1881.

Telzah Says:

Editor Bicycling World: — In reply to "Relcycib's" question in the WORLD of 30 September, as to how "Telzah" likes the short-handled bar on the "American Star," I would answer that I do not like the ten and a half handle bar at all, and consider its shortness a decided drawback in several respects, especially on account of the unnatural position of the hands and arms. As now constructed, there is nothing, in case the rider loses control of the handles, to prevent them from revolving around. I have not tried long handles, and much prefer that "Relcycib" make the first trial. Let him eat a hearty bicycler's dinner, then mount the "Star" with long handle bars, and allow the steering wheel and connecting handle bar to turn around, and perhaps the punch he may receive from the handle will convince him that the inventor had sufficient reasons for the short handle bars.

Allow me to make several weak statements, and to answer several questions I have lately received. That inquiries about the marine bicycle should be addressed to Major David Urch, Portsmouth, N. H. That, his boats being fitted with air-tight compartments, they have been run outside in rough weather. That none have as yet been placed on the market. That inexperienced bicyclers will find that the easiest way to lift a machine over city curbstones or steps is to take the handle with the left hand, and with the right take hold of a spoke of the large wheel near the step, and by turning the wheel the bicycle will mount the obstruction without the usual jar to the wheel. That a paper washer will often prevent a nut from slipping or unturning, especially the one on the steering head of several patterns of bicycles. That a tourist should always carry a few screw eyes and pieces of ropes with which to fasten his wheel in the baggage car; it pleases the baggage master, and he is satisfied with a smaller fee. That L. A. W. officers should, in their respective States before another season, interview the railroad officers, and have, if any, a fixed charge for transporting bicycles. At present, the charge often depends upon the temper and personal wants of the train men. The chief baggage master at Eastern Depot, in

Boston, declares the rate to be one cent per mile. A number of the baggage masters on the trains say a quarter is sufficient; and yet the same week, after paying these various charges, a baggage master tried to beat me out of fifty cents for a short ride. He held out his hand a good while for the extra quarter, but he did n't get it, and had to acknowledge that his charge was excessive. At the Boston and Albany Depot, a part of the Boston Club were charged fifty cents, others twenty-five cents to Northboro. One of the party recovered the extra quarter he had paid, by claiming that he could stand the loss of the quarter, but he could not the jeers of those who had paid less. That part of the excessive breakfast charge at the Medford House, that "Massachusetts" justly complains of, was probably for admission fee to the "picture gallery." That the silver badges of the Bicycle Touring Club, so long delayed, have just arrived from England, and are very neat. That in case a new design is adopted by the L. A. W., the present cart-wheels can be hung over the doors of L. A. W. hotels. That the easiest dismount is from the left pedal when it is down; if stepped (not jumped) from, it is done without the least jar to the wheelman. That the best remedy that bicyclers can apply to barking dogs is the skilful throwing of large torpedoes which have been doctored with a dose of cayenne pepper; they don't cry for a second application. That Director Lamson, of Portland, Me., has invented the cheapest, lightest, and most convenient bundle carrier for attachment to the handle bar that I have ever tried; that Stall must have smiled at a recent account of his close victory; that F. B. W.'s criticism of Bernard's slings against President Pratt were manly and just; that Georgie Girard is just as smart at school, and expert at roller skating and various athletic sports, as he is when on his thirty-six-inch wheel; that we have little compassion for wheelmen who won't subscribe for current bicycling literature, and so continue to ride over sandy roads instead of taking the good ones laid out and explained for them; that the infantile Nashua Wheel Club held the best and largest meet ever held north of Massachusetts, at which the liberal and enthusiastic Gilman brothers proved themselves the best of hosts; that the numerous wheelmen who have visited and rode with us over our excellent roads to the aquarium, the beaches, and the marine bicycles, will in future miss the hearty welcome which was always extended to them by Consul Davis, he having left the city to prepare for college; that we are off to-day for Brockton and New York, and so we will not burden you with another "That." TELZAH.

Montreal.

Editor Bicycling World: — I promised in my last letter to give you an account of our journey in search of glory to Terrebonne; and now, as an honorable man, and not like a despicable creature such as your correspondent "Kanuck" must be, to judge from his effusions, I hasten to make good my promise. Our captain and "Little Fred" started in the morning, as the captain wished to call at the Back River for his machine, which had been left over there on account of muddy roads. However, they found that the train did not stop at the Back River, and he was consequently forced to walk out (six miles), "Little Fred" riding slowly by his side. Our "Growler" went out by the afternoon train, and he engaged a cab to drive him to the Mile End station; and as he was very busy, he did not leave the city until the very last moment. Fancy his feelings, then, when the cabby stopped about half-way out, and refused to go any farther, as he had an engagement in the city. However, by paying an exorbitant sum, he managed to secure another cab, and succeeded in catching the train, though without a second to spare.

On his way out, he looked through the rear window of his cab, and there, looming out from amidst the clouds of dust, came Maitland Smith, who was plugging along against a high head wind. It seems to me that we almost always have a strong head wind when we ride out that road. On boarding the train, the "Growler" and Smith were accosted by two other riders, who had got on at the Hochelaga Station. Between the four they had five machines, for which the expressman wanted to charge twenty-five cents each, as he said he could not make out a bill for anything less than twenty-five cents; but the "Growler," with excessive cunning, suggested his making out a bill for the whole lot, and charging $1.00, which was accordingly done. On arriving at Terrebonne Station, we were met by an antiquated contrivance, hitched behind two old horses, in which we and our machines were speedily packed, and soon on our way to the "*Course au Trot.*" The bottom of the trap seemed to be made on a new principle, all full of holes, apparently for the sake of drainage; but they caused some hard work to prevent our machines from dropping through. It was a moving sight to see our captain with a face like a bottle of night-blooming seriousness, standing erect on one leg, while he upheld two machines, one in each hand. Our worthy secretary, out of the great love he has for, and from the excessive care he always takes of, our riders, strenuously denied the right of any other but himself to handle the reins; and as the driver objected at first, our secretary reasoned with him for awhile, and finally convinced him by gently kicking him about a quarter of a mile up the road, and then back again to the wagon. As a driver, our secretary may not perhaps be a fully developed . . . success, but I would back him against any one I ever saw to drive harder and with fewer mishaps.

After going about two miles, we left the main road, and after passing behind a large barn, we had to go about one mile through the fields; and here our driver shone out, to the great admiration of all except the unfortunate creatures on the waggon. Lashing his lean and angular Rosinantes with whip and tongue, he brought us on to the "*Course au Trot*" at a hand gallop; and as it was just between the heats of a race, he drove us past the grand stand, where our advent was hailed with cheer upon cheer. The only sensible thing that I could see in "Kanuck's" last paltry letter was when he predicted that Mr. Lane ("Hungry Tommy") would show good form at this race; and the result proved that "Tommy" does not eat for nothing, as he did his mile in 3.28¾ over a somewhat lumpy track. On starting for Terrebonne after the races were all over, our secretary again resumed the reins, and away we went flying down a hill, along a very narrow path; however, we reached the bottom all safe and sound, except that "Freddy" had the board he was sitting on knocked from under him, and he was landed on the bottom of the wagon; but soon we were all seated round mine host Bernardin's table, doing full justice to the many good things with which it was loaded. After dinner we proceeded *en masse*, about two hundred strong, to another hotel, where the prizes were distributed, and where the landlord of the Hotel du Boulevard sang his favorite song, commencing "*Bon soir, mes amis.*" By the by, the "Pelican" has since been heard singing it; but in his hands — or mouth, rather — it proves a very dismal performance. On starting back for our hotel, our captain whistled "Single file," and marshalling the whole crowd into order, each man with his hands on the shoulders of the one preceding him, we marched through the village to the Hotel du Boulevard. On arriving there, one of Terrebonne's prettiest daughters handed our captain a magnificent bouquet, with a handsomely engraved card in the centre, with the inscription,

"Felicitations a vous tous,"

nicely written on it. On leaving for the station, we got another kind of trap that would only hold four machines, so Holden and Smith rode down to the station, over a fiendish road, in the dark, and without a lamp or a spill. On reaching the city, the moon was shining brightly, and we all rode safely home, except the "Growler," who took a "header" into the curbstone, but fell right side up with care. Our only regret during our little trip was at the absence of our bugler, whose handsome face (?) and merry tales were much missed, especially by our worthy scribe. On Saturday, 17th inst., by special invitation, we started to ride to Richelieu, twenty-three miles, but owing to the many attractions offered in the city that day on account of our exhibition, we could only muster three men. We took the ferry to Longueuil, and had breakfast there. We met a rather hilarious party there who had been up at a ball all night, and who had contracted the very bad habit of mixing rum and milk in their bedroom water jugs. We left Longueuil about 10 A. M., and after some five miles of most dreadful roads, we came to somewhat better riding. Our "Growler" was run into by a bread cart, but suffered little damage. At Richelieu, the young ladies and the orchards proved so tempting that we stayed over all Saturday night. On Sunday we had a bath in about two feet of water. Our secretary lost his "specs" while in bathing, and had to come out and get his eye-glass before he could find them. At St. Hubert, on our return journey, we scared a full-blooded stallion that had been left standing alone, and he ran for about three miles: no damage. Met a man driving a fractious horse, and he (the man) kindly informed us that we were in the wrong place. Our "Growler," with excessive facetiousness, inquired where we should go; whether we should crawl along the top of the "snake" fence, or whether we should try the ploughed fields. On this point, however, the man was unable to give us any reliable information; and on the fellow becoming somewhat impertinent, "Jingling Johnny," transfixing him with his "eagle eye," asked him "was his grandmother a monkey?" while our captain, with the bearing of one who was going to give his days and nights to Ecclesiastes forever more, expressed his intention to "gie him a clout i' the cheek i' the heid." We got home without any further adventures, feeling very well satisfied with our jaunt.

K. K.

MONTREAL, 21 September, 1881.

Chicago.

AT a recent meeting of the Lincoln Park commissioners, it was voted to allow bicycles the privilege of the park. The wording of the Act would lead one to infer that carriage privileges were to be given bicycle riders, but subsequent investigation shows that the walks only are intended to be open. The action on the part of the commissioners was entirely voluntary, and we therefore take it that their intentions were good. It is an evidence of the passing away of prejudice, and a voluntary recognition by eminent authority of the merits of the bicycle. Two years ago, we were excluded from the privileges of this park owing to an unfortunate accident. A boy riding a wooden machine ran into and frightened a horse, with serious results, and of course the commissioners took it for granted that this was a common practice, to be naturally expected; and as they did not allow locomotives to run loose in the grounds, they would sooner do so than allow this destructive toy (so-called), which was infinitely worse and much less responsible for its actions, to go abroad in the park. The restriction was imperative and relentless, and has been more rigidly maintained than that of the other parks, — even an attempt at a night ride resulting in ignominious expulsion. But those two years have developed a class of gentlemen who ride the bicycle, and who understand thoroughly its management. They have demonstrated it to be a thoroughly practical and useful road vehicle, coequal in road rights to all devices for transportation which have hitherto been in use for business or pleasure on the public highway.

When the bicycle first made its appearance in Chicago, three years ago, everything was open to it and it flew high. But it got too "fly," and its wings had to be cut. What restrictions have been placed upon it have been due to the carelessness of unskilful riders. We have seen with chagrin the closing of one park after another against us, and even the privilege of the city streets has only been retained by vigorous fighting and watchfulness. As each park was shut against us, the same all-sufficient cause would be apparent, — careless and unskilful management of the wheel by its rider. South Park was closed to us after a person had taken advantage of its smooth drives to learn to ride his machine: he ran plump into a horse the first thing.

The west side held out longest, but one day a too freshly fresh "amateur" went a zig-zagging up Washington street boulevard, ditching everything in the way of horseflesh *en route;* and then the West Park board pulled in their latch-string. In every case our troubles have been caused by careless verdants, who, though possessing the commonest of sense in other matters, seemed to lose their heads and judgment in bicycle riding.

But through the influence of club organization, a policy has been outlined that has tended to reduce to the minimum the chances for accidents or cause for unfavorable criticism. Club organization in Chicago has saved to our bicyclers the privilege, without litigation, of riding on the public streets; has directly promoted the knowledge of the wheel; has banded together a society of wheelmen who find enjoyment in exchange of ideas on a mutually interesting subject; has in numerous ways supplied those petty conveniences and adjuncts to enjoyment so essential as a whole, but which are unfelt singly; and now that the key to the whole chain of Chicago parks and drives is apparently within our reach, it is to the interest, and shall be the aim of our clubs to see that no accidents happen. As the future now looks, it is evident we are to have the privilege of our parks and boulevards in advance and independent of the Central Park test case decision, and the action of our commissioners cannot help but influence that test case to an early and favorable issue.

It has rained steadily for the past three weeks. The sun's rays have been worse than angels' visits, in that they have n't been seen at all. Mud, thicker and blacker than campaign lies, is in the majority. In the country, where nature is the roadmaster-in-chief, the roads have turned upside down, for a change, and present stretches of humid real estate, forty cubits deep. Our Waukegan Fair races have been completely spoiled, and our anticipations of a grand good time, like the ground, have been melted by the rain. Prof. Rollinson went up there last Friday, to run against a horse, and to prepare the way for us the following day. But the rain shut him up, as it shut us up, and we have to record a big fizzle, — all on account of the drizzle. But one good thing has come to light. It has demonstrated that we have at least twelve bicyclers who are much interested in having a race, and perhaps we can make use of this "talent" this fall and winter, if we can get a good course to run on. The exposition building, with its smooth gallery of four laps to the mile, will be just the thing. Lack of professional element in our midst has caused a lukewarm feeling among our wheelmen in regard to racing, or in fact, improving upon the talents already possessed. But we are to have a riding school this fall and winter, with Prof. Rollinson at its head. The south side Natatorium, corner Michigan avenue and Jackson street, has been leased by Mr. Fairfield, and it will at once be placed in shape. This is a splendid place for a school. Negotiations are pending with the Chicago Bicycle Club to fit up the elegant first-floor corner rooms in same building for a headquarters. This will be a most happy and agreeable arrangement. . . . . Our old South Chicago friend Alex. Pernod is dead. He will be remembered by many of our bicyclers, who have been the recipients of his hospitality in our many happy runs to South Chicago. A jolly gentleman, and prince of caterers, his place will be hard to fill. . . . . Friend Cragin seems to have a hard time of it so far on his trip from Chicago to Boston. Mr. Rollins's experience, in a similar trip nearly two years ago, was much better, but then he rode a different kind of machine from Mr. Cragin.

Capt. Lyon, of the Ariel Club, is out of town recuperating from a serious illness. . . . . I. W. Johnson is home again from a stay in New York. . . . Ed. T. Ide, Elgin Bicycle Club, passed through town on his way to Dunkirk for a visit. . . . . President McClure, who used to ride a 46-inch Columbia, last year, is now on a 54-inch D. H. F. . . . Capt. Blinn is having his all-bright 53-inch D. H. F. painted black all over, — spokes, spine, cranks, fork and handle bar. Says he's sick of scrubbing rust. . . . Ed. F. Brown has had his 58-inch D. H. F. light roadster nickelled, and the spokes bronzed. At first glance, bronzed spokes look the same as if they were rusty, — just the same as they used to look before Ed. bronzed 'em! . . . . T. S. Miller, Chicago Bicycle Club, is home again from a trip to Worcester. Thinks he likes it better out West after all. . . . . A. A. Dean, of our unattached, while visiting in Buffalo recently, entered in a race at the fair

grounds, and won the $25 first medal. ... Geo. H. Craig was recently in Buffalo attending the fair races. He 's at it again. Remember Louisville, George, and redeem your reputation.....Another consignment of Premiers from Coventry has arrived. Among them are a half-dozen Æolus back-wheel bearings, which are to be substituted for the cone-bearing back wheels now on many of our machines. STENO.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

MISSOURI BI. CLUB. — Additional: Louis Leeder, 920 Washington street; Louis Kempff, Belleville, Ill.; Samuel Anderson, Belleville, Ill.; Henry Talbott, Waterloo, Ill.; Mack Evans, 407 Chestnut street, St. Louis.

TORONTO BI. CLUB. — Additional: W. E. Carswell, Dominion Bank, Toronto; J. H. Joppling, Toronto; Edward Macklin, Toronto; W. S. Reed, 33 Temperance street, Toronto.

CLEVELAND BI. CLUB. — Additional: F. P. Root, Cleveland, O.

UNATTACHED. — John C. Speaks, Canal Winchester, O.; Harry N. Gaither, Foxburg, Pa.; John M. Magoon, 718 Broad street, Providence, R. I.; O. M. Mitchell, 11 Pettis street, Providence, R. I.

CORRECTIONS. — Henry Chauncey, in WORLD of 30 September, should be Henry Chauncey, Jr.; John H. Bowen should be John H. Bowers.

L. A. W. Quarterly Meeting.

THE quarterly business meeting of the officers of the League of American Wheelmen was held at the Metropolitan Hotel, New York, on Thursday evening, 6 October. The following were present: Charles E. Pratt, president; C. K. Munroe, commander; Kingman N. Putnam, corresponding secretary; S. T. Clark, recording secretary; Dillwyn Wistar, treasurer; S. A. Marsden, New Haven, Conn.; C. H. Lamson, Portland, Me.; Clymer White, Baltimore; Fred. S. Pratt, Worcester, Mass.; C. A. Hazlett Portsmouth, N. H.; L. H. Johnson, Orange, N. J.; J. F. C. Smilie, Playfield, N. J.; W. F. Gullen, Brooklyn; Alfred Ely, Cleveland, O.; E. J. Waring, Pittsburg, Pa.; John Ferguson, Philadelphia, Pa.

The meeting was called to order at 8.30, when the chairman (Mr. Pratt) said: I will take the liberty of breaking the usual order of business by one or two innovations. In the first place, I wish to call the attention of the officers to the fact that we have one or two gentlemen present in the room, and in the hotel, who are members of the League, but not members of the board of officers. I presume it is the unanimous wish of the board that those gentlemen be extended a welcome to our meeting, and I would suggest that a motion to that effect is in order. It affords me great pleasure to know that we have with us a member of the League from the Old Country, — Mr. A. H. Llewellyn Winter, of the Hyperion Bicycle Club; and I am sure the Board will afford him a hearty welcome to our meeting.

Mr. Ferguson moved that a committee be appointed to wait on the gentlemen referred to, and tender them a cordial invitation to be present at the meeting. The motion was carried unanimously, and the Chair appointed Mr. Ferguson such committee, and that gentleman discharged the duty imposed upon him to the entire satisfaction of the meeting.

The chairman intimated that Mr. Dean, of the Boston Bicycle Club, was present, and had a few suggestions to make in regard to the instructions given to consuls, etc.

Mr. Dean was thereupon invited to address the meeting. He said: On 29 May, about sixty consuls took a run to Waltham, where an informal business meeting was held, and I was appointed a delegate to appear before the Board to request that more specific instructions be given to the consuls in regard to their duties, and that, if possible, some hotel tariff should be established on which we could work. At present the consuls feel a little at sea, and don't know exactly what their duties are. If the directors would give us more definite instructions, it would assist us in our work, and be advantageous to the League in every way.

The CHAIRMAN. — Have you not some further suggestions? I think you have some well-defined ideas as to the duties of consuls.

Mr. DEAN. — There was a good deal of discussion at the meeting to which I have referred, as to whether there should be a general hotel, or a reduction, say of twenty-five per cent, from the established prices of the hotels. The general impression, I think, was that it would be impossible to have a regular tariff in this country, as they have in England, — so much for bed, breakfast, dinner, etc., — because the hotels vary so much in price and quality that a regular tariff would not equalize things. I would suggest that a tariff of abatement, and certificates signed by the proper officers of the Board, and countersigned by the consul of the district, should be sent to the hotels, to be posted up in some conspicuous part of the office, setting forth the tariff in that hotel would help us, and help all members of the League. Then, perhaps, a list of the hotels could be published in the Hand-Book. League hotels, I would also suggest, should have some sign on the outside to distinguish them from other hotels.

The CHAIRMAN. — I will take the liberty of bringing up another matter before proceeding with the regular order of business; namely, the question of the League badge. I know that the officers of the League take great pride in having originated the League ham, as it has sometimes been called. [*Laughter.*] But that badge was a compromise badge; and whatever may be said of its beauty as a work of art, or its significance as an emblem of the League, — it may stand on its own merits, — there has been a desire among some members, and I confess I am one of the number, to have some other badge which should be recognized as a distinctive badge of members of the League, — that should be sufficiently emblematic to be recognized and sufficiently unobtrusive that it could be worn by any gentleman on any occasion, — that should answer the same purposes as the Mason's square and compass or keystone, or be like the Loyal Legion bow for the button-hole; something that could be worn either as a scarf pin or a charm on the watch-chain, or anywhere to be apparent to the eye of the wheelman looking for it, so that he might recognize a brother anywhere. I talked the matter over with one of our directors some months ago, and the result was that Mr. Lamson designed a badge, and had the kind consideration and generosity to make a specimen one for me, and I have worn it since the League met in May; and I can say truthfully that every one

who saw it, whether a member of the League or not, approved very much of the design. In order to secure it and have its use restricted to the members of the League, Mr. Lamson has had the design patented. If the League desires to make arrangements for the badge, it need not supplant the present badge. Many members will perhaps like to have both. Many members who do not like the present badge would like to wear this, and perhaps many would wear the other who would not wear this. It has occurred to some of us, however, that the Board of Officers might like to consider the question.

The badge was handed round for inspection. It was of fine gold, and the workmanship was of the most perfect kind. The design consists of a bicycle wheel. Three wings rest on the spokes; and radiating from the hub and nearly touching, but between those wings, are the letters L. A. W. ornamentally laid on the spokes. A small stone is set in the centre.

Mr. Lamson made a few additional remarks on this subject at the request of the Chair. He said: "The badge has given so much pleasure to yourself, Mr. Chairman, and to those who have seen it, that I would of course like to see it adopted. It could be used as an alternative badge recognized by the League. I will keep the patent and furnish the badges, if desired. I thought of having them made in two or three popular styles, so that they could be worn by all wheelmen. Those who wished a finer badge could have it made of heavier and finer material, and those who wished a cheaper article could have it made of pl ted material at an expense of $1.50 to $2.00.

Mr. PUTNAM. — If this were adopted as a League or alternative badge, and the holder of the present badge should wish to exchange, could he demand and receive back the deposit made on the old badge?

The CHAIRMAN. — The Chair has considered the rule bearing on that point, and has come to the conclusion that a member who has received his badge has no option to give it up and ask for the return of his money, but that the League has the option of demanding back the badge whenever he ceases to be a member. That, however, is my personal opinion.

Mr. WISTAR. — I have sent out a number of notices for dues, and quite a number of resignations have been sent in, accompanied by a lot of second-hand badges, for which the parties requested the deposit should be returned. Those badges are battered and utterly worthless, and I think the rule referred to ought to be made an absolute one. We might take the ground that the deposit for the badges should be sunk for the benefit of the League. When a member is expelled under the rules, his badge is called in and the deposit returned; but when a member resigns, I think his deposit should be sunk for the benefit of the League. We cannot deal in second-hand badges. I may state that several members have asked whether we had any gold badges.

Mr. SMILIE. — The question is whether it would not be placing a premium on gaining expulsion from the League in order to get back the deposit.

The CHAIRMAN read Rules 34 and 35, bearing on the matter of badges, and said: I do not think that there is anything in the rules which can convey the impression that a member could demand back the price of his badge on returning it.

Mr. SMILIE. — The question is whether the peculiar wording of the rules would not leave the impression that the $2.00 was paid in the shape of a returnable deposit.

Mr. FERGUSON. — I would say that if the League is in a shape to return each member the $2.00 without embarrassing the treasury, it might be well to recall the old badges and substitute the one under review. There is no doubt the small badge is much more desirable than the present one; and I have not formed such an attachment to our present badge to feel that I would not like to part with it for a better. If the League can stand paying for the withdrawal of the one now worn, I can see no difficulty in the way of making the change. I would like to ask the cost of a badge similar to that on the table.

Mr. LAMSON. — The gold badge could be made at a cost to suit the purchaser. You can make a heavy or light article with the same die. If we made many of them, I think the proper way would be to have a gold one, at the average price members would like to pay. A gold badge could be supplied for $5.00, and a plated one for $2.00; and if the purchaser wanted a stone, he might have a garnet or a ruby, or any inexpensive stone at the same price.

Mr. JOHNSON. — Would this badge be as durable as the military badges that are worn?

Mr. LAMSON. — The badge in gold is more durable than in silver, and this in its present shape would be as strong as anything we could get. I do not think it is necessary for the League to own these badges at all. It might adopt the design and let each man take his own badge. This is done in other organizations of a like kind. With regard to others than wheelmen wearing them, each wheelman could carry his ticket, and show it if he should be challenged.

Mr. JOHNSON. — I hardly think it would be a good plan to have two badges of different kinds, because neither badge would have the significance of being the badge of the League.

The discussion dropped, and the matter passed over for the time being.

Mr. CLARK, recording secretary, then read the minutes of the last meeting, which were approved.

Mr. PUTNAM, recording secretary, read the following appointments, made to fill vacancies since the last meeting: T. W. Moran, of Louisville; J. D. Shatford, Central Wharf, Halifax, Nova Scotia; Richard Garvey, 407 Chestnut street, St. Louis; W. Noble Campbell, Quebec. The appointments were unanimously confirmed.

Mr. MUNROE, chairman of the Committee on Membership, reported that since the last meeting of 30 May, in Boston, when the membership was 1632, the committee had passed upon and accepted 451, making the present membership of the League 2103. Two names, one from Worcester and the other from New York, had been before them, against which several protests had been received. Mr. Pitman was the New York applicant, who wished to know whether his name could be brought forward and acted upon at this meeting. Mr. Pitman was informed there was so much evidence to be taken on both sides of his case that such a proceeding would be impossible. Mr. MUNROE, on concluding his report, said: I wish to take this opportunity of resigning the chairmanship of the Board of Membership. I shall be absent from the city during the winter, and will accordingly be unable to fulfil the duties of the office. The report was accepted.

The CHAIRMAN next called for the report of the Committee on Rules and Regulations.

Mr. CLARK. — The chairman of the committee is not present, and as the second on the list, I may state that I have ha l no notification of any meeting, and am of the opinion there is nothing to report on.

The CHAIRMAN said the report of the Committee on Finance was next in order.

Mr. PUTNAM. — I would remind the Chair that he presides over that committee.

The CHAIRMAN. — Well, the report of the treasurer will include such report as I could make. If there is anything to supplement after we hear his report, I will do it. I call upon the treasurer.

Mr. WISTAR. — My last report was up to the 26th of May, inclusive, and I have brought the figures down so as to include the 27th of May, and the 5th of the present month. There have been received for dues, during that period, $804; for new membership, $258.50; for badges issued, $320; total, $1,382.50. I shall have to approximate the expenses, owing to some bills that have not come in, and a few unsettled items. The total expenditure during the same period is very close to $643.30. The balance in bank is $1,117.36; with $27.50, as I make it, still due from Mr. Parsons, ex-corresponding secretary, who acted temporarily as treasurer. The treasurer has issued 2-9 badges, besides 51 issued by Mr. Parsons, at the time of the Boston meeting. The number of members still owing dues for 1881 is 681. The amount advanced on account of the League races to-day was $305. The report was accepted.

Mr. MUNROE, the commander, in mak-

ing his report of the races, said: We had only one medal left over from last year, but it was conceded to be a handsome one. Other amateur associations having twitted us with a want of enterprise in getting up races, and the National Association having told us that if we would get up a meet, and showed we meant business, they were ready to drop their two-mile championship race, we determined to begin this fall. The races were advertised in the official organ of the League, I am sorry to say but one, instead of three or four weeks; but I have no doubt the omission was an oversight. The medals were made to order in this city, and I think it is only due to the firm who made them to say that they were the best designed and the most thoroughly executed of any I have seen, and were certainly worth racing for. For some reason or other, the entries came in slowly, and some of the medals went begging. We were well advertised by bill posters, and the New York press kindly gave us free notices in their news columns. The *Herald* made a little mistake in saying the races would be to-morrow, and perhaps some may go to the grounds to-morrow, in consequence thereof. One reason why we did not have so large an attendance as we expected was, that our distinguished French visitors reviewed a division of the National Guard to-day, and people, of course, flock to a free show of that kind. For our first race meeting, I think we were successful enough. We had one or two good races. I heard that some ladies asked whether our meeting was a fit place for ladies to attend and I hope that those ladies who did attend will tell their friends that it is correct to go to future League races. I have to thank the gentlemen who acted as judges. I have a medal left over, and would like to know what disposition to make of it. The medals cost us $283, including one which had to be partially made over. We got back about $80 in gate money, and are, therefore, about $200 out of pocket. I do not think we shall be out of pocket another year. We must consider this as an experiment, and be thankful that it has not cost us any more. The two-mile championship has gone to England. We have another English visitor with us to-night whom we should all have been delighted to see ride and take a medal, and we all regret the unfortunate accident which prevented Mr. Winter from participating in the racing.

Mr. FERGUSON. — With regard to the ladies keeping away from our races, I would suggest that if members find it absolutely necessary to ride in tights they should adopt dark colors.

The report of the Commander was accepted.

The CHAIRMAN. — The Chair will say, for the Committee on Finance, that the expenses to be incurred by the commander in promoting these races were submitted to the committee and approved by it. It was expected that the receipts at the gates would reimburse the treasury for the amount advanced, but I do not think we need look upon the money expended as a bad investment. The annual race meeting is something we expect to promote hereafter; something which will result in interest to the League members and interest for the public, and will in future, more than to-day, be a credit to the League. There always has to be a beginning, and if the beginning is small and apparently adverse, we must look to the future for better things.

Mr. PUTNAM presented the report of the Committee on Hand-Book. He said: The committee report that they were appointed to prepare the Hand-Book by 15 August. They immediately set about the work, and have rushed it through with all possible expedition. A great deal of matter had to be gone over and rearranged and criticised very thoroughly before putting it into form for publication. The book is now finished, and the edition will be ready for distribution to-morrow. The expense will be either twenty or twenty-five cents a book, and the books may be had from the officers of the League, from the directors, or from the official organ, upon the payment of this twenty-five cents. Fifty copies have been bound in flexible morocco for the use of the officers; the balance have been bound in card covered with imitation morocco. Blank pages have been left in all practical places for any amendments or additions which may be published between this date and the next edition of the book. It contains the constitution and all the rules and amendments made up to date; a list of the officers; a list of the directors by each State, and their addresses; a list of consuls, with their business address and residence; two or three pages of general information, showing how to join the League, giving some suggestions as to the rules to be observed in riding; a list of members, — 1,652, — up to 30 May, 1881; and a code of racing rules. The riding rules were put in by the committee without the authority of the League, and we submit them to-night for the ratification of the Board, if it sees fit.

The report was accepted.

The CHAIRMAN then brought up the question of instructions to consuls, introduced by Mr. Dean.

Mr. PUTNAM. — I gathered from Mr. Dean's remarks that he thought it would be a good idea to have a committee appointed on the question.

The CHAIRMAN. — I had considerable conversation with Mr. Dean on the subject, and his suggestions seem to tend to this point: That at present there was no concerted or unanimous action on the part of the directors of the several States, and that the consuls are not co-operating in any systematic work in their departments; and his idea was that we should establish special hotel rates, and secure such other information as may be valuable to publish in a hand-book, or convey to members of the League in some other way. His disposition was to stir up the Board of Officers, and ascertain whether something cannot be done in the direction indicated.

Mr. PUTNAM. — I move that a committee of three be appointed by the Chair to consider the best way to obtain this concerted action in regard to obtaining discounts from hotels, and such information as will be useful to touring wheelmen, said information to be published in the next edition of the Hand-Book of the League.

Mr. MUNROE seconded the motion He said: I am strongly in favor of stirring up matters in this direction. The best thing the League can do is to get its members something to eat at cheap rates. We hear a great deal of that sort of thing in England. Our members should travel somewhat on the same basis as commercial travellers, — that is, a great deal on their cheek, — and get meals where other people would starve.

The CHAIRMAN. — The Chair suggests that it the special duty of the directors in each State to take charge of the consuls, and it may appear that the directors need stirring up.

Mr. CLARK. — I think the great difficulty is in convincing the hotel keepers who the members of the League are. I have found, in my experience, that after talking to a hotel man in regard to his duty to the League, he has turned round and asked me what it consisted of. I would suggest that this committee, if appointed, should be authorized to issue a circular which, when presented, would explain everything of this nature to the hotel keepers.

Mr. MUNROE. — Cannot we also have our League tickets accepted as railroad passes?

The CHAIRMAN. — The Chair feels that there is a wide field for consular work, under the supervision of the directors of the States. No doubt some action should be taken to secure, if possible, special favors in hotel rates, and special favors from the railway companies. The railroads have taken to making charges for carrying bicycles. Those charges are not uniform on the different roads, and not uniform or equitable on any one road. Those two matters should engage the attention of directors and consuls. I will take the liberty of inviting Mr. Winter, as an English member, to offer any suggestions he has to make in regard to consuls and their duties.

Mr. WINTER. — Mr. President and fellow-wheelmen: I think the question of hotel tariff is a very vital one in this organization, the same as it is in the Bicycle Touring Club, of England. It was so crucial a point in that body, that the club nearly disbanded, although it had nearly 3,000 members. We found a universal tariff of great advantage to men touring throughout the country, but there were obnoxious points to it. A man would go into a hotel and have dinner, and be charged at the rate of eighteen-

pence for attendance, simply because the tariff called for it. Without the tariff he would simply have paid by the meal. Again, a man would have to pay for a chambermaid, whether he wanted her or not. (*Laughter.*) This may be reducing the matter to a *reductio ad absurdum*, but there are many things to be thought of in connection with the question of a hotel tariff. If, instead of arranging for a universal tariff, you found out through the consuls which are the best hotels to go to, and obtain a reduction in prices, I think it will be found more satisfactory. A regular tariff may make a reasonable-priced place expensive, and allow charges in certain other places which never existed before you suggested them through your tariff. Such a tariff has not worked well in England. and I do not think it would prove satisfactory here.

Mr. WISTAR. — Have you any system of publishing good routes from one point to another, on the authority of the consuls?

Mr. WINTER. — There is a very good system for consuls in England. Each consul makes out a list quarterly of the different roads within a certain radius of his place of abode, and sends it to what we call the chief consul of the district, who may have twenty or thirty consuls under him, who send such quarterly reports of the state of the roads, the hills in the district, and everything bearing upon the practicability of the roads for riding. A book is issued yearly by the chief consul, giving every particular of the roads in his neighborhood and under his control. It is considered one of the first duties of the ordinary consul to send these reports to his chief.

Mr. PUTNAM. — As I understand it, the chief consuls in England correspond to our directors.

Mr. WINTER — Yes, sir.

The motion to appoint a committee was then adopted, and the chairman selected Messrs. Hazlett, Hodges, and Waring to serve as such committee.

Mr. MUNROE. — I would suggest that we ought to have a head-centre in England, to whom American riders could apply for information and advice. Of course we are always treated well by our brother wheelmen in England; but I think it would be better to have a man there representing the League, with whom we have a right, beyond that of courtesy and hospitality, to consult. I, therefore, move that we have a directorship in England for the benefit of English members of the League and American members abroad; and I move that our first director be our distinguished visitor, Mr. A. L. Winter.

Mr. WINTER. — This proposition has taken me by surprise. At the same time, should it be decided in the affirmative, I need only say that anything I can do in England for American brothers of the wheel will be done with hearty good will. (*Applause.*)

The motion was carried unanimously; and Mr. Winter briefly thanked the Board for the compliment.

Mr. HAZLETT. — I move that the matter of sign-boards and certificates for hotels and any other matters properly relating to consulships, hotels, and transportation, be referred to the Committee on Consuls, and that that committee be requested to report as speedily as possible to the president, so that the report may be submitted to the Board of Officers before the next meeting, or in time for the next edition of the Hand-Book.

The motion was adopted.

The CHAIRMAN. — The question of the League badge is next in order.

Mr. ELY. — Would it not be as well to find out how many of the present badges are out? I understood the number is 300, and I think they could be called in without much loss.

Mr. WISTAR. — The defective record of my predecessor does not enable me to state how many badges were issued by him, but 300 badges have been issued since I came into office. I think it would be poor policy to undertake to make the treasurer pay back the deposits. The old badges woud be a poor investment.

Mr. FERGUSON. — I hope Mr. Wistar will long continue to be treasurer of the League. He evidently wants to hold on to the money, and he is just the man we want. If there are only 300 badges, and we could induce members to take the new design, the price might be so arranged as to produce a small revenue to help the treasury. I like a treasurer who holds by the strings.

The CHAIRMAN, having called an officer to the chair said: I do not want to make it appear that I am advocating any change in favor of any particular badge; but I am strongly impressed with the opinion that, for the interest of the League, something must be done in regard to badges. The present badge, whatever may be said of it, is a badge to be worn in uniform, is certainly not one which can be worn with an ordinary suit. If any member does wear it on ordinary occasions, it is stuck as far back on his vest as possible. Now, if the League of American Wheelmen has anything on board it is ashamed of, the best thing to do is to get rid of it. We want everything connected with the League to be such as to command membership, and make it a privilege to be a member. Properly speaking, a badge for an order like this League should be worn for distinction; worn like the Masonic emblems, for members to recognize each other. It need not be the test of League membership. The membership of a doubtful person can be verified by calling for his ticket. But suppose I am going back from New York to Boston, on train or on steamboat, and I meet a gentleman wearing one of those badges, how pleasant it would be to enter into conversation with him, as a brother wheelman! If it is true that only 300 out of 1,700 members have the present League badge to-day, after the League has been organized fifteen months, and after the badge has been adopted a full year, there must be something the matter with that badge, or else there is something the matter with the League, and it is time we did something to remedy it. With regard to the impending bankruptcy in case we should adopt the new badge, I do not think it would bankrupt the League if all the present badges were returned; but at the same time I would be sorry to see them come back and be redeemed at their face value. I have thought the matter over, and it seems to me they would not come back. Probably many members would prefer a more conspicuous badge than the one under discussion, and would keep it. There might also be a great many glad to own two badges: the new one recognized by the League, and keep the old one as a memento, or as part of the belongings of League membership. But such a trifling matter as the cost of the present badge would not induce many to return their badges. Moreover, it is unnecessary, it seems to me, to furnish this, or any other alternative badge that may be adopted, from the treasury of the League; and if that were not done, it would simply be leaving members the privilege they have now, of buying any other badge, and wearing it if they desire to do so. With respect to an obligation upon the League to accept the return of the old badges, and to return the deposit, I cannot see that there is any legal or moral obligation on the part of the League to do that. The dues are small indeed. The treasury is called upon for a great many expensive matters, some of which it is unable to undertake, and it is to the interest of every member that the treasury should suffer as little drain as possible, but should increase; and I do not think that any member possessing any spark of loyalty to the League would want to return his badge and withdraw a dollar from the treasury. Besides, there was no promise in the rules, or in the representations under which the badges were sent out, that the money should be refunded. Perhaps it would be better to refer the matter to a special committee, or to the Committee on Rules and Regulations; but I hope some quick action will be taken, as I think the new badge will result in additional membership, and make the interest in the League better felt.

Mr. MUNROE. — It is rather mean to hit a man behind his back, but neither of the gentlemen who worked up the present badge is here. It is a bad badge, however, and has been the subject of ridicule ever since it was adopted, and the sooner we get rid of it the better. The design shown to-night is the prettiest I have seen, and I move that a design like the one submitted be adopted as a badge of the League of American Wheelmen.

Mr. CLARK. — That is without reference to recalling the other badge.

The CHAIRMAN. — Nothing is said about recalling the other.

Mr. FERGUSON. — I think there will be great difficulty in floating a badge at the price this will cost.

Mr. SMILIE. — There is a manifest improvement in this design over the old one.

Mr. MARSDEN moved as an amendment that the badge known as the Lamson design be recognized as a design for a League badge, and that the Committee on Rules and Regulations be instructed to make such arrangements with Mr. Lamson as they may deem fit.

The amendment was accepted, and the motion, as amended, was carried.

The matter of the Pitman application for membership was then called up; but as the two weeks notice of application had not expired, and no special motion was made, it was passed over.

Next in order was the resignation of Mr. Munroe as chairman of the Committee on Membership. On being put to vote, the motion that it be accepted was lost.

Mr. MUNROE explained again that it would be impossible to fulfil the duties of the position, owing to his absence from town during the coming winter. The resignation was then accepted, and on motion of Mr. Munroe, Mr. Putnam of New York was elected to fill the vacancy.

Mr. WISTAR moved that the Committee on Membership have authority to accept resignations, and that the corresponding secretary should notify the member wishing to resign that his resignation is accepted, provided a notice has been received from the treasurer that all dues have been paid by such resigning member, and that the badge has been returned. The motion was adopted without debate.

Mr. MARSDEN, of the Committee on Rules and Privileges, reported: We have not been able to have a meeting of our committee as yet. A communication has been received from Cincinnati, asking if the League cannot help the members of the Cincinnati Club with regard to some disputed highways. I have talked with an associate on the committee, who seems to think that at present the League can do nothing in this matter, especially as the Central Park is not yet settled.

The CHAIRMAN. — I may state, in addition to the report of Mr. Marsden, that we have received within the past few days a statement of the expenses of Col. Joslin, of Newburg, N. Y., in obtaining a favorable decision in a suit brought by the driver of a carriage against him for the alleged fright of a horse on the highway, by his bicycle. The bill amounts to $24 or $26, which he submitted to the League to pay, if it sees proper. Meantime he has settled it himself. We are also in the receipt of a request from the secretary of the Providence Bicycle Club, that the League shall assist Mr. Howe, who is a member of the League, in a matter which appears to be a very aggravated one. He was riding on a street in Providence, on his own side of the way, and was obliged to get out a little on account of a team. A hack approached with the right wheels in the street-car track, and the driver, while looking constantly at the wheelman, ran into him, causing personal injury and injury to the machine. The owner of the hack, upon being appealed to, said he didn't care a d—n for the bicycle or the owner of it, but thought he had a bill of damages against Mr. Howe for scratching the hack with his machine. This hack owner is the same citizen who presented a petition asking the prohibition of bicycle riding on the streets of Providence.

The New York affair has turned out to be a severely contested case, both upon facts and law; a great deal of testimony has been taken, but no decision has been arrived at. The suit has already been an expensive one, but the expenses have been borne outside the League treasury. I have been endeavoring to induce the president of the company, who has been bearing the costs, to retain in addition to the present counsel the services of some able constitutional lawyer, of commanding character, to argue the question of law at the final hearing. The expenses so far have been $2,000, and the expense I wish to have incurred for the purpose named will not be less than $500. You can see how much we could do with the League treasury in a suit like that. I have no doubt myself of the favorable result of the case, but lawsuits move slowly. Perhaps a decision will be reached before November. The question as to how far the League can go in aiding those who have legal contests is an important one, and I would suggest it be referred to the Committee on Rules and Privileges to consider all these cases as well as the general subject, and make a full report. It evidently was not intended by the constitution, with the low rate of membership fee, that the League should be an eleemosynary institution to protect members from all the ills citizens are liable to; and yet it would be for the interest of the League, if it could aid in bearing the law costs in some of those suits. There ought to be some general plan in regard to this matter. My own view is, when members are brought into court for damage done by them, they ought, if they are able, to defend themselves; but when appeals are taken to higher courts, it seems to me the League should step in and see that the cause of good wheelmanship receives no detriment through cases going by default. The wheelmen of Cincinnati are forbidden by the owners to ride on the best road in the city, and one which is looked upon with as much longing as New Yorkers look upon Central Park.

Mr. MARSDEN. — It would be wise to determine just how far we can go in such cases. I think a test case should be carried through the courts for our future guidance.

Mr. WINTER. — I am afraid if you champion all those cases, you will find your funds very quickly disappear. You will become a legal-assistance association instead of a League for the good of the cause. The subject then dropped.

At the suggestion of the Chair, a motion was adopted continuing the Committee on Hand-Book in office, to make such corrections as might be deemed proper and complete the publication of the book.

The CHAIRMAN. — It seems to some members that the racing rules in the Hand-Book might be extended to cover team races between clubs, and heat races, and to determine other matters which come up in connection with meets.

Mr. PUTNAM. — The rules printed in the Hand-Book were based upon those under which the races in Boston on 4 July were run, with one or two slight amendments and corrections. They were drawn up by the Commander and submitted to the committee, and printed in the Hand-Book, subject to the approval of the Board of Officers. I move that a committee of three be appointed by the President to draw up a set of racing rules for the League, to be printed in the next edition of the League Hand-Book, after approval by a mail vote.

Mr. WISTAR moved that the time of payment of dues be changed from 1 June to 1 October, and that ninety instead of twenty days' grace be allowed; and Mr. PUTNAM seconded the motion, but after a brief discussion it was lost.

The CHAIRMAN appointed Messrs. Johnson, Whyte, and Ely the Committee on Racing Rules, and the question of riding rules was also referred to them.

Mr. PUTNAM read a letter from Mr. J. G. Kitchell, one of the directors of Ohio, charging certain members with racing for money. Referred to the Committee on Membership.

Mr. PUTNAM then read a letter from Mr. Ely, of Ohio, in regard to professionalism in the West, pointing out that the wheelmen of that section did not exactly understand what constitutes an amateur, and suggested that the League definition should be printed separate from any other matter, and circulated through the consuls. Referred to committee.

Mr. PUTNAM. — On 21 September, Mr. Burrill, secretary of the Manhattan Club, left a note, with $1.00 enclosed, as fee for admission into the League of Mr. William Smith, of England. Mr. Smith's name was subsequently published in the BICYCLING WORLD as a member of the Manhattan Club. A note was sent to that paper immediately that Mr. Smith was not and never had been a member of that club. I think this is something the League should take action upon. The two weeks' notice required before Mr. Mr. Smith's name could come before our committee does not expire until the 14th inst.

Mr. JOHNSON. — It is a weighty matter, and one which should be discussed with a great deal of deliberation.

Mr. WINTER. — It appears to me the nomination would be void because the particulars were not correct.

Mr. WHYTE. — I do not think Mr. Burrill's mistake should affect Mr. Smith's application. Let him send in a new application.

Mr. CLARK. — If he should be rejected now, the corresponding secretary ought to apprise him of the reason therefor. He could put in another application as an unattached wheelman. It would appear very strange, now, after he has won the amateur championship of America, if we should prevent his coming into the League on account of this erroneous letter. It would seem a little like pique or jealousy.

Mr. PUTNAM. — It was either a mistake or a misrepresentation on the part of Mr. Burrill. It is a question with me whether the secretary of the Manhattan Club should not be censured or criticised in some way or other.

The CHAIRMAN. — The Chair would suggest that a motion be made instructing the Committee on Membership to investigate the matter, and report to the Board of Officers. I do not think it proper to pass a vote of censure without having the matter investigated.

Mr. PUTNAM. — I do not think myself a vote of censure should be passed without affording Mr. Burrill an opportunity to explain. I move that the Committee on Membership be instructed to report the name of any member in whose application a misrepresentation has been made, as they would in the case of an application where objection has been made.

The motion was adopted.

The CHAIRMAN stated that he had received a communication from the Arlington Club of Washington, announcing th ir withdrawal from the League as a club. So far as he knew, the rules did not contemplate any club membership. Several members of the Arlington, he was informed, retained their membership in the League.

Mr. WHYTE. — I understand the reason why they withdraw as a club is, that they see no advantage in belonging to the League I think it results from spite because the last League meeting was not held in Washington.

Mr. PUTNAM moved to refer to the Committee on Membership. Carried.

On motion of Messrs. PUTNAM and WISTAR, allowances of $250 each were made for the expenses of the corresponding secretary's and the treasurer's offices, an accounting of the expenditures to be made to the Board.

The meeting then adjourned.

FRAMINGHAM BI. CLUB. — Additional: A. B. Blanchard, South Framingham, Mass.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing al jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

DIRECTORY

OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

Addresses inserted in this department, $12 per year.

CALIFORNIA.

SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.

HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.

CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.

HELENA. W. E. Norris.

NEW HAMPSHIRE.

PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.

NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.

LIMA. Gale Sherman.

PENNSYLVANIA.

PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

THE BEST WAY TO KEEP

Your Bicycle from Rust

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS, WORCESTER, MASS.

CUNNINGHAM & CO., Boston Agents.

$75.00 $95.00

SPECIAL ANNOUNCEMENT.



WE have in stock less than one hundred and fifty of our well-known Cone Bearing

"STANDARD COLUMBIA"

Bicycles, in 46 and 48 inch, half bright and painted, which we offer at the reduced price of $75.00 until they are sold. We have a few 50-inch, full nickel, which we will sell at $95.00. The bearings of these machines are so well made and hardened as to be remarkably easy-running. The thousands which are in use have earned a good reputation. When kept clean and well lubricated they frequently out-spin and outcoast any other bearings; and they are easily adjustable. This offer affords an opportunity to purchase good, serviceable, new Bicycles at a bargain while the lot lasts. Only these three sizes and two styles, and but a limited number are so offered.

For catalogues and particulars of other sizes and styles of Bicycles and Tricycles and their supplies, address with three-cent stamp enclosed,

The Pope Manufacturing Co., 597 Washington St., Boston, Mass.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES & TRICYCLES

96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

THE TRICYCLING JOURNAL

—AND—

MANUFACTURERS' ADVERTISER.

Edited by – CHARLES CORDINGLEY.

Subscriptions received at this Office.

One year.....$2 25
Six Months.....1 15
Three Months.....60

Specimen copies sent from

146 Fleet St. - - London, E. C.

Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.

E. C. HODGES & CO., 40 WATER ST., BOSTON.

The "Indispensable"

BICYCLIST'S HAND-BOOK for 1881

IS NOW READY! 300 pages. 150 Illustrations.

THE INDISPENSABLE

Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**

The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

ALL BICYCLERS SHOULD READ

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by

HENRY STURMEY, Author of "The Indispensable,"

And C. W. NAIRN, Author of "The Bicycle Annual."

PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from

E. C. HODGES & CO., 40 Water St., Boston, Mass.

GOY, The Athletic Outfitter,

21 Leadenhall Street, } LONDON,
22 Leadenhall Street, }
54 Lime Street, } ENGLAND.

Can supply any make of English Bicycle or Tricycle at a liberal discount for cash from manufacturers' price lists.

CLUB UNIFORMS,

And every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing and all Athletic Sports.

GOY'S CALENDAR OF SPORTS AND PRICE LISTS FORWARDED FREE.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 21 OCTOBER, 1881.

Volume III. Number 24.

[VOL. III. CONTENTS. No 24.]

League Hand-Book 286
Currente Calamo.—Personal 286
Notes, Queries, etc. 286
Editorial.—The Attleboro' Fiasco 287
Excursions, Runs, etc. 287
Races 289
L. A. W. 291
Wheel Club Doings 292
Correspondence 293

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.
Send for circular with testimonials.
In ordering, state whether Cradle spring or otherwise.

Price, $4.00. Nickel Plated, $5.25

Send money order or registered letter.

D. W. HYDE,
Box 1133. Brighton, Mass.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.

56-IN. XTRAORDINARY CHALLENGE.

Ball bearings to both wheels. All plated except rims. Cradle spring, handy tool bag, wrenches, extra spokes, pedal pins, caps, lubricators, etc.
Reason for selling machine: too large—must ride smaller machine. Address
A. F. F., Box 75, Dedham, Mass.

FOR SALE. A 56-inch half-nickelled "Howe" bicycle, ball bearings. Bell, hub lamp, and all complete, only used one month, good as new. A beautiful machine. Price $80, or will exchange for first-class singing birds. Address
Lock Drawer 38,
Galt, Canada.

WANTED. To purchase a second-hand "Star" bicycle. Must be in good condition, and cheap. Send size and price to J. D. D., 403 Penn street, Philadelphia, Pa.

FOR SALE. The greatest bargain yet offered. A nickel-plated 54-inch "Special Columbia," guaranteed in perfect running order, complete with saddle, oil can, wrench, tool bag, M. I. P. bag, hub lamp, and cyclometer for 50-inch wheel; will send on receipt of $90, or will send by express C. O. D. with privilege of examination, on receipt of sum sufficient to cover charges both ways. Address
I. W. THOMAS, JR., Louisville, Ky.

FOR SALE. BICYCLES.
50-inch ball bearings, run forty miles, $65.
50-inch "Special Columbia," new, $100.
48-inch "Special Columbia," run ten miles, $80.
48-inch half-nickel English ball bearings, new, $75.
50-inch "Standard," latest pattern, eight miles, $75.
46-inch "Mustang," new, $55.
Price list for stamp, GUMP BROS., Dayton, Ohio.

EXCHANGE.—I have a 54-inch Columbia, which I wish to exchange for a 52-inch machine, or will sell the same. Address
BICYCLE, P. O. Box 1757, Boston, Mass.



MONOGRAMS
FOR
Bicycle Clubs,
J. V. WALDRON & BRO.
40 Sudbury St., BOSTON.

We are manufacturing Monograms for Clubs at prices that will give satisfaction and we offer special terms for large orders. Estimates furnished.

WE MAKE

SPORTING GOODS

A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

"LAMSON'S LUGGAGE CARRIER,"

Or BICYCLE SHAWL STRAP,

Pronounced the best thing yet invented for carrying a coat or bundle on a bicycle. It does not interfere with the use of the brake or "legs over." Puts the weight in the right place. Send 75 cts. for one to C. H. LAMSON, Portland, Me. Also, will be for sale by the principal bicycle manufacturers and agents.



COLUMBIA, HARVARD, AND YALE BICYCLES

SOLD ON

INSTALMENTS

ON EASY TERMS

anywhere in New England.

Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*

W. H. HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

League Hand-Book.

THE L. A. W. Hand-Book is out. It contains information that every member of the League should have, — constitution, rules. officers, directors, consuls, list of members. and general information — rules for racing, road-riding, etc., etc. It is bound in neat imitation morocco, is of convenient size and shape for the pocket, and will be sent post-paid, on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —

BICYCLING WORLD, 40 Water street, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

J. V. WALDRON & BRO., Boston, show some very pretty designs in the way of monograms for clubs, and their prices are moderate.

OUR second order for Sturmey's "Indispensable" for 1881 has not yet been filled, but we are daily expecting it, and will forward copies to applicants as soon as received. We have on hand a few copies of the edition for 1880, which we will furnish postpaid, for thirty cents each. Those remitting amounts in postage stamps will greatly oblige us by enclosing only one-cent stamps, as we have little use for those of larger denomination.
E. C. HODGES & CO.

CURRENTE CALAMO

THE Boston Bicycle Club has an emigration scheme on foot.

THE Massachusetts Bicycle Club will have a two-days' run next week, probably the 26th and 27th, to Gloucester *via* Lynn and Salem, spending the night at the Pavilion. They will gladly welcome the companionship of any of their bicycling friends for the whole or any portion of the run.

EVERY wheelman should have one of Director Lamson's handle-bar attachments for carrying a coat or other package. It is the neatest and cheapest thing for the purpose we have yet seen, and is small enough to put in the pocket when not needed on the bicycle. It can be obtained for seventy-five cents of C. H. Lamson, Portland, Me., or of the Pope Manufacturing Company.

THE Central Park test case is still progressing quietly, and on the 13th inst. commissioners began taking testimony in Philadelphia before William Herbert Washington, Esq., of 704 Walnut street, Cecil C. Higgins appearing for the bicyclers, and Edward L. Parris for the Park Commission. Superintendent Thayer of Fairmount Park, L. A. W. Treasurer Wistar, and Capt. William Rennyson of Bridgeport, appeared before the commission, and each gave strong and effective testimony on the side of the wheel. It is to be hoped that a hearing will be held in this city before the case goes to the New York Supreme Court for final adjudication.

PERSONAL

JUVENIS is gaining inspiration for the winter campaign by taking Sunday rides, we understand.

"LYDIA P." is about to lose her neighbors, as both the Boston and Massachusetts Bicycle Clubs will give up their present headquarters.

MR. LEGGE, of the Bradford (England) Club, is in town. He has taken a few short rides around Boston, in company with Chief Consul Weston, of the Boston Club.

THE Louis Harrison whose name and portrait is associated with that of the charming Alice on the big amusement posters about the city and suburbs, is not *our* Louis. He occasionally does give himself away, but not in that a-way.

IT was W. M. Wright, of the Mercury Bicycle Club, of New York, who gave the interesting exhibition of fancy riding on the occasion of the League races, and not Capt. Howard, as erroneously stated in our report last week.

MR. WILL. R. PITMAN'S marked courtesy and kind attention to the welfare and convenience of visiting wheelmen at the League Race Meeting in New York, was such as to greatly disarm prejudice and win their hearty good-will.

MORRIS of the Bostons says if Carver of the same club will forego his last forty-winks nap some morning and meet him at Newton Corner about 7.15 o'clock, he will permit C. to "coach" him some thirty-five minutes or so. "Here 's larks!"

RECORDING SECRETARY L. A. W., SAMUEL T. CLARK, got a disagreeable fall a few weeks since, spraining his wrist and bruising his face. Although carrying his arm in a sling, he did good and active duty at the League races, as clerk of the course.

IT is but justice to state that Mr. Parkhurst was not expecting to participate in the inter-club race at Beacon Park last Saturday, and only consented, after much urging, to substitute for Mr. Alden rather than let the race go by default. He had to enter without previous preparation, and race in his club uniform, and he certainly made a most creditable substitute.

HANDY ANDY is a bright writer, and a valuable addition to the *Wheel;* for —

He 's a writer of poems young man;
An exceedingly smart young man;
He 's a shover of quills, a taker of spills;
He 's a native of Chester young man.

MR. PARKHURST, after the team race, on being asked why he allowed Dean to go by him on the last lap, said: —

I 'm a steady, church-going young man;
I 'm a reader of prayer-books young man;
I 'm good for a spurt, when I know it don't hurt;
I 'm a blower of organs young man.

MR. BURT, who will be remembered as a member of the railroad committee at the time of the League Meet, has returned from his European trip. Our poetry man says he only wants room for one more: —

He 's an owner of wheels young man;
He 's a lender of money young man;
He knows about of "brkes," and also of "tikes";
He 's a buyer of railroads young man.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.

Editor Bicycling World: — The Bay State Wheel Club wheeled to Waltham, Sunday, went out through Uewton, and came back by turnpike; started from Waltham at five minutes of two, and reached City Point at quarter of four.... What makes the Crescent men so grouty? We met some of them at the hotel in Waltham, and one had a "British Challenge," and as the "Masher" remarked to him that his was a nice machine, he turned his back, with the remark that it was a "very good machine"; appeared to be offended because we spoke to him; and I have noticed it to be a general rule with the Crescents to be "stuck-up" and stiff. Every one knows that it is common courtesy to salute a brother wheelman when meeting on the road, and it is very seldom one gets a reply from one of these Crescent boys.... Is it an advantage worth investing in to have ball bearings to the pedals of a machine, if said machine is fitted with ball bearings to the front wheel?
"METEOR."

BOSTON, 17 October, 1881.

Editor Bicycling World: — Might I be informed through the columns of the WORLD what it costs to have a bicycle shipped from London, Eng., to New York or Boston?
C. F. S.

ANN ARBOR, MICH., 2 October, 1881.

Editor Bicycling World: — Can you or any of your readers give me any information concerning the Yorkshire Bicycle Manufacturing Company, of Leeds, Eng.? Are they reliable? — About what are the duty and freight charges on a bicycle from England?
A. J.

ST. LOUIS, MO., 29 September, 1881.

Editor Bicycling World: — I would say to "Meteor" that I *have* tried corduroy (and am still trying it), but have not as yet found out what there is objectionable about it. I would really like to know what the objection is. Will "Meteor" kindly tell me?
A BICYCLIST.

MARBLEHEAD, MASS., 17 October, 1881.

Editor Bicycling World: — One of your correspondents recently stated in the WORLD that camphor dissolved in the oil used in bicycle lamps would prevent crusting of the wick. I do not know what kind of oil he used, but my experiments with camphor dissolved in the oil showed that the wick crusted very much more, and I consumed four or five matches in trying to light the wick. I experimented with varying proportions of camphor, using new wicks each time. I have always used two "King of the Road" lamps in trying oils for burning, using one as standard which contained a mixture of two thirds prime lard oil and one third one hundred and fifty degrees fire-test burning oil. This mixture gives the whitest light, and is hard to blow out in high winds, or shake out on a rough road when the wicks are properly attended to. Some riders want an oil which will never crust the wicks or necessitate trimming them; but I cannot recommend any oil to serve them so faithfully. Pure lard, sperm, olive, and cotton-seed oils, the latter being usually sold as salad oil, are difficult to light, and all but winter-bleached sperm congeal at any temperature below thirty-two degrees Fahrenheit; that oil standing about zero cold test. Petroleum burning oil, one hundred and ten, one hundred and fifty, or even three hundred degrees fire-test, are not suitable, as they give too great a heat, and the first-named explodes too readily to be safe. I would like to add something about lubricating oils, but will defer that for the present.
OLEUM.

PHILADELPHIA, 17 October, 1881.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 21 OCTOBER, 1881.

THE ATTLEBORO' FIASCO.

THE Attleboro' muddle is one of those unfortunate episodes in the history of bicycling which too often result from mutual misunderstanding, and hasty and ill-advised action. We are not, at this writing, in full possession of all the facts; at least, we have only Mr. Stall's account of a disagreeable affair, in which he was one of the chief actors. The reports published in the Boston papers the next day were meagre and conflicting, and gave evidence of the usual non-bicycling writers' misconceptions of the situation; and we sent for the Attleboro' papers containing the accounts, but they have not yet come to hand. Mr. Stall's account, which we publish elsewhere, is probably a fair and full statement of the case from his point of view, and his position is apparently a strong one; nevertheless, it seems to us that however imprudent and unjust to the wheelmen and the patrons of the fair the management of the latter was, the bicyclers were too hasty, and altogether indiscreet in refusing to participate in the entertainment, the promise and expectation of which had attracted a large attendance of people to the grounds, many of whom were friends of the local wheelmen. We certainly have no sympathy with Manager Draper and his associates, as in no report which we have seen do they show to advantage. Their conduct was arbitrary, unjust to their patrons certainly, and unwise in the extreme. That they had a perfect right to charge all, race competitors as well as spectators, an admission fee to the grounds, whether their circulars so stated or not, nobody will deny; but that they were justified in depriving their patrons of an entertainment for which the latter had come to the grounds and paid their money expressly to see, because it would lessen their gate receipts a few dollars, nobody will admit. Their obligations were greater and more binding to the spectators than were those of the wheelmen, whose services were gratuitous, and tendered only to the managers themselves, and not to the managers' customers. Yet, as we have intimated, we think it would have been wise, if not graceful, for the bicyclers to have, after publicly protesting against the meanness and moral injustice of the management, carried out the programme as announced, and so satisfied the expectations of the public, and won its *entire* sympathy, instead of partially, as is now the case. Not only is their action to be regretted on general grounds, but if the resolve of the Farmers and Mechanics' Association, excluding the local wheelmen from their track forever, is adhered to, it is unfortunate in the particular consideration of depriving them of the use of the best track in Massachusetts.

Respecting the question of charging persons an admission fee to grounds or halls where they are to form a part of the entertainment which the public pays money to see, we must say that it is very unusual, if not unprecedented, even when the entertainment is given for a charitable object. It is very common for religious, charitable, literary, and other organizations to engage both paid and gratuitous attractions to swell the receipts at the door; and it is just as customary, not only to admit the entertainers free, but often to furnish them with complimentary tickets for friends whom they may wish to bring. In this Attleboro' affair the bicyclers were the main attraction at the fair. They were solicited personally and by advertisements by the managers to come, — not only those who would compete in the races, but *all* who would, — to give a riding exhibition and parade. Many of the wheelmen came from a distance, at an expense of time or money or both. They would not have attended for any other attractions the fair may have offered, so that the Association would have lost nothing by admitting them free to the grounds; while the expectation of their presence drew thousands of spectators thither who would not have attended else. In view of these facts, it evidenced a meanness of spirit on the part of Manager Draper and his associates which places them in a most unenviable light, and they will be the ultimate and permanent losers in this affair, and not the wheelmen. Nevertheless, we earnestly enjoin bicyclers to exercise discretion always when they are publicly brought into conflict with other interests, and to yield a point or two to seeming wrong and injustice, rather than forfeit the sympathy and good-will of a powerful, but often misapprehending public.

BY consulting the Pope Manufacturing Company's special announcement on the last page, our readers may perceive that there is now an excellent chance to get an excellent bicycle at a greatly reduced price. Those intending to get bicycles "in the spring" are reminded that there is no better time than now, with two months of the best weather and best condition of the roads for wheeling before them. It is also a mistake to infer that with the advent of the winter months bicycles must be relegated to the storehouse until spring; for experienced riders find many opportunities for both pleasant and profitable wheeling in every month of the year.

EXCURSIONS, RUNS, ETC.

Chicago to Boston. (*Continued.*)

Tuesday, 27 *September.* — The day was dull everywhere, it being very cloudy and liable to rain at any moment. Nothing of any account happened until the evening, when we were all entertained by President Miller at the opening of the new track on his grounds. Everything passed off very satisfactorily during the evening, and I took leave of the club and returned to the hotel to get ready for my start on the following morning.
Wednesday, 28 *September.* — Before starting, I found that portions of my wardrobe needed replenishing. especially my stockings; so I waited to have a pair made for me, as it was impossible to buy what I wanted ready-made. These stockings were made in one and three quarters hours, and are the best I have ever worn; and considering they only

cost eighty-five cents, they were a great bargain. At 10.25 I was in the saddle, and once more on my journey, accompanied by R. about five miles out. The road was in very bad condition, so we kept to the sidewalks while they lasted, and then the footpaths. Reached Reynoldsburg, ten miles, at 11.40, stopped for dinner, and on to Etna, six miles, arriving at 1.45 P. M. Left Etna at 2.30, arriving at Hebron, eleven and one half miles, at 3.45. The last mile was made at a flying rate, for it had commenced to rain very hard, and I was getting some experience of a fisherman's luck. At Hebron I stopped for the rest of that day and night, at the Arlington House. There was no place for my wheel but the barroom; so in I went, and stacked it in the corner, side of a billiard table, momentarily expecting to see one of the players land his cue into my spokes. If you wish to find real dirt, good genuine clear dirt, you must stop over at some of these miserable little country taverns, and there you will get your money's worth, all thrown in for seventy-five cents. It took me good fifteen minutes' hard work to find the bottom of my wash-basin, but that could not hold a candle to the ewer. I should not advise any one to hold a candle or any kind of light, for the view is not pleasing to the eye. You will do better to go it blind, for you will enjoy it more. *Thursday*, 29 *September*. — Left Hebron at 6.10 A. M., passing through Jacksontown, four miles, at 6.40. Roads very heavy from the previous day's rain, and full of ruts. Arrived at Lynnville, four miles, at 7.20, stopping ten minutes, and on to Brownsville, four and one half miles, at 8.45; stopped for lunch. I cannot remember of ever having such an enormous appetite as I have enjoyed in this run, so far. I have averaged six meals a day, though really they were not so very much after all, as they consisted of bread and milk through the day, and a hearty meat dinner at night. I was getting into hilly country now, and it began to tell on me somewhat; for it was not one hill once in a while, but a continuous up and down, with scarcely an intermission. Left at 9.15 for Zanesville, sixteen and one half miles, passing through Mt. Sterling at 11.30, and arriving at 1 P. M. Mount Sterling, I believe, is considered one of the highest points between Columbus and Wheeling; the other is a hill just beyond Norwich, where I stopped later on. At Zanesville I met several very pleasant wheelmen; among them, Mr. Bell, who was the prime mover in that city. Took dinner at the Zane House with Mr. Bell, and thoroughly enjoyed myself while in town. This was another of the many places that I was very reluctant to leave; but the State of Ohio was to be crossed, and it could not be done very conveniently by remaining in Zanesville. I rather surprised some of the boys there, so they afterwards said, by coming into town on the jump, and riding over their pavings, — a thing which they seldom do, if they can avoid it. I had to excuse myself for doing it, by reminding them that after prarie roads they would not stop at Belgian paving. Left at 4.15, and struck a hill the first half-mile out that unhorsed me a quarter way up. Arrived at Bridgeville, nine miles, at 6 P. M., and on to Norwich, three miles, at 7.45. Ohio is the only State, so far, where I could not stop for the night at most any farm-house. The farmers look upon a man as a thief or an incendiary, or something worse. It was rather comical to hear the excuses from the different places that I tried to stop at for the night. The three houses that I tried at first, I was in earnest about; but on learning that there was a hotel in the next town, only three miles off. I made up my mind to go on, but was bound to have some fun out of the simple old numbskulls on the way, so I stopped at seven more houses after that, just to see what they would offer for an excuse. One man with two spare rooms in a large house would not take me because some of his neighbors had raised objections on previous occasions; and the other six were no better. At last I arrived at Norwich, the town mentioned, and found to my surprise I was expected; for they had seen an account of my trip in a Cincinnati paper, and were on the lookout. I had a good time there with the old people, and revelled in good things to eat. I walked the greater part of the remaining three miles of the day, except when the moon lit up the road between the trees; but these rides were very short, and not at all numerous, for the road was through thick woods, and most of the way as dark as a pocket. *Friday*, 30 *September*. — On my wheel again at 7 A. M., and off for Cambridge, thirteen miles, arriving at 9.20, stopped on road thirty minutes. The hills were getting very steep and rough, and covered with loose stones. Left Cambridge at 9.40 A. M., making Washington, eight miles, at 12.45. Was obliged to walk the greater part of the way. Had quite a tumble down the first steep hill, and although going very slow, managed to cut my hands up pretty well on the sharp, loose stones. Although the walking was tiresome, and the up-and-down hill work was telling on me, I enjoyed the beauty of the country thoroughly, and preferred it to the flat, uninteresting prairies. At Washington there was a big fair, and of course every one thought I was going there to race. You should have heard the yelling as I flew down a long hill right through the middle of the crowd, and passed on without stopping. Left Washington at 1 P. M. Day very warm, although there was a good breeze at my back. At 1.30 I stopped at an inviting-looking barn on the side hill, and curled myself up in the shade, and went to sleep until three o'clock, when I resumed my Napoleonic march across the Alps. Arrived at Middlebourne, five miles, at 3.30, feeling much refreshed by my sleep. Stopped half an hour for lunch, and then on to Fairview, six miles, arriving at 5.45. Stayed at the Guernsey House. The dirtiest, most miserable place that I have had the misfortune to get into. The Arlington is a paradise compared with it. *Saturday*, 1 *October*. — All the milk in the house was sour, so I started at 6.30 off without breakfast until I could reach some nice, clean farm-house, which I did some five miles out. Two miles out, I saw two little girls milking near the road, so I stopped and asked if they would sell a glass of new milk. One of them brought down a pail, and I filled my rubber tumbler twice out of it, and it was good. I asked one of them what it was worth, and she said, "Oh, about a nickel"; but when I opened my purse to get it, the little one spoke up, and said, "Make it a dime, sir,"— so I did. About a mile farther on, I came upon another milking scene. Everybody out here does their milking either close to the road, or on the road as this woman was doing; so I stopped again, and twice filled my cup, but she would not take anything, so I thanked her and walked on up the hill. A little farther on, over two or three hills, I stopped for my breakfast of two big bowls of bread and milk, and then felt ready for any kind of hard work. Arrived at Morristown at 9.15, stopped fifteen minutes, and on to Lloydsville, four miles, at 11.45, where I stopped for lunch at a grocery store. Left at 1 P. M. for St. Clairsville, five miles, arriving at 2.45. In saddle at three o'clock for Wheeling again. When out about a mile caught in rain, and waited at a very picturesque little cottage, with a wide veranda, perched on the side hill near the top, and commanding a magnificent view of the surrounding hills. At four o'clock the storm passed over, and I again mounted my Pegasus, arriving at six o'clock at office of Capt. Hoge, of the Nail City Bicycle Club; and after meeting some of the other members of the club, registered at the Stamm House, which I found to be excellent. I only made twenty-nine miles during the day, and must confess that for the first time since leaving Chicago I felt completely tired out. It was all due to the continual up-and down-hill walking, though the five miles just before reaching Wheeling was almost level; and the last hill was just a measured mile from top to bottom, and as crooked as a snake's track through a dusty road, and very rough and steep, — so much so that I walked down the entire length, rather than risk a second tumble. After a good bath and supper, I retired early, and awoke the following morning feeling thoroughly rested and ready for anything. *Sunday*, 2 *October*. — Wrote up my log and read during the morning, receiving calls from nearly all the club men. In the afternoon, crossed the river to the new State Fair grounds, to see the half-mile track; and it is a good one, quite level, and course well raised. *Monday*, 3 *October*. — Had a slight repair made on my machine. Nothing caused by falling, however, for it was only the cone in the bridge of the forks that had worn loose, so I had a new one put in. This is the only repairing that has been done to my wheel on the journey, so far, and I doubt very much if there has to be anything done to it for the rest of the trip. In the afternoon, we took a spin around the track on the Island, and after supper went to the theatre on an invitation from Wheeling.

CROOKSHANKS.

Scranton to Port Jervis.

Editor Bicycling World: — Our contemplated trip to Port Jervis and Milford, which we had been anticipating for some time, is now an event of the past. I will endeavor to give you an account of the same, as readers of the WORLD are always glad to learn through accounts of such trips where they can find the best roads and other points of interest. Although our party was not as large as we had expected, yet we can safely say, those who comprised it will remember with pleasure what proved a most interesting trip throughout. Leaving Scranton, 17 September, at 2 P. M., we numbered four, — Messrs. Carpenter, Mercer, and Sturdevant, of the Wilkesbarre Bicycle Club, and your correspondent; and at Carbondale we were joined by President Miller and Captain Hayward, of the Susquehanna Bicycle Club. We arrived at Honesdale at 5 P. M. (thirty miles), where we were met by members of the club there, where we spent a most pleasant evening as their guests; and in the discussion of the always interesting subject of bicycling, and making our plans for the trip so auspiciously begun, we found much pleasure and profit. The party, including representatives of the Honesdale Club, were made comfortable by mine host of the Allen House; and after a good night's rest, and a breakfast such as a 'cyclist relishes, we were ready for a start shortly before 7 A. M. next morning, our route for the day being from Honesdale to Port Jervis (fifty miles), *via* the Delaware and Hudson Canal towpath. Mr. Hayward, of the Susquehanna Club was elected captain for the day, and Mr. Wood, of the Honesdale Club, guide. All being in the best of spirits, and the weather favorable, the prospects for a fine run were good; and the tow-path, which usually affords easy riding, was found rather heavy and dusty from recent repairs and want of rain. Hawley (ten miles), however, was reached in an hour and twenty-five minutes. From this point the path improved a little, yet in order to make good time it was necessary to ride within a few inches of the edge of the tow-path, where the ropes from the boats rendered it smooth; and this made it necessary to watch our wheels very closely, notwithstanding which three of our party were treated to a sudden bath in the canal. This helped to make it quite interesting, as each was expecting his turn to come next. After one would become warm, and suddenly take a cooler, we would stack our machines and assist the unfortunate in drying as best we could, and then start on again until another would meet the same fate. An interesting incident of the trip was a reception we received at the residence of Mr. Rowland, at Rowland's Station, where we were most hospitably entertained; and we will remember with pleasure this pleasant episode. At this point, much to our regret, Messrs. Wood and Dolmeitch were obliged to leave us and return to Honesdale. We reached Lackawaxen at twelve o'clock, where we took dinner. The trip from this point to Port Jervis was made without incident. Arriving at Lackawaxen shortly after 6 P. M., we remained over night. The next morning, before proceeding to Milford, we rode through the streets of Port Jervis and vicinity, finding the roads so fine that we were not at all anxious to leave; but at eleven o'clock we started. We found the roads to Milford the very best, making the eight miles in less than fifty minutes, easily. The roads in and around Milford were all they were represented to be, and we can assure bicyclers it is a paradise for wheelmen; and yet, with such facilities for enjoyment, these places are without a club or even a single wheel; yet the people here are by no means lacking in hospitality, for our stay was a most pleasant one. A reception and hop was tendered us at the Sawkill House, on which occasion we were introduced to the young ladies, always so agreeable to 'cyclers. This event was one which we will remember with the greateat pleasure. To bicyclers who desire a pleasant resort and the finest roads, we can recommend Milford, without reserve. Our party returned home Tuesday, the 21st, by rail, and all so delighted with their experiences of the trip, that it will not be our last visit to that vicinity.

F. C. H.

SCRANTON, PA., 23 September, 1881.

RACES

Coming Events.

2 November. Philadelphia, Pa., Schuylkill Navy games, three-mile bicycle race, open to all comers.

21 October. Beacon Park, Boston, at 3 P. M. Regular Saturday races of the Boston Bicycle Club. Spectators invited.

RACING IN MICHIGAN. — At Mason, 29 September, in a race, mile heats, best three in five, prizes, $15, $10, and $5.00, winners' choice, E. F. Woodcock of Lansing was first, S. H. Culver of Mason, second, and S. H. Culver of Mason, third. At St. John's, 30 September, five-mile race, prizes $25, $15, $10, winners' choice, won by Woodcock of Lansing; H. C. Weathersby of Laingsburg, second, and H. N. Keys of St. John's, third. No official time given in either of the above races. At Lansing, 5 October, a one-mile championship, best three in five, was won by Woodcock of Lansing; F. H. Escott, of Grand Rapids, second; H. C. Weathersby, of Laingsburg, third; and L. F. Jenison, of Lansing, fourth. The prizes were a silver water set, a silver stem-winding watch, a split second horse timer, and a nickel-plated Pope cyclometer. As it rained nearly all day before the race, and the track is naturally soft, *very* bad time was made, and it was made in mud two inches deep: 4.22, 4.25, 4.20. At Plainwell, 6 October, for an elegant gold watch, for first, and a silver watch for second prize, in half-mile heats, but three in five, Ed. F. Woodcock, Lansing, took first; Will Gunn, of Grand Rapids, second. There were several entries made in the fancy contest; but as it rained during the other races, the fancy riding did not come off. The prize was for a silver water set. Most of the bicycle races at our county fairs this year been on the most unfavorable days; either rain all the day before the race, or on the morning of the race. Michigan will startle some of the Eastern riders yet with some fancy riders: one in Plainville claims he can do all that has been described in the WORLD, and in an exhibition in the hotel did some very clever riding. At the bicycle race held 13 October, 1881, on the grounds of the Market Fair Association, Brighton, Livingstone County, Mich., Edward F. Woodcock, Lansing, captured first prize in three (3) straight heats. — L. F. Jenison, of Lansing, coming in a close second, and A. H. Dane, also of Lansing, taking third place. The race was in half-mile heats, best three in five, for prizes of $25, $15, $10, winner's choice; the track was soft, and the time was necessarily slow. The race was advertised for the 12th, but as it rained all day, it was postponed till the 13th. Time, 2.10, 2.15, 2.12.

E.

DARTMOUTH COLLEGE, 5 AND 6 OCTOBER. — At a bicycle race on a grass track, one mile, G. S. Hatch won in 5.39.

CANTON, ILL., 7 OCTOBER. — The Peoria Bicycle Club participated in a race at the Canton Fair, 7 October, a large and interested concourse of spectators being present. At 2 30 the race was called, and five wheels sped under the wire. The riders were: Fred Patee, Steve Tripp, John F. Coykendall, and Charles Vail, of Peoria; and Frank Porter of Canton. The flying start was what a prominent horseman present said was "the prettiest thing he ever saw." Vail immediately took the lead, which he held till after the first half-mile was finished, when Tripp gradually pulled up and passed. Coykendall's pedal broke in the first quarter, and he was compelled to withdraw. Tripp held the front till the finish, passing under the wire in 4.05. The race for second place between Vail and Pattee was a pretty one. Vail lead by a length till within a very few feet of the wire, when Patee, by a superhuman exertion, passed him and came in a few inches ahead. Time, 4.09; Vail, 4.09½. Porter was so far behind he did not finish, but pulled out at the first quarter. It is but proper to state that Porter had

ridden a steel wheel but a few times before the race. and did exceedingly well under the circumstances. The first prize was a handsome gold medal, valued at $2 ; the second a silver coffee cup and saucer. The track was quite soft from recent rains, and a stiff wind was blowing. As it was the first race any of the contestants had participated in, and all the wheels were "Standard Columbia's," — Coykendall's excepted, — we are not ashamed of the record. During the race the most intense excitement was manifested, and at the close hearty cheers greeted the victor. Every one was enthusiastic in praise, and more than one said, "it beat any horse race" they ever saw. The press of Canton and Peoria gave the matter wide publicity, and it is assured that there will be more races.

NEW YORK, 8 October. — At the games of the American Athletic Club, held Saturday, 8 October, at the Polo Grounds, a bicycle race was ridden, the distance being two miles, and the competitors W. Smith of the Bristol, Eng., Bicycle Club, C. A. Reed of the Athletic Club, Louis Stearns of the Lenox Bicycle Club, H. G. Cortis of Brooklyn, W. H. Austin and G. F. Fisk of the Kings County Wheelmen, and J. M. Austin. Smith and Reed started from scratch, Stearns took twenty-five seconds, Cortis, W. H. Austin, and Fisk thirty seconds each, and J. M. Austin thirty-five seconds. Cortis got a good lead from the start, but was soon passed by Fisk and Austin. Stearns now pushed hard, and passing the others gradually but surely, took first place on the fourth circuit, when Smith let out for a win, and drawing ahead of all others, joined Stearns, and the two struggled desperately to the finish, with the Briton two feet in advance, — Reed coming in third, just twelve seconds behind Smith, who made the excellent record (for this country) of 6.08¼. The whole contest was an exciting one, and was witnessed with delight and satisfaction by all.

STENTON, PA., 8 OCTOBER. — At the games of the Young America Cricket Club, of Phi adelphia, at Stenton, Pa., 8 October, George D. Gideon, of the Germantown Bicycle Club, won a three-mile race in 10.23; W. P. Field, of Princeton College, second; and A. G. Powell, of the Germantown Club, third.

BALTIMORE, MD., 10, 11 and 12 OCTOBER. — Mr. H. H. Duker sends us accounts of races at the recent Oriole celebration in Baltimore. On 10 October, the Baltimore Club, the Capital Club of Washington, and other riders gave an exhibition parade and drill in the Biddle Street Rink. They were lead by Capt. Whyte, of the former club, and were heartily applauded by the large audience present. The fancy riding of the Baltimores and the drill of the Capitals were voted immense. Rex Smith of Washington also did some splendid fancy riding, and Messrs. Duker and Ullman gave a gun drill on the wheel, which was very effective. In the mile race there were three starters: Messrs. H H. Duker of the Boston Crescent Club, J. Ullman and Henry Fisher of the Baltimore Club. There were fourteen laps to the mile. This race proved very exciting, and was won by Mr. Duker. Mr. Ullmann fell off during the latter part of the race, and was declared out. Duker's time was 3.35; Fisher second, 3.39. A slow race was won by J. McKay Borden, of the Capitals, the distance being 120 feet. A one-mile race was ridden by three Capitals, Messrs. Owen, Borden, and Seeley, each coming in in that order. Messrs C. E. Pratt and C. P. Shillaber of Boston were present.

On the 11th, at Newington Park, under the auspices of the Baltimore Athletic Club, there were two bicycle races, the first being a one-mile dash between H. H. Duker of Boston and A. Boehm of the Baltimore Athletic Club; the former winning after a close struggle on the last lap, in 3.53½. The next race was for two miles, the contestants being F. Fisher and H. S. Owen; the latter, who rode a 60-inch wheel, winning in 8.04.

On the 12th, at Druid Hill Park, several scrub races were made for prizes to be given at a later day; the grand Oriole prize race for a $50 cup, arranged for the day previous, having been postponed two weeks on account of wet weather. The first race was for half a mile, the contestants being Duker, Fisher, Samuel Clark and J. B. Morris, and the finish was made in that order, all pretty close together, and Duker's time being 1.40. Morris lost in starting, and could not recover his space. The second race was a two-mile contest for all comers. The starters were H. S. Owen, and Samuel Barber, Capital Bicycle Club, Wiesenfeld and Dr. Wilcox of Baltimore. Owen won easily in 7.52; Barber second, Wiesenfeld third, and Wilcox fourth. The third race was a mile and a half; starters, H. H. Duker, F. Fisher, E. Bennett, and E. LeCato. This was won by Duker in 6.09¾, the others being close behind.

ST. CATHERINE'S, ONT., 11 OCTOBER.— The following races occurred: Third of a mile, best two in three; first heat won by M. Neelon in 1.50, Johnstone second, and Carman third ; second heat, Johnstone first, Neelon second; third heat, Johnstone first, Neelon second. The prizes were a silver medal, a box of cigars, and a lamp. A mile handicap was won by W. J. Morgan, scratch, in 3.50, Johnstone second, and Neelon third. The prizes were a silver medal and a clock.

ELM PARK, SHERMAN HOUSE, COCHITUATE, MASS., 14 OCTOBER. — The second race of the Framingham Bicycle Club for the club medal was held at the Sherman House track, Cochituate, on Friday, 14 October. The track was good and the day perfect. The time was four and one quarter seconds better than that of last week. The contestants were H. W. Bean, the winner last week, W. A. Norton the second, and J. E. Felch the sixth last week. Bean took the lead and held it till the last quarter, when one of his toothed "pedal slippers" came off and fell into his wheel, and before he could re-*cover* his pedal, Norton took the lead, winning in 3.20⅜, Bean 1¼ behind. Felch retired at one half mile, but kept up well on his little 46 Columbia. This is the second time Bean has lost a race by those steel plates coming off his pedals, and he advises riders not to trust too much to them.

W. D. W.

NATICK, MASS., 15 OCTOBER. — The races at Elmwood Park were well attended and very interesting, although a high wind very materially affected the speed of the contestants. Both races were for one mile in heats, best two in three, and the prizes were of the value of $15 and $10, winner's choice, for the amateur, and $50 and $25 cash for the professional. The amateur race opened first with L. T. Frye and G. E. Frye of Marlboro', T. Hayes and H. W. Bean of Framingham, W. A. Norton of Natick, and H. D. Corey of Brookline, at the scratch. In the first heat the League champion won in 3.28½; Norton second, in 3.30. The second was also won by L. T. Frye, in 3.28¼, with G. E. Frye almost abreast, in 3.28⅜. Another heat had to be run for second place, and it was so earnestly contested that the winner, Norton, lowered the champion's figure in the first heat, recording 3.27, with G. E. Frye well in advance of the rest, in 3.29. The professional race was contested by J. S. Prince, who at present claims the championship of America, and Henry Hersey, of Boston. In the first heat, Prince broke his handle bar at the beginning, and Hersey travelled the track easily in 3.51. In the second heat Prince borrowed a "Yale Invincible," and won first place in 3.46½, with Hersey an eighth of a second only behind. The final heat was won by Prince in 3.46⅞, Hersey scoring 3.47½. The track was a very good one, half-mile circuit, and a well-shaped ellipse, and will doubtless become a good substitute for the Attleboro' loss. Fred. B. Graves of the Rochester, N. Y., Bicycle Club, Percy A. Legge of the Bradford, Eng., Club, and F. W. Weston of the Boston Club officiated as judges.

THE BOSTONS *v.* THE MASSACHUSETTS. — The second ten-mile contest between the Boston Bicycle Club and the Massachusetts Bicycle Club occurred Saturday afternoon at Beacon Park. Our readers will remember that the first race came off at the same place last June and resulted in a victory for the Massachusetts team. Recently the Bostons sent a challenge to their conquerors for a second trial, which was accepted, and Saturday afternoon, 15 October, at three o'clock, was set for the race. At the appointed time a large number of members from the two clubs and other wheelmen were on the grounds, and the teams — three from each club — were announced. These were, for the Bostons, W. W. Stall, J. S. Dean, and C. L. Clark; and for the Massachusetts, G. E. Alden, A. D. Claflin. and M. H. Hardwick. Alden of the Massachusetts failed to come to time, and after nearly an hour's delay, Mr. H. E. Parkhurst was persuaded to take his place in order to make a team, and at about four o'clock the race was called. Dean drew the pole, and following came Stall, Claflin, Clark, Parkhurst, and Hardwick. Stall, however, as usual when the track is somewhat cramped for the number of contestants, took position in the rear for a short flying start, the rest starting from standstill. The riders all got off well, but before the first lap was completed, Stall had passed all the rest and taken the lead, and they reached the first mile finish in the following order: Stall, Dean, Parkhurst. Hardwick, Claflin, Clark. — Stall's first mile recording 3.25. The next mile showed the same relative positions, only Stall was continually increasing his lead. At the end of the third mile Parkhurst was second, Dean third. Claflin fourth, Hardwick fifth; and another mile placed them thus: Stall, Dean, Parkhurst, Claflin, Clark, Hardwick. The end of the fifth mile had again reversed the positions of Parkhurst and Dean, the others being in the same order and so continuing to the end. Stall's five miles was covered in 18.49, Parkhurst's in 19.06, and Dean's in 19 07. The main interest now centred entirely in Dean and Parkhurst, the positions of the rest being definitely settled, as Claflin was riding a handsome and steady gait for fourth place, and Hardwick showed signs of exhaustion or illness and was not even holding his own against Clark. During the laps of the sixth and seventh miles, Dean and Parkhurst were continually alternating positions, the former's fifty-seven-inch latitude telling against him in the strong head wind of the home stretch, while on the back stretch he overhauled Parkhurst's fifty-inch wheel, and so in these miles counted No. 2 by half a length each. The eighth and ninth miles were exciting in the extreme, and were won by Parkhurst, Dean in the last being several lengths behind, indicating victory for the Massachusetts man; when on the back stretch, Dean made a splendid spurt, passed his adversary, and came into the finish by a handsome lead. In the last lap of the eighth mile, Hardwick, who had in the early part of the race been struggling against a side pain, but pluckily kept on, became so exhausted that he was forced to dismount in a fainting condition; he was evidently not in condition to enter the race at the first, for neither the race nor the distance was unusually hard or extreme, and told but lightly on the other participants. The following is the summary, showing time, and positions at each mile: —

	MILES.									TIME.	
Stall, B.	1	1	1	1	1	1	1	1	1	36	22½
Dean, B.	2	2	3	2	3	2	2	2	3	38	50
Parkhurst, M.	3	3	2	3	2	3	3	2	2	38	52⅛
Claflin, M.	5	5	4	4	4	4	4	4	4	39	35¼
Clark, B.	6	6	6	5	5	5	5	5	5	40	52
Hardwick, M	4	4	5	6	6	6	—	—	—	—	—

This gave the victory to the Bostons. Stall's time in the first mile was 3.25, and his ten-mile time of 36.22½ spoils the best previous record in this country. The judges were Geo. Pope of the Massachusetts Club, R. M. Diaz of the Boston, and Fred. L. Sholes of the Cleveland. E. C. Danforth of the Massachusetts, officiated as scorer, and Capt. Hodges of the Bostons as starter.

Racing Notes.

CHARLES A. SMITH, of the Rochester Bicycle Club, won the annual five-mile race for club medal in 18.36.

AT Surbiton (England), 27 September, H. E. Lockington won the ten-mile race in 34.30; and at Polsloe Park, 30 September, the same distance was covered by G. B. Batten, in 34.25½.

A PROFESSIONAL race, to come off when the fair closes, in the New England Manufacturers' and Mechanics' Institute building, on a seven-lap track, is talked of, in which J. S. Prince and G. W. Harrison may compete.

BICYCLE contests were announced to come off 11 October, at a fair at Fort Allegheny, Miss Von Blumen to compete against the trotting horse Rosa Lee for a purse of $200, and H. Marsden, of Buffalo, N. Y., and I. A. Cornwall, of Wyoming County, N. Y., to race, professionally, for a purse of $100.

THE Boston *Herald* says: "In answer to the challenge of George Harrison, John S. Prince writes that he is ready to ride a bicycle match against Harrison for $200 a side, any distance from one to fifty miles, on any fair grounds in America, the fair buildings in Boston preferred; and he will cover any deposit made at the *Herald* office."

OUR *esteemed* contemporary, the *Spirit of the Times*, savagely takes us to task for having used recently a couple of reports of races from its columns without due credit. We confess it without as much shame as we ought to feel, because we are not alone in these errors of omission, having more than once seen items of uncredited bicycling information in the *Spirit* which must have originated in our columns. Still, our error was a grave one, because of the length and excellence of one of the articles we appropriated, and it was an oversight which is not common with us. We do not often give nor expect to receive special credit for paragraph notes which are as likely to be second-hand as not, but we *do* know that detailed reports are procured at some trouble, and often at much expense, and it is but just that the journal first publishing them should receive acknowledgement. The *Spirit* errs, however, in saying we got "William Engle" from the Boston *Globe*. We never saw it there — never saw anything worth taking from it. We got that *verbatim* from a New York sporting paper, but forget which one, — possibly the *Spirit*. We bear you no malice for reproving us neighbor, for we deserved it.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publi cation, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED: P. M. Harris, 169 West 48th street; Frank A. Egan, 791 Fifth avenue, — both of New York City; Rev. A. J. Hovey, Stoneham, Mass.; A. R. Hildreth, 96 Howard street, Lowell, Mass.

ALBANY BI. CLUB. — Additional: Clarence Wendell, 120 Lancaster street, Albany, N. Y.

APPOINTMENTS OF CONSULS: CONNECTICUT. — New Britain, George W. Corbin, No. 196, in place of Leonard Doig, resigned.

MARITIME PROVINCES. — Windsor, N. S., Clarence H. Dimock, No.197.

NEW JERSEY. — Hackensack, Cyrus Knapp, No. 213; Merchantville, H. B. Hart, No. 198; Millville, Herschel Mulford, No. 199; New Brunswick, D. H. Merritt, No. 200.

NEW YORK STATE. — Auburn, A. E. Swartout, No. 201, residence 82 South street, business 63 Genesee street; Brockport, W. S. Winslow, No. 2 2, residence Mechanic street; Hudson, Harry R. Bryan, No. 203, 172 Warren street; Mount Vernon, Frank T. Davis, No. 204. residence 50 Steven avenue, business Fourth avenue, near depot; Watertown, George C. Sherman, No. 205, residence 4 Clinton street; business Mill and Moulton streets.

OHIO. — Canal Winchester, J. C Speaks, No. 206; Cincinnati, Will Hudson, No. 207; Dayton, W. J. Rouse, No 208, 34 North Main street; Franklin, John Harding, No. 209; Middletown, John Wardlow, No. 210; Warren, W. D. Packard, No. 211.

PENNSYLVANIA. — Harrisburg, Chas. S. Williamson, No. 212.

PROVINCE OF ONTARIO. — Henri G. LaMothe, No. 212, Ottawa, Canada.

MASSACHUSETTS. — Attleboro' Falls. C. E. Stanley, No. 214; North Attleboro', Byron F. Blackinton, No. 215, Barrows street.

WHEEL CLUB DOINGS

BREMEN BI. CLUB. — *Editor Bicycling World*:—The fourth meeting of the Bremen Bicycle Club was held at Siedenburg's Hotel the 23d of September, upon which occasion the resignation of the Hon. Seecretary, Mr. Warren Leete, was tendered and accepted with many regrets. The balloting for the succeeding officer was hereupon undertaken, and resulted in the unanimous election of Mr. Norman Leete..... Two members of our club took a run (?) to Bremerhafen the 28th of last month, but found the Chaussee something horrible. Riding was out of the question, so they pursued their fatiguing journey on foot, and quite often found it a matter of difficulty to lug the machine forward. They arrived, nevertheless, at their destination at 3.20 P. M., having been on the go since 7.30 A. M.; the distance was thirty-seven miles. This trip verified the general belief that only plucky 'cyclists can appear in the city of Bremen; really good riding is not to be found, for the police even restricted our wheeling on the magnificent wall and contrescarpes.

HERMANN H. KOOP, JR.,
Capt. Bremen Bi. Club, L. A. W.

BREMEN, 1 October, 1881.

MIDDLESEX BI. CLUB, MALDEN, MASS. — Pursuant to call, a large and enthusiastic meeting of amateur bicyclers was held at Social Hall, in Malden last evening, to reorganize the Middlesex Bicycle Club. The attendance might modestly be called a rousing demonstration on the part of the gentlemen of Malden and vicinity in favor of the wheel, being represented by wheelmen from Everett, Malden, Stoneham, and Maplewood. Letters and telegrams were read from absent members of the old club, expressing their hearty co-operation in the movement, and regret at their inability to be present. After social greetings were exchanged, the gentlemen present nominated Mr. Chauncey R. Winslow for chairman *pro tem.* Mr. Winslow, on taking the chair, called the meeting to order; and after reading the call, requested Mr. Sylvester Baxter to explain the occasion of it, and inform the company of its purposes. Mr. Baxter, quite unprepared, in a dashing little speech, evidently drawn extempore from his mother wit, gave the club some of his early experiences on the wheel, and stated that within one year there had been a phenomenal increase in the number of wheelmen in Malden and vicinity; and expressed the opinion that while last year there were not more than ten or twelve, there were not fewer than between seventy-five and a hundred wheelmen in Malden at present, and he confidently predicted the number would before next fall be increased fourfold. He stated the object of the meeting to be for the purpose of reorganizing the club for the spring of 1882, completing an organization, newly uniforming the club, renting or purchasing a club house befitting the character and social standing of the gentlemen who were at present favoring the pastime. He stated his belief that there were 500 gentlemen in Malden who admired the wheel, and would soon brace up and learn to ride a bicycle or tricycle. It was voted to reorganize the Middlesex Bicycle Club of Malden, Mass. It was voted that the name of the new organization be the "Middlesex Bicycle Club of Malden, Mass." The following officers were then elected by ballot: President, L. S. Ipsen; vice-president, John P. Gale; secretary and treasurer, Charles N. Barnard; captain, Edwin F. Russel; lieutenant, Sumner Kaulback; bugler, Chauncey R. Winslow. President L. S. Ipsen, on taking the chair, made an off-hand speech, thanking the club for the honor conferred on him, and related in a witty style the day's adventure, being the incidents of a spin to Belmont. On the way, being pressed to the curb by a careless cartman, President Ipsen dismounted hastily and not very gracefully, and clutched the bridle of the cartman's horse to save a fall. The horse kindly raised his head and held the worthy president while he alighted on his feet. Turning to discharge a Parrott gun at the head of the bewildered driver, the president said the B. D. was in the act of making such a graceful apology that his gun was spiked, and he pleasantly answered upwards of fifty questions, about which most idiots are curious, such as: "Is it hard to learn?" "Can it go as fast as a horse?" "Does it tire you very much?" "How much does it cost?" etc. President Ipsen related among other things an account of an interview he held with Col Albert A. Pope since his return from England, where, by invitation, the colonel dined with the Coventry Manufacturing Company, composed of a great many old and influential men of Coventry; who, after expressing their thanks to Col. Pope for his pioneer labor in America, stated to him that while they had been engaged twelve years in the manufacture of bicycles and tricycles in England, yet they felt after their experience that they had only begun to meet the demand, and that they expected the use of them to increase year after year; and said that "if we have on this small island between 250,000 and 300,000 bicycles and tricycles, how many do you think it will take to meet the wants of the whole United States?" The president's remarks were warmly applauded. It was voted that the club adopt the constitution and by-laws of the old organization, with some alterations to be made at a future meeting. Voted, that the president appoint a committee of one to secure room or rooms suitable for the club meetings during the coming winter. The president accordingly nominated Mr. Sylvester Baxter, with full powers. At a late hour the meeting was adjourned till the first Friday (4th) of November.

CHAS. N. BARNARD, *Sec.*

MALDEN, MASS., 7 October, 1881.

NUTMEG BICYCLE CLUB. — This club, which was organized at Hartford, Conn., in October, 1880, has now but eleven members, having lost four in the removal of the Chinese Educational Mission from this country. This action on the part of the Chinese government was the cause of much regret here, especially in the Nutmeg Bicycle Club. Our members at present are J. A. Smith, F. M. Smith, C. S. Griswold, O. E. Smith, W. E. Porter, W. H. Wong, G. H. Gilman, J. V. Morrell, W. M. Miller, Jr., D. S. Morrell, and G. W. Smith. A MEMBER.

HARTFORD, 8 October, 1881.

GERMANTOWN BI. CLUB. — The Germantown Bicycle Club since the opening of the park to bicyclers, has been infused with a new life, and things are beginning to look as they should. At the annual "feed" of the club, held not long ago, it was decided that the best thing to do would be to rent a house near the park, to use as a club-house. To relieve any financial embarrassment, several generous members of the club subscribed various sums to constitute a fund to work on. In a few days the committee appointed had rented part of a house suitable, and racks were built on which the bicycles were to hang. The next thing to do was to get a uniform that will look uniform. Heretofore, the uniform was anything but uniform, and it was a source of ridicule to most of the members. After a great deal of argument, a suitable uniform was adopted, and the members were instructed to get it. In a few weeks, the Germantown Bicycle Club will come out in all its glory, and Long Joe will be in a seventh heaven.

PHILADELPHIA, 10 October, 1881. TIOGA.

CORRESPONDENCE

In Montana.

Editor Bicycling World: — Bicycling in Helena does not look very encouraging at present. We have six riders and two machines. I own one, and Mr. Harrison of the United States Assay Office owns the other. Both are Standard Columbias. We should have three bicycles, but we are so far away from transportation (railroad) that it takes from six months to a year to get one here. I had shipped to me on the twenty-sixth day of last May, a full-nickelled ball-bearing 52-inch Standard Columbia, and have not heard from it since. There has been a tracer started after it, but up to date I have not heard anything of either it or the bicycle. The roads about Helena have been in good condition all summer, being very hard and free from rocks. To-day it is snowing hard, with a prospect that it will continue for some time. We are expecting the Marquis of Lorne from Canada to-day, and my brother, J. E. Norris, has gone out with others to meet him and escort him to the city. If the snow-storm continues, I am afraid my brother, who went on his bicycle, will have to turn back, as there is also a hard wind blowing. We intend to start a club as soon as all can get machines, and join the League. W. E. NORRIS.

HELENA, M. T., 29 September, 1881.

To Brockton and Return.

Editor Bicycling World: — The distance from Codman's Church, in Dorchester, to Brockton, is just twenty miles, *via* Norfolk street, Brush Hill turnpike, Canton avenue, Stoughton, Taunton turnpike, and Pleasant street. It was run last Wednesday without a dismount, except where they were levelling a hill in Canton, by two of the Roxbury Bicycle Club, in one hour fifty-five minutes; and after a collation by the Brockton Bicycle Club and a parade out to and round the race track three times, we started at three o'clock alone — not being able to find any one else for company who had grit enough to face a twenty-eight mile wind for twenty miles—for Boston; we arrived home at six o'clock, having made the distance in two hours and forty minutes, resting twenty and only walking three hills. My cyclometer registered fifty miles for the day. The roads were in beautiful condition, and no one enjoyed the day more than "Jim" and

SHORTCRANKS.

BOSTON, 8 October, 1881.

Peoria, Ill.

Editor Bicycling World: — At the invitation of the secretary of the Canton, Ill., fair, the Peoria Bicycle Club participated in a bicycle race held in Canton, Ill., Friday, 7 October. As this was the first occasion of the sort in this part of the country, it caused unusual interest both among wheelmen and the general public. Presuming you are interested in the development of the manly sport in this, as well as all other parts of the country, I send an account of the event. [See "Races." — EDITOR.] Through the kindness of the Wabash officials we were given a special car for the transportation of ourselves and wheels. Untroubled by the crowded condition of the train behind us, we enjoyed a royal time till we arrived at Canton, where we were met by one or two of the fair officials, and the solitary bicycler of the place, Frank Porter, who escorted us to the grounds and assigned us a room in a neat little building overlooking the track. Coming home, our special car was omitted, for some reason, and we had to intrust our wheels to thet ender mercies of a brawny baggageman, who received them with very poor grace, and expressed his opinion of all bicyclers in very uncomplimentary terms. Coykendall, who is connected with the general office, reported the case the next day, and we had the satisfaction of knowing that the offender received a good hauling over the coals. Capt. Tripp invited the club to an elegant supper on the evening of the 9th, and a very enjoyable time was had. We have succeeded in winning the entire city press to our side, and have no more trouble on that score. We have quit reading the Chicago *Tribune*, and possess our souls in peace.

H. G. ROUSE, *Sec. P. Bi. C.*

PEORIA, ILL., 10 October, 1881.

The Attleboro' Events of Oct. 6.

THE public, especially bicyclers, are generally informed that the contestants at the Attleboro' bicycle races, as above, refused to compete; and as my name is mentioned in the various reports, and especially in a villanous attack by the Boston *Daily Globe*, I will explain our side of the question, and give our reasons for doing as we did. When the races were announced, circulars were issued containing the usual programme, and very pressing invitations given to the riders who were at Attleboro' 10 September, myself included, to participate. Subsequently similar circulars were issued, without notice of change, or reference to first issue, with the addition of a bottom line: "N. B. — An admission of thirty-five cents to the fair grounds will be charged." Those who were fortunate enough to possess an "improved" programme naturally supposed the thirty-five-cent clause to refer to those who attended for the purpose of seeing the entire programme as advertised, including the grand parade, and not to the riders who were to *furnish the entertainment*. It will be remembered that at Hingham the same clause appeared, but the riders were not only allowed to enter free, but handsomely entertained and treated in a gentlemanly manner. Imagine the surprise of the unitiated when every man was mulcted to the tune of thirty-five cents before being allowed to enter the grounds, *including the competitors*, who had been invited to compete, and assured of a welcome. On further inquiry, it was found that the judges consisted of a number of gentlemen totally unknown to the competitors, who, although evidently at home on *horse trotting*, had no knowledge of League rules, or the requirements of bicycle races. On remonstrating with Mr. O. N. M. Draper, who was in charge, in a gentlemanly and quiet manner, and requesting him, after suitable explanation, to give us the privileges which belong to us by right of invariable custom, we were informed to the effect that having made his arrangements to suit himself, he proposed to carry them out, and *if we did not approve, we were at liberty to stay out and not compete*. Thereupon, Mr. Draper was informed that it was the intention of all the competitors to refuse to appear unless granted their rights. Soon after, on being informed by a spy that I had explained our side of the case to a number of the spectators who requested to know the trouble, Mr. Draper approached and threatened to put me off the grounds if I "did n't keep my mouth shut." Finding I could not be intimidated, and knowing perfectly well he had no authority to do so, as I was only expressing my opinion, and exercising my right of free speech without creating a disturbance, he did not again attempt to interfere, although we continued to explain whenever called upon to do so.

Knowing that the competitors had refused to appear, and that he could not fill out his programme, Mr. Draper allowed the people to fill the grand stand (at fifteen cents each) and after about an hour's delay the Columbia Bi. Club went on the track; much against their inclination, as they had been left out in the cold, their offered assistance in managing the races and providing judges having been refused, and every man made to pay an admittance fee of thirty-five cents, in face of all precedents to the contrary. Having promised Mr. Draper previously a club drill and some fancy riding, they manfully kept their promises, and then joined the rest in demanding their rights. The drill and fancy riding over, Mr. Draper called the races in order, giving five minutes for the competitors in each race to appear until the end; when, no one appearing on track he *expelled* the *Columbia Bicycle Club* forever from the track, *after they had carried out their promises to him in full*, and followed by expelling the other bicyclers present.

The bicycle men present acted throughout in a gentlemanly and quiet manner, which was much in contrast with the conduct of the managers. The spectators were generally in sympathy with the riders, and openly expressed their disapprobation of Mr. Draper's conduct by hisses, at which he threatened to put the spectators off the stand; but as there was only one policeman, and fully 1,000 people on the stand, it may be imagined that they did n't cease. One unknown friend called on Draper to "give the men back their money"; and it was proposed to

make up a purse for the riders, but as they were fighting for principle and not for money, the offer was refused. The crowd finally dispersed without their money or amusement, as advertised, and much dissatisfaction was expressed at Mr. Draper's arbitrary conduct.

Why the riders were expelled does not appear, as Mr. Draper informed us that we need not compete if not satisfied, and we took him at his word. The matter will be brought to the attention of the League, and the insults received by members from the management of the races fully ventilated, and some action taken in the matter. Much credit is due the Columbia Bicycle Club members for standing by the visitors so well throughout, and for their kindness and entertainment. Although they had been shut off from all interest in the races, they entertained the visitors and used them well. This controversy goes to prove that it is time the L. A. W. took hold of the matter of race meetings officially, so that racing members may not be put to the loss of time and money expended in attending such fizzles as the "Attleboro' Farmers and Mechanics' Association Grand Bicycle Parade and Races," which was advertised to be governed by League rules. W. W. STALL.

BOSTON, 7 September, 1881.

St. Louis Notes.

RAIN has fallen steadily for four days in this section, and the roads are in excellent condition—for boating. While in a state of melancholy, caused by the horrible weather, one of the wheelmen conceived the idea of giving his all-bright wheel a coat of Japan varnish. Result, a shiny bike, the spokes looking bright and natural, and the forks and backbone slightly yellow, as if the machine had the jaundice. A bucket of water was thrown over it to "see how the thing worked," and no rust has made its appearance on the wheel yet. The owner is tired of oil and emery, and after a muddy ride, intends turning the hose on it, or letting the mud dry and brushing it off with a whisk broom.... G. G. Bain, captain, lately resigned on account of his position interfering with his studies. His successor will be appointed at the next club meeting on the 11th inst. ...The managers of the Southern Hotel gave us the use of one of their parlors for our club meetings, which have been held there from 20 August. .This courtesy is appreciated by us, as public sentiment here is pretty much against bicycling. The Forest Park commissioners, some time since, held a meeting, and it was decided that while bicycles were undoubtedly a nuisance, no action would be taken in regard to them "unless the number largely increased." That 's encouraging for the development of the sport, to say the least. In Tower Grove, the wheelman's paradise, no definite orders have been given, but the gatekeepers, gardeners, etc., are filled with a due sense of their own importance, and while one says "You 'll have to ride on the foot-path with them things," another will shout at you, "Get right out of this onto the main drive." The best way to Tower Grove is *via* Old Manchester Road and King's Highway. Straight across Grand avenue is the shortest, but the road is clay, and generally bad..... Very little night riding is indulged in here, as it causes extreme profanity on the part of drivers. A dark lantern is used by one of the boys, and it answers the purpose pretty well, as it can be closed up when approaching a horse, and opened after passing him.....We have plenty of members, but a scarcity of machines, only fifteen being in use.... For the benefit of those who desire to learn the stand still, I give my experience. I took my machine in a narrow hallway, where I could n't fall sideways, and practised in various ways, but it was n. g. I then tried a 36-inch wooden machine, the front wheel of, which turns nearly half way round, and found I could stand all right with hands off, and feet on pedals or in the spokes. Stood over twenty minutes with ease, and on trying my Columbia again, fell off in fifteen seconds. If any one fails to do this feat on a Columbia, let him try any machine whose front wheel will turn farther around, and I am confident he will get it inside of ten minutes. "626."

ST. LOUIS, 7 October, 1881.

Poughkeepsie, N. Y.

Editor Bicycling World: — In a previous communication, I promised to report if anything of interest in bicycling matters transpired in our vicinity. At that time I had very little idea that anything would happen of sufficient moment to report; but contrary to expectation, some things have happened, and to make good my promise, I will proceed to tell about them.

The first something to which I have reference was a bicycle race at the fair of the Dutchess County Agricultural Society, at Washington Hollow, 21 September; open to all amateurs residing in the county. Mile heats. best two in three. First prize, gold badge; second, "Excelsior" cyclometer; third, pair bicycling shoes. The entries were R. O. Osborn, T. H. Ransom, J. Becker, E. S. Lockwood, and C. Ostrander, all of Poughkeepsie. Osborn won first prize in two straight heats, Ransom second, and Becker third. Time, first heat, 4m. 10½s.; 2d heat, 4m. 13s. Quite a damper was put on the participants in this race on account of an accident which befell Lockwood, who, while riding around the track for the first time after arriving upon the grounds, ran into a sand hole, which threw him, spraining his wrist and elbow so badly that it will be some months before he will be able to use his arm. Notwithstanding the management promised that the track should be sprinkled, rolled, and no horses allowed upon it until after the bicycle race should be over, no attempt whatever was made on their part to fulfill any of the promises, and the track was in the worst possible condition. So bad was it that many owners of horses who had entered the races withdrew, not caring to run the risk of injuring their animals for the sake of winning the purses offered. So the participants deserve some credit, if the time does appear to savor of that of a "slow race." It will probably be a "*cold day*" before that same Dutchess County Agricultural Society will be able to fill another bicycle race with Poughkeepsie riders, although every one acknowledges that the fair would have been a total failure had it not been for the race. More than four times as many people were present on Wednesday, the day of the race, than on any other of the four days upon which the fair was held.....The other interesting event was no more nor less than a visit from "Kol Kron" to Poughkeepsie. That gentlemen arrived at noon on Monday, 26 September, and after dinner the club escorted him on a ride about the city: to Vassar College, the reservoir, and up the Hyde Park road to the Hudson River State Hospital. Notwithstanding the dusty condition of the roads (we having had no rain for nearly a month), and the intense heat, the ride was greatly enjoyed by the club members, and they hope also by their guest. It is rumored that the captain requested the bugler to *forget* to bring his bugle, out of respect to Mr. Kron's expressed preference for quiet rides; and it is also said that the bugler's feelings were so badly hurt by the evident failure on the part of the captain to appreciate his valuable services, that he (the bugler) has decided to quit Poughkeepsie for good and all. We understand he has taken up his abode in Philadelphia, where he hears there are *no restrictions on bicyclers;* and no doubt he will soon make himself famous there as he was here, not only as a bugler, but in many other ways. I will not endeavor to give a detailed account of Mr. Kron's stay, but hope he will think well enough of us and our city to make an account of his visit a part of one of his entertaining articles which appear from time to time in your excellent paper. ....In the WORLD of 30 September, 'Steno" says, and says truthfully: Nine out of ten novices in bicycling, when purchasing machines, get them about four sizes too small; but he does *not* say whose fault it is that they do so In my opinion, it is caused by the idiotic rules for measurement given in the catalogues. For instance, my measure calls for a 44-inch machine of close build. I bought first a 46-inch "Special Columbia," afterwards sold it, am now riding a 48-inch of the same make, and if I have good success in disposing of this one, I shall get a 50-inch. From this it would seem that there is a grave error in the tables.....If I am not taking up altogether too much of your valuable space, while finding fault, I would like to grumble a little at the system of numbers in the L. A. W. My first membership ticket was originally numbered 1,444; this was subsequently changed to 1,443 by erasing the 4 and substituting a 3 in red ink; upon my badge was engraved 1,443, but when my membership ticket for 1881-82 arrived, lo! the number was 1,442: and all this in less than one month. Now you will clearly perceive that it is only a question of time, at this rate, for my number to become 1, or even less, if possible. If anybody knows why "this is thus," will they please rise and explain?

48-INCH WHEEL.

POUGHKEEPSIE, N. Y., 3 October, 1881.

Streator, Ill.

Editor Bi. World: — The Streator Bicycle Club has eight members, most of whom ride "Standard Columbias," but several have English machines. — This is our first year, and our boys have just fairly learned to ride with ease. Among the most prominent of our runs this season was one to Ottawa, sixteen and a half miles; the road is principally gravel, and a finer for bicycling than any other in this part of the State. The day of our run was a very rainy Sunday, but the road-bed was hard and little affected by the moisture. On the 8th of August last we visited the Aurora Club of Aurora, making a pleasant run to Batavia and return with them, a distance of fifteen miles, after which we were hospitiably entertained by them. 23 August, we joined the Auroras in a run to Rockford, and had a pleasant interchange of courtesies with the club of that place, besides meeting Mr. N. K. Lillibridge, a well-known English wheelman, who rides a fifty-two-inch "D. H. F. Premier." One of our longest runs was out to Wine Lake, a famous Illinois watering place, thirty-six miles, and over some very poor roads. On the 18th of August, we gave the Aurora Club a reception at the secretary's rooms, the occasion being a very enjoyable one. We intend to hold more of these, and shall always be glad to welcome any wheelmen who may be travelling our way when such occasions are in progress. Last Sunday was the first time for over two months that our entire active membership has been got together. Ex-Capt. Roe. who is now stopping at Aurora, was down, and Treasurer Boys was at home from Chicago. At noon we enjoyed a pleasant ride through the parks and along River avenue to Coal Run, and returning to town had our pictures taken, one of which I enclose to you; and by the way, we should be pleased to exchange with other clubs. "56."

STREATOR, ILL., 12 October.

PIONEER BI. CLUB. — A New Zealand correspondent sends us the following concerning his club at Christchurch, in that province: "The annual general meeting of our club was held at the Commercial Hotel, 1 September; the chair was taken by the captain, Mr. E. C. Farr. The following were elected members of the club: Messrs. A. M. Ollivier, H. H. Loughnan, G. M. Douglas, A. E. Preece, A. Lowry, H. Spencer, H. Langdown, and R. W. Mountford. The following officers were elected: E. C. Farr, captain (re-elected); T. Searell, sub-captain (re-elected); J. F. Norris, honorable secretary and treasurer. Committee: Messrs. Ollivier, Douglas, Spencer, Dalton, and Dunsford. The opening run for the season was to Woodend, on Saturday, 3 September. Owing to the stiff north-east breeze blowing, only six members and a friend appeared at the starting point, the General Post-Office, for the opening run of the season, on Saturday last to Woodend. The head wind was too powerful to allow the bicyclists to proceed beyond Kaiapoi, where a good tea was partaken of at the Pier Hotel in company with two other members. They then indulged in music and singing till 8 P. M., at which time lamps were lit, the advance blown by the bugler, and the homeward journey commenced. The wind being in the rear, a pleasant pace was kept up till Christchurch was reached, and the members dispersed, having thoroughly enjoyed the outing.

A LITTLE son of Col. A. A. Pope, and who is, by the way, an expert bicycler, recently fell from a stone wall near his residence, in Newton, and sustained a double fracture of the leg. He is a bright but daring little fellow, always essaying perilous feats, and in this case was exercising his especial proclivity. He has never got hurt yet by bicycling.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing al jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

THE BEST WAY TO KEEP

Your Bicycle from Rust

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS, WORCESTER, MASS.

CUNNINGHAM & CO., Boston Agents.

DIRECTORY

OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

Addresses inserted in this department, $12 per year.

CALIFORNIA.

SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.

HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.

CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.

HELENA. W. E. Norris.

NEW HAMPSHIRE.

PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.

NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.

LIMA. Gale Sherman.

PENNSYLVANIA.

PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

$75.00 $95.00

SPECIAL ANNOUNCEMENT.



WE have in stock less than one hundred and fifty of our well-known Cone Bearing

"STANDARD COLUMBIA"

Bicycles, in 46 and 48 inch, half bright and painted, which we offer at the reduced price of $75.00 until they are sold. We have a few 50-inch, full nickel, which we will sell at $95.00. The bearings of these machines are so well made and hardened as to be remarkably easy-running. The thousands which are in use have earned a good reputation. When kept clean and well lubricated they frequently outspin and outcoast any other bearings; and they are easily adjustable. This offer affords an opportunity to purchase good, serviceable, new Bicycles at a bargain while the lot lasts. Only these three sizes and two styles, and but a limited number are so offered.

For catalogues and particulars of other sizes and styles of Bicycles and Tricycles and their supplies, address with three-cent stamp enclosed,

The Pope Manufacturing Co., 597 Washington St., Boston, Mass.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

STODDARD, LOVERING & Co.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.
A. J. PHILBRICK & CO.,
SALEM, MASS.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.
Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from
E. C. HODGES & CO., 40 Water St., Boston, Mass.

TRIOCYCLE FOR SALE.
Has been but little used and is in good order. Price new, $250. Will be sold for $150.
CHAS. F. HANDY,
236 Westminster St., Providence, R. I.


THE NEW
LEAGUE BADGES
Will soon be furnished to order by the design patentee, C. H. Lamson, Director L. A. W., Portland, Me.
Particulars as to prices, etc., will be published later.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy. | BOSTON, 28 OCTOBER, 1881. | Volume III. Number 25.

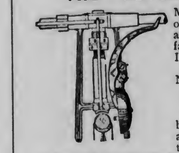
[VOL. III. CONTENTS. No 25.]

Currente Calamo.—Personal 298
Editorial.—The League Badge 299
Some Tricycles. VII. Delta, etc. . . . 299
Correspondence 300
L. A. W.—Applications.—Wheel Club Doings.—Races.—Notes, Queries, etc. . . . 305
Tricycles for Ladies 306
Books and Pages 307

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS


Patent Applied For.
BURLEY'S
ADJUSTABLE SKELETON SADDLE.
THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.
Send for circular with testimonials.
In ordering, state whether Cradle spring or otherwise.
Price, $4.00. Nickel Plated, $5.25.
Send money order or registered letter.
D. W. HYDE,
Box 1133. Brighton, Mass.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

FOR SALE OR EXCHANGE
[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

FOR SALE.
56-IN. XTRAORDINARY CHALLENGE.
Ball bearings to both wheels. All plated except rims. Cradle spring, handy tool bag, wrenches, extra spokes, pedal pins, caps, lubricators, etc.
Reason for selling machine: too large—must ride smaller machine. Address
A. F. F., Box 75, Dedham, Mass.

FOR SALE. A 56-inch half-nickelled "Howe" bicycle, ball bearings. Bell, hub lamp, and all complete, only used one month, good as new. A beautiful machine. Price $80, or will exchange for first-class singing birds. Address
Lock Drawer 38, Galt, Canada.

FOR SALE.—A 52-inch "Special Challenge" bicycle, ball bearings to front wheel, newly painted, in perfect order, and as good as new. *Must be sold. No reasonable offer refused.* Address: EDWARD B. FOX, 1924 Chestnut street, Philadelphia.

FOR SALE. The greatest bargain yet offered. A nickel-plated 54-inch "Special Columbia," guaranteed in perfect running order, complete with saddle, oil can, wrench, tool bag, M. I. P. bag, hub lamp, and cyclometer for 50-inch wheel; will send on receipt of $90, or will send by express C. O. D. with privilege of examination, on receipt of sum sufficient to cover charges both ways. Address
I. W. THOMAS, JR., Louisville, Ky.

FOR SALE, a 54-inch "Harvard," made this year; has been run but very little, and is in perfect condition: will sell for $100. Can be seen at 33 Main street. Marlboro', Mass. A. P. CURTIS.

EXCHANGE.—I have a 54-inch Columbia, which I wish to exchange for a 52-inch machine, or will sell the same. Address
BICYCLE, P. O. Box 1757, Boston, Mass.



WE MAKE
SPORTING GOODS
A SPECIALTY
And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

"LAMSON'S LUGGAGE CARRIER,"
OR BICYCLE SHAWL STRAP,
(Patent applied for). Pronounced by the most experienced riders to be the "cheapest, lightest, neatest, and most convenient bundle carrier for attachment to the handle bar ever invented." It may be put in the pocket when not in use. Sent by mail for 75 cents, by C. H. LAMSON, Portland, Me. Also for sale by the principal bicycle dealers.


COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H. HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

BOUND

COPIES

OF

VOLUME

III.

MAY BE HAD AT THIS

OFFICE,

On or about Nov. 21, 1881, for

$2.00 EACH.

We will bind numbers, in

CLOTH, for our subscribers for

$1.00 each.

THE

BICYCLING

WORLD

OFFICE

IS REMOVED TO

8 PEMBERTON SQ.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —

BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

Bicycling Literature.

WE have a supply of the following bicycling literature, which we will send postpaid at prices named: —

Bicycling World, Vol. 1, bound in cloth	$2 00
" " " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Handbook, 1881	30
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Wheelman's Year Book, 1881	30
Cycling Sketches, cloth	1 00
" " paper	50
Wheel World Annual, 1881	30
Photographs of Wheelmen at Newport	$2.50 and 2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly),	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

OUR second order for Sturmey's "Indispensable" for 1881 has not yet been filed, but we are daily expecting it, and will forward copies to applicants as soon as received. We have on hand a few copies of the edition for 1880, which we will furnish post-paid for thirty cents each. Those remitting amounts in postage stamps will greatly oblige us by enclosing only one-cent stamps, as we have little use for those of larger denomination.

E. C. HODGES & Co.

CURRENTE CALAMO

THE Bay State Bicycle Wheel Club made a run to South Framingham and return last Sunday.

ALGERNON CHOLMONDELEY JONES objects to the use of the bugle by wheelmen. "It is quite too utterly toot-too, you know."

THE New Haven Tricycle Club was organized 15 October, 1881, with ten members. So far as known, this is the first tricycling club in America.

OUR old friend, Russ B. Walker, puts his card out for the attention of bicyclers who wish to dance while wheeling is impracticable, and we think the suggestion is a good one; because it gives us an agreeable chance to cultivate the social graces with prospective tricycleresses.

A BLUE MOUND, ILL., subscriber sent the following to us on a postal card: "Do not send that paper any more, as it is a nuisance to me, as I hardly ever read it since I sold my bicycle. Bicycles are an outrage on civilization in this fertil country, where we have no roads fit for self-propeling vehicles of any gender."

PERSONAL

MR. H. S. KEMPTON has given up the conduct of the bicycling department in the Boston *Sunday Herald*.

CRAGIN has been "mashing" the Suckeresses, Hoosierines and Buckeyettes along his track from Chicago, so he says.

PRESIDENT PRATT has started up a hornet's nest by his expression at the League meeting last month of his views on the conditions of League badge possession.

STALL joined the Harrison-Fourdrinier-Miller-Whittaker-Gilman party at South Natick, Sunday afternoon, just after dinner, and accompanied them back to the city as far as Brighton.

W. H. MILLER, president of the Buckeye Bicycle Club of Columbus, O., is in town. He is himself an enthusiastic wheelman, and reports bicycling in the mid-West as rapidly and permanently increasing.

THE Boston Bicycle Club have purchased the Massachusetts Club's share of the furniture and fittings of their joint headquarters, and will transfer them to the new quarters of the club — when they secure the new quarters.

FRANCIS CRAGIN had arrived in Washington, Pa, at 6.35 P. M., 17 October. We accidentally sent the third instalment of his manuscript to the printer last week. We shall publish the second instalment in our next issue.

FRED. JENKINS, editor and publisher of the *Wheel*, has sent us a box of handsome stationery bearing the imprint of the new L. A. W. badge on both paper and envelopes. It looks very neat, and if wheelmen will send five cents to 75 Fulton street, New York, they can soon see a sample sheet.

W. GAYLORD BELL of Cheyenne, Wyoming Territory, while riding one morning last month, in attempting to turn a sharp corner, tripped on a large pine knot in the road and took a header, breaking his arm and otherwise sustaining bruises. He expected, at last advices, to ride again in a very short time.

MESSRS. HARRISON AND FOURDRINIER of the Boston Club, and Mr. Gilman of the Chelsea Club, accompanied by President Miller of the Buckeye Club of Columbus, O., started for a run into the country Sunday. At the Brookline reservoir Consul Whittaker of the Cornet Club of Needham joined the party and escorted them to Needham, South Natick, and return by way of Wellesley, Newton, and Brookline. The party had an excellent dinner and were well treated at Bailey's Hotel, South Natick, and recommend wheelmen to go there.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 28 OCTOBER, 1881.

THE LEAGUE BADGE.

THE adoption of a new badge design by the League, at its last quarterly meeting, and the opinions expressed during the discussion, respecting the relative rights of the organization and its individual members in the matter, have begun to elicit opinions from the latter, to two of whom we accord space in this issue; and it must be confessed that their criticisms on several points are very pertinent. Respecting the new League badge, we understand that the regulation size and style as adopted by the League are that represented in the cut in Mr. Lamson's advertisement, and may be of silver, of gold, or partly of both, as purchasers may choose; but we do not understand that this will preclude members from having the design in other sizes and styles, such as in the form of scarf-pins, bosom-studs, uniform buttons, or imprints on ribbons, — except that, as the design is Mr. Lamson's property, manufacture must be through him, or by his permission. Neither does this design arbitrarily supersede the present League badge. Either may be used and recognized as the proper emblem of the L. A. W., and it leaves the choice with individual members; for possession of a badge is no proof of membership, the League certificate for the current year being the only legitimate voucher. So far as the badge being the property of the League, subject to reclamation from a member who resigns or is expelled, such a condition is only nominal, having no legal tenure in an unincorporated organization like ours, and its surrender to the League is only a question of morals. We quite agree with those who disagree with the opinion expressed at the League meeting, to the effect that a withdrawing member has no option but to return his badge, while the League possesses the option of retaining or returning the money deposit therefor. In fact, since the badge is only a symbol and not a guaranty of membership, and like Masonic or Odd Fellowship emblems, may be owned and worn by non-members, we see no advantage in the League owning it. As a financial speculation, it may hold the patent and *sell* badges, or loan them for a sum which will bring a profit; but beyond this we recommend the League to abandon all claims.

Some Tricycles. VII.

DELTA, ETC.

I BELIEVE it has been observed before, but it may bear repeating, that the tricycle does not appear to have received from makers or from critics so much mechanical attention as the bicycle. There are numerous points yet uncovered. I once tipped Mr. Frank Weston a hint, which I see no evidence of his having taken to practical purpose, and now I tip it to others; that was, that if he wished really to make the "Harvard" tricycle anything different from the "Excelsior No. 1," of Bayliss, Thomas & Co., or if he wished to make it apparent that it was built for American use and entitled to an American name, he should have it made with the large driving wheel on the right-hand side instead of the left. With a single driver, and a smaller supporting wheel opposite, it is very awkward to ride with the large wheel higher or with the supporting wheel on the lower side of the road. For English use, where the rule of the road is to turn out to the left, the "Excelsior" or the "Harvard" is rightly arranged in this respect; but for American roads, where the rule of the road is to turn out to the right and where one mostly rides on the right-hand slope of the road, the arrangement of the wheels should be reversed. There is another point, applicable alike to either single or double drivers, but important to rear steerers. Of course it is well recognized that the pedals should be brought pretty well under the body of the rider, so as to utilize weight in driving; but now in this class of tricycles the pedals should be brought well under the axle of the driving wheel or wheels, because there is about forty per cent of the weight of the rider on the pedals all th · time, and from that upwards to ninety per cent of the weight of the rider, as the driving becomes more rapid or more difficult. If, therefore, the pedal shaft be geared forward of a perpendicular through the axle of the driving wheels, when more than half the weight of the rider is thrown upon the pedals there is a tendency to tilt the machine forward and destroy the steering and the brake gear. This might be obviated by bringing the pedal shaft to a point substantially vertically beneath the axle of the driving wheel. It is true that the weight would then rest considerably on the small wheel, when not drawn upon most for driving; but this would tend to make the machine steadier, and the difficulty of driving would not be much increased. A brake on the rear wheel would then be worth something, and the steering would not be precarious. This point happens to be well observed in the "Delta," made by the Birmingham Small Arms Company, England, and one of which I have recently had the opportunity to examine and try. This is a double driver, forty-two inches in width, with front driving wheels fifty or fifty-six inches in diameter, and a rear steering wheel twenty-two inches in diameter. It has hardened parallel bearings, a double band brake acting on both driving wheels at the same time. The propelling mechanism consists in a double-cranked pedal shaft, adjustable on the lower ends of the hay-fork frame, and which is connected with a toothed drum at each end, over which endless chains pass to corresponding toothed drums on the hubs of the driving wheels. The peculiarity about this driving mechanism lies in the ratchet drums of the crank shaft. These drums are loose on the shaft, and the shaft bears a four-way cam on each end, which operates within two cams of the same thickness within each drum, being held toward each other by spiral springs, and adapted on their central concave sides to the cam on the shaft, while their peripheral sides are in the arc of a circle of the same diameter as the interior of the drums. In operation, as the rider sits with his feet on the pedals he may hold his feet at rest, the pedals not moving while the machine goes on, as for instance down grade; or he may back-pedal or forward-pedal without any change of the mechanism or touching anything but the pedals, — this effect resulting from the fact that when the pedals are at rest the semicircular cams in the drums are brought toward each other and do not operate, but with a sudden motion of the foot, either forward or backward, the shaft cams drive them apart, and they engage as friction clutches with the drums. This tricycle may therefore be classed as a rear steerer, double driver, and the wheels are

capable of independent motions, as in turning curves; and it has some other advantages. The frame is so constructed that the crank shaft is brought well under the axles of the driving wheels, so it is a pretty sure steerer, — and the front-wheel brake applying to both wheels makes it strong in this respect, whilst it has also the safeguard of back-pedalling. It is mechanically well made and finished, and is of about the same price as the "Salvo," described in my last paper. The driving mechanism should not be recommended, however, without some word of qualification; since, although it has a crank shaft, it is really a clutch driver, and clutches on any velocipede have their disadvantages. One disadvantage, which they have on most machines, — of making it impossible to back-pedal, — is obviated in this one, to be sure: but a clutch is more likely to get out of order or to fail to operate than a keyed crank or wheel; and at high speed every clutch is difficult to operate, from the fact that the foot must move so much quicker than the point which the clutch is to operate on. But disadvantages on any machine have to be balanced against advantages. There is an American tricycle not yet fairly upon the market, which I have tried, and which has a clutch driving mechanism, and which is apparently quite satisfactory. I have been promised a cut to make my description better understood, or else should have furnished the readers of the BICYCLING WORLD with a description before this. Perhaps in my next paper I may describe it fully. C. E. P.

CORRESPONDENCE

Newburyport Gossip.

Editor Bicycling World: — Doubtless you have wondered, and probably several wheelmen have, why Newburyport has never been heard from through the columns of the WORLD, except in the way of bad roads; and I thought a few notes from this city would be interesting to your readers. The pioneer wheelman of this place, I think, was Mr. Wills, now of the Massachusetts Club, and for a long time he was obliged to ride alone. Until within a year the bicycle was but little known here, and well does the writer remember when he ran a mile to the principal hotel of the city, and there was allowed to gaze upon that mysterious machine and hear the riders talk of open heads, backbones, tangent spokes, ball and cone bearings, etc., which was as unintelligible to him as the dead languages. But now how different! He has been fully introduced to the tricks and intricacies of the silent steed, and has conquered it.

We have in this city, now, nine machines, and one in the neighboring town of Newbury. The sizes and makes are as follows: One 54-inch "Special Challenge"; two 52-inch "Standard Columbias"; three 50-inch "Standards"; one 50-inch "Harvard"; one 48-inch "Standard;" one 46-inch "Mustang"; and one — well, I can't class it; it is home-made, 54-inch, with most of the material purchased of the Pope Manufacturing Company. There are also two 42-inch wheels, manufactured by Wilkinson, of Chicago, run by boys, which of course we do not reckon among our number. Our most familiar runs are to Rowley and Ipswich, seven and twelve miles distant, respectively, the roads being first-class; or for a short spin, to the "oyster-shell road," about three miles distant from the city proper, a ride over which will amply repay the wheelman for the exertion in climbing gravel hill just this side. Our men, when on a run, present a motley appearance. Some appear in helmets, some in polos, some in neither; some with knickerbockers, some without; and shirts, some appear in gray, others in blue, white, and a variety of colors, and some with none at all, but in jackets..... There is but little interest taken in club affairs here, but a few, the writer among them, are working hard to organize a club, embracing the town of Amesbury, five miles distant, which possesses four wheels and is likely to have more. If we succeed, we shall probably have a riding hall and club-room this winter..... The drivers of horses in this city are, as a general rule, courteous and obliging to wheelmen; but once in a while we encounter some narrow-minded man who wants the whole road to himself.... We have had some fancy riding here; some that is not often done, and is not among the feats of the Æolus Club, such as riding over fences, down flights of stairs, etc. One of our men, soon after receiving his 52-inch "Standard," was taking a morning spin on the mall (the name for our common), when he was seen to ride upon a seat, over a fence, and down an embankment on the other side; no bones broken. Another was practising on his 54-inch, in his attic, (fact!) which had a flight of stairs leading to the floor beneath, with no rail surrounding them. Suffice it to say that he takes his practice spins on the road now. .. Ipswich, for a time, was shunned by our wheelmen, as the very air seemed to have the taint of accident in it. First on the list was a rider of that town who broke his nose; next was a Newburyport wheelman who buckled his wheel while in that place; then followed the sad accident to Bosson, of the Chelsea club; following him came a Newburyporter, who buckled his wheel there; and lastly, one of our men fell while on a run to that town, and sprained his wrist. Ipswich people regard the bicycle as a dangerous article..... Two of our men took a run to Amesbury last Saturday; distance five miles, most of which is sidewalk riding. After climbing Patten's hill, — and they did climb it, — the main street of the town was reached, which rode as if it was paved with bricks placed endwise, and two or three inches apart. They dismounted and walked through the town. While there they fell in with Mr. F. W. Merrill, a very genial and courteous gentleman, who thinks of purchasing a wheel. We sincerely hope he will: such men as he add dignity to the pastime, and tend to raise it in the estimation of the general public..... Whistles are getting quite popular here, bells being disliked, as they are easily broken and they interfere with coasting..... I have nothing to say in defence of the roads in this city. They *are* bad, they are execrable; but I have a word of apology to offer, and that is that water has lately been introduced into the city, and the road bed has been dug up considerable in consequence. Still, there is nothing like getting used to it, and one can get through the city without much difficulty, if he knows where the good patches of road are. Road, did I say? sidewalk, I mean. Don't give it away, but we ride on the sidewalk a good deal down here; nobody seems to notice it, except once in a while, when we meet a refractory female who stoutly declares there "those things have no right on the sidewalk, and I shall not budge an inch"; but as you approach them, they generally squeeze out room enough to pass..... If this does not interview your waste basket, you may hear from me again, in regard to wheel doings in this city and vicinity. If any of your readers dare venture over the "meanest roads they ever encountered" (I believe that is a Chelsea expression), and come this way, no one will be more glad to see them than your correspondent.

ELLSWORTH.

NEWBURYPORT, MASS., 4 October, 1881.

Canandaigua, N. Y.

Editor Bicycling World: — The worthy secretary of our bicycle club has several times promised me that you should receive a communication from old Ontario County. Having failed to see any production from his pen in your paper, I have been led to send you a few random thoughts. Returning from the Meet of the L. A. W. last June, so brimfull of enthusiasm that in less than two months so much had been imparted to others that we had a well-organized, active club of sixteen members in our place of 6,000 inhabitants. Although the pioneer in bicycling, and oldest rider in years in our county, I feel about as young as any of the boys. Two weeks ago we had a very delightful time at Elmira, visiting the State Fair, and enjoying the hospitality of the Elmira Bicycle Club, as their guests. Returning, we left the cars at Havana, visited the glen there; and then, mounting our wheels, in twelve minutes were at Watkins, distance three miles, having ridden over as fine a road as Boston can boast of, with a descending grade all the way. I would speak of the wonderful glen we visited, but it must be seen to be appreciated. It is well worth a visit. A trip of forty miles from Watkins to Geneva, over Seneca Lake, afforded rest and refreshment, bringing us within sixteen miles of home..... Last week our club enjoyed the hospitalities of the Geneva Club, and took part in the races..... At the annual meet of our county agricultural society, held this week, the bicycle races did not amount to very much; but the trick riding of George Hayes of Canadaigua and Fred Nester of Geneva was very superior, and they captured the two gold medals in order above mentioned..... I would like to give you a description of a little improvement that I have made; although original with me, it might have been suggested to some others. It is the combination of my "Excelsior" cyclometer and "King-of-the-Road" lamp, so that I can carry them both at the same time. I first removed the attachment from top of lamp that kept it in centre of axle; made a pattern for two brass castings that should fit the top of lamp and cyclometer, so that when connected, the lamp would hang down and the cyclometer stand above the axle and revolve on its opening for axle of wheel; removed the screws that held the cyclometer together; drilled out the same holes a little larger, and fitted new screws sufficiently long to pass through both parts of the cyclometer, cutting the thread in brass castings for same. Thus my cyclometer was firmly secured to the attachment. I then fitted the attachment to top of lamp, and when placed in position, drilled through the two, and fitted two bolts with nuts, which secured the brass attachments to the lamp. The old hinge of lamp was thus closed up, but I sawed through the same attachment on top of lamp where the two joined, and easily made a new hinge for opening the front door. The top of the lamp that revolved on the axle could just as well have been entirely removed; but by attaching, as I did, it made the lamp hang lower, giving a better light and appearance..... To prevent the dust from getting into the cone bearings of the little wheel of my "Royal Challenge," I cut off two pieces of three-fourth inch rubber tubing, one fourth inch width, and slipped them on the axle when the wheel was removed, but before doing so, countersunk by trimming the end that came up against the hub of the wheel. The thin edge of the rubber produces very little friction, and most effectually keeps out dirt.

A. G. C., *Captain Canandaigua Bi. C.*

Halifax.

Editor Bicycling World: — During the past week we have been honored with a visit from Mr. C. H. Dimock, consul for the League of American Wheelmen for Windsor, who is the oldest bicyclist in the province. During his sojourn here we tried to get up races; but owing to the roughness of our trotting tracks, were unable to make satisfactory arrangements with the committee who had it in charge, and who named a course on which we should run, or they would withdraw prizes. This was on the occasion of the Dominion exhibition, when the city offered prizes for all sports; but owing to their ignorance of bicycling we were confined to the trotting track in the Exhibition grounds, and it being too rough for the carriages, we certainly refused to compete on this course, valuing our necks more than the prizes that were offered. Arrangements are now being made to hold races open to the Province, at Truro, on or about the 25th inst..... On the 2d inst., two members of the Halifax Bicycle Club met for a run to the Lakeside (thirteen miles); the day was fine, and the ride was one of pleasure, meeting at the Lakeside several ladies, with whom a pleasant afternoon was spent. The return was made at 5 30 P. M., and five miles traversed, when darkness prevailed; but it seemed to impede the progress of the riders but little, for the remaining eight miles was made in fifty-five minutes, which I think good time "in the dark," having no lanterns to light the way. ... I have been riding with a Burley "skeleton" saddle for the last fortnight, and for riding long journeys, I think it a good saddle; but for ordinary use I would give preference to the "suspension" as furnished with the "Columbia" bicycles. It might be improved for ordinary use by making the edges a little rounder, for as they are I find a little difficulty in mounting and dismounting; this is the only fault I have to find with it..... In looking over my log I find since the 1st of September I have 250 miles registered; but until the high wind which has been blowing for the past three days decreases, I will have registered very few miles, for I dislike to ride against a strong wind..... To the list of tricyclists there has been one added since the 10th inst., a gentleman having imported a folding "Challenge," which appears to be a very nice machine, and a great improvement over the "Salvo," the only other tricycle here. ... I am happy to have to report no accident lately in either tricycling or bicycling. With the suggestion of "C. H. L." in the WORLD of the 7th inst. I quite agree, and have named my bicycle "Maria." BLUENOSE.

HALIFAX, N. S., 12 October, 1881.

Montreal.

Editor Bicycling World: — How little are our worthiest efforts appreciated by a coarse and unfeeling world! How often has it been the lot of many of us to rear the young gazelle, and find, etc., etc! Alas that it should be so! and yet so it is. These gloomy thoughts have been suggested partly on account of the very wet day, and partly on account of the lamentable ending to a trip out into the townships indulged in by four of our men, a few weeks ago. Fired with the desire to add to the glory of our club, the "Big 4," "'Arry," "Geawge," "Jingling Johnny," and "Macspecs," started for Sweetsburg to capture the medals offered for a two-mile race. On arriving at the town, they wended their way, the observed of all observers, to the principal hotel, where they — rather incautiously, perhaps — indulged in a hearty dinner previous to adjourning to the race-course. On arriving there, the four heroes at once stripped for the contest. "Are you ready, gentlemen? *Go!*" And away they fly, their swiftly revolving wheels casting flashes of light upon the grand stand, as they hum past in their mad career.

Alas, alas! in vain, "'Arry," do you take a fresh grip of your "English nose" with those elegant, lady-killing eye-glasses. My son, my son, the Fates are "agin" you. I was afraid that last piece of roast beef would settle you, but you would have it, and now you have got to take a back seat, as "Macspecs" and "Geawge" pass you, with "Jingling Johnny" away to the front. But what is that commotion in the front? a man off? Surely not; yet so it is. J. J. has dismounted to oil a tight pedal, and generally fix up his "Racer," and yet manages to come in first. Time for the two miles, — steady now, don't jump, — 12½ minutes. The following day nothing would do them but they must go for a ride to a neighboring village. Some twelve miles distant, but as they were *afraid* to ride *down* the hills and *couldn't* ride *up*, and there was nothing else to speak of, they did not get much riding. They were about "busted" with the hills, and in fact, they all "stopped short" at the foot of a stiff 'un; and there they might have been sticking yet, had not J. J. been fired with an idea that he at once put into practice. He clambered up to the top, and waving his arms to attract their attention, he shouted at the top of his voice, "Dinner!" when with one accord they all three

> Went up the hillside
> With that sort of stride
> A man puts out when walking
> In search of a bride,"

and soon were at the top, from whence they walked to their hotel quite satisfied with riding.

Our streets are in a dreadful state with mud. They always are in the spring and fall. To give you an idea of how bad they are, I have only to relate an incident that did not come under my personal knowledge, but which I am assured is quite true. A policeman on the sidewalk, seeing a tall hat apparently resting on the surface of the streets, or rather mud, wades towards it, lifts it up and discovers a man underneath, the head alone being visible. This luckless individual, in response to interrogation as to how he came there, answered that he sunk, and would have been totally immersed but for the fact that his feet rested on the top of a 'bus, which with four horses went down before him. And yet some of our fellows ride through these streets. K. K.

MONTREAL, 15 October, 1881.

Chicago.

Editor Bicycling World: — The Chicago Bicycle Club are now settled in their new quarters in the South Side Na-

tatorium. The situation is one of the most convenient in the city, at the corner of Michigan avenue and Jackson street, just where the boulevard begins opposite the Exposition building, where we have our four-lap-a-mile course in winter. Lake Park is also opposite, whose winding cinder paths will receive the preference on days when out-of-door riding will be more preferable. Being exactly in the centre of the city, it is equally convenient to the north, south, and west divisions, and is surrounded with brand-new wood-paved streets. The main interior of the building, about 50 x 100 feet, is occupied by Mr. Fairfield's riding school, under the management of Prof. Rollinson. The front corner rooms, formerly the ladies' parlor of the Natatorium, are the quarters of the club; while directly underneath, in the dry, light basement, are the stables for machines. We will be pleased to welcome visiting wheelmen at our rooms any day or evening.....Prof. Rollinson is astonishing the natives with some wonderful trick-riding. Imitation will be next in order, and then a few broken necks!.... Mr. Jeffery, our bicycle manufacturer, who will produce something fine when those patents run out, which is understood to be in less than two years, has built a novel tricycle. It is arranged so the rider is directly over the front axle in a standing position, with a bicycle backbone and small back wheel.....It has rained almost steadily for six weeks, so bicycling, except on the wood pavement, which gets cleaner for the wetting, is not popular. Macadam is soft and slings mud.....Some interesting in-door races are agreed upon for this winter. The Chicago Bicycle Club has a good record for speed, a mile in 2.55 being set to its credit by Mr. Craig, and minor speeds of 3.35 and more are scattered around liberally.....It would be a good idea to have the new L. A. W. badge stamped on a convex brass button and nickel-plated. Our club would be glad of a chance to have a set of these buttons on its uniform, and no doubt all League clubs feel likewise. It certainly would be a very proper thing to do. STENO.

CHICAGO, 19 October, 1881.

Some Facts and Impressions.

Editor Bicycling World: — Just returned from a flying trip to the Sou'-Sou'west (on car-wheel mostly, but with wheelmen constantly), I have a desire to speak once more with brother wheelmen through the brightening columns of the dear BICYCLING WORLD. I wish to share the rich compliments of your recent editorial, and will endeavor to escape your single exception from praise, and not be "too prolix."....From the car windows one now sees almost as many bicycles as buggies. This in four years; in four years more the highways will be "made and repaired" with especial reference to use by this young-man's vehicle. ....Hartford is a charming city for the wheelmen. Its fine roadways and beautiful suburbs, and genial "pioneers," ought to make it a favorite ground for visiting wheelmen, and fertile of home fruits. There is an asphaltum walk on Bushnell Park, leading from Asylum street, opposite the railroad station, up by the most beautiful of State capitols, which offers a favorite test of grade-riding for the club members there. The walk is about four feet wide, of smooth, hard surface, and with a rise along a distance of (I should judge) five hundred feet, growing steeper towards the top. I calculated the grade for one hundred and eighty-six feet, including the steepest portion, and found it to be one foot in 8.4 feet, or an angle of about 6° 45′ 26″. A small part of it is steeper than this, and it is a good rider who keeps his wheel revolving *forwards* over the crest.....I had not the pleasure this time of a peep at the New Haven pedallers at home; but the soldierly-looking Capt. Marsden, and some half-dozen of his gallant men, made an advance on New York, attended the League races, and were captured by the Mercury Bicycle Club in fine style afterwards..... By the way, it was a bad slip in your report of the League races to write down Willie Wright as "Capt. Howard of the Mercury Club"; or was it by his own request of the reporter? for Willie was not as sure-footed on his elegant "Mayer" that day as usual, though graceful as always. It was a pleasure to see Directors Ely of Cleveland, Whyte of Baltimore, Lamson of Portland, Hazlett of Portsmouth, and others, covering long distances to attend the races and the business meeting of the Board of Officers. It shows an interest in affairs and a faithfulness to duties which should make their "constituents" satisfied. It also shows that the matter of making some provision for payment of the officers' travelling expenses incident to attending meetings should be attended to at an early day. Please say, too, that it was an error in your reporter to say that President Pratt referred to having "received a communication from the Arlington Club of Washington," etc. It was a communication from the *Capital* Club that he presented, and that was referred to the Committee on Membership. As there is no such thing as *club* membership in the League, it is difficult to see how a club can resign. It is even more difficult to see what good reason any club or any number of wheelmen can have for *wishing* to resign from the League.... Your cut of the new League badge does not show how it is to be attached; but it is easily guessed (and is true) that it is to be attached with a pin on the back of it generally, or with a stud, or with a link, as may be desired. It is to be hoped that this little *insignium* may be observed somewhere on every member's dress, in future, wherever he may be met. .. It was a great pleasure to me to be able to find out Mr. Llewellyn Winter (Arthur H. Winter his card has it) in New York, and to entertain him for an evening. When he comes to Boston, after a trip westward, I hope we shall be able to show him some more extended hospitality. He is an old '69-er among wheelmen, and a genial gentlemen. ... Poor Johnson — no, I take back that epithet — felt his defeat at the races very keenly, I have no doubt. He had been ill and was not in condition to ride that day; but he was too manly to say so, after having met his engagement and *tried* to win.....I suppose our American racing men will not rest contest while the amateur two-mile championship of *America* is held by an Englishman. But I must skip on, only regretting my inability again to meet Director L. H. Johnson's generous invitation to test the qualities of Orange roads, and his own hospitality at home.....Nearly every city has its peculiar advantages. Washington has. I enjoyed accepting the invitation of the Arlington Bicycle Club for a spin there on Saturday evening, 8 October, and found Mr. Lewis, Mr. Dent, Director Dodge, and others of that club, very hospitable. With attractive and convenient headquarters, and a manly, active membership, there is every reason why the club should increase and prosper.

Of course, one in Washington looks into "Carp's" and "Scrib's," and notices the "hoppers" on the streets (ex-director Hausman was out on a forty-four inch one), and sees a "bicle" at every turn; and many glance at Mrs. Lockwood on her "tricle," or even at that other rider of the three-wheeler which antedates the historic fall of '77. They talk in abbreviations and pet names there. Mr. Scribner courteously provided me with a mount. They tire there, however, of the level smooth streets, at times, and the easy fancy riding and "company front," and seek more difficulties. Owen, the most modest of the "caps," rides down the Capitol steps, and the winsome Capt. Allen takes his club over crossings and gravel banks, over narrow plankings, and through other sought-out difficulties; and the Arlingtons ride into the rougher country roads for experience. Perhaps they would exchange one or two avenues for our road to Cohasset. Baltimore has difficulties predominant. The wheelmen there are heroes, — they have to be. I met Brother Shillaber there, of the Massachusetts, but he was n't on wheel. He was admiring, as I was, the success of the exhibition on Monday evening in the Biddle street rink, where eleven hundred or so paid fifty-cent admissions, and filled the building with a gay concourse of spectators; where Capt. Whyte of the Baltimore Bicycle Club led a company of his own men and a detachment of the Capitals, to the number of twenty, on to the 10,000 feet of perfect flooring, and through some beautiful riding. The club mount of the Capital team was amongst their most effective things. In the accomplishment of this, the team of ten formed in line, right hands on saddles; then the captain and lieutenant, mounting, advanced through a graceful

curve to a point set for the right end of the line, and there stood still on wheel; and one after one each other member rides around those mounted, comes to a standstill at the left of the line, the others remaining standing, until all are mounted in a right line, at standstill, each man having his hand on his neighbor's handle; and then at the command they all move forward together, ten abreast. It looks delicate and nice. Mr. Rex Smith shows his accomplishment not more by the number of his tricks than by the grace and precision with which he does everything. Mr. L. W. Seeley and Dr. Schooley rode with fine bearing and elegant timing of their movements. A. W. Hansall and E. B. Mears, of the Pegasus Club, Philadelphia, well merited the applause they received; and our old Crescent friend, H. H. Duker, with a companion, performed a gun drill with good effect. A full company of wheelmen, armed with rifles, and going through the manual from "carry" to "fire," would be immense. Brother Duker appeared in excellent form, and obliging as ever.....Philadelphians are of course very jubilant over their freedom of the Park. Though the Philadelphia and Germantown Clubs have both good club-rooms now, they are providing others at the Park. There is a prophecy afloat in the former club that before two years it will have a fine club-house with restaurant attachment, and all the luxuries, like the Union League.

A brief call on L. A. W. ex-vice-president T. K. Longstreth, revealed the fact that his health is nearly restored, and that he is again cautiously enjoying the delights of wheeling. Am I getting "prolix"? Well, like Brother Parsons, when I let go on bicycling, I boil over. But let me say one thing, — if the Philadelphia clubs don't make Mr. Remak and Gen. Thayer honorary members of their clubs, they have some other reason than gratitude. Boston still has the BICYCLING WORLD, but —

> Oh, Boston *was* the leading town,
> And in bicycling gained renown;
> Now other cities pluck her crown,
> While she at random
> Grows plump to fill her ample gown,
> Like any grand dame. C. R. P.

Bicycle Long, or Bicycle Short.

IN *Good Literature*, a little weekly, published in New York, of date 17 September, I note the following query, by some one hailing from Watertown, N. Y.: "What is the proper pronunciation of bicycle; is the *y* sounded like long or short *i*"? In response the editor explains, "The sound of the *y* is short, or what the lexicographers call obscure." Now, this is quite different from what we in classical Boston have been used to calling our favorite steed, and rather grates on our æsthetic taste and elevated culture; but what can we do about it? Nothing! We must stand by our old pronunciation, or accept the new and say *bi-sick-le*.

The only reason we have for saying *bicycle* with a long *y*, is, that we think that is the correct pronunciation; but if such authorities as Webster's and Worcester's Unabridged, and *Good Literature*, don't back us up, and all the outside barbarians, whether wheelmen or not, persist in saying *bi-sick-le*, had n't we — the fortunate residents of modern Athens, who have thus far boldly and bravely pronounced the word as it should be pronounced — better save ourselves the accusation of affectation, by giving way to popular usage, and say *bi sick-le*, with the uncultured and unfortunate heathen of all places and cities, except our fortunate "Hub"? CARL.

BOSTON, 24 October.

A Continental Route.

Editor Bicycling World: — For the benefit of bicyclers thinking of a trip on the Continent, we send you our "road notes." We have classified the hotels as A, B, C, and D, meaning excellent, good, fair, and passable; and 1, 2, and 3, meaning dear, reasonable, and cheap. The roads are good unless we mention them as otherwise: —

London. Dickins' Hotel, 16 Norfolk street, Strand. C. 3.
East Grinstead. 30 m.
Lewes. 17 m. Roads hilly.
Newhaven. 9 m.
Dieppe. (Steamer). Hôtel du Lion d'Or. C. 3.
Rouen. 61 1-2 k. Hôtel de Rouen et du Commerce. B. 3.
Paris. 140 k. Hôtel de l'Oratoire, Rue St. Honoré. B. 3.
Villeneuve. 6 lieues (15 m.). Roads paved.
Melun. 6 lieues (15 m.). Hôtel du Grand Monarque. B. 2.
Fontainebleau. 15 m. Hôtel de Toulouse. C. 3. Roads paved part of the way.
Joguy. 80 k. Hôtel du Duc de Bourgogne. B. 3.
Tonnerre. 58 k. Hôtel du Lion d'Or. B. 2.
Vitteaux. 83 k. Hôtel de la Cloche. B. 3.
Dijon. 46 k. Hôtel de la Galère. C. 1.
Dôle. 56 k. Hôtel de la Pomme d'Or. C. 3.
St. Laurent. 83 k. Hôtel du Commerce. C. 3. Roads gradually ascending to Poligny. Sharp rise of 5 k., then gradual descent to Campagnole. Rise to St. Laurent, 911.88 met. above the sea.
Geneva. 68 k. Hôtel de la Couronne. A. 2. Road a slight rise, then sharp descent to Mauritz. Sharp rise of 8 k. to Les Rousses (1,200-1,300 met. above the sea). Gradual descent to Les Foucils. Sharp descent to Gex. The road across the Jura is ridable the whole way.
Chamounix. 80 k Hôtel de la Terrasse. C. 3.
Argentière. 6 m. Hôtel de la Couronne. D. 2.
Martigny. 24 m. Hôtel du Mont Blanc. B. 2. Road unridable.
Montreaux. 25 m. Hôtel des Alpes. A. 2.
Lausanne. 20 m. Hôtel du Faucon. B. 1.
Yverdon. 30 k. Hôtel de Londres. B. 3.
Neuchâtel. 38 k. Hôtel du Lac. B. 1.
Bienne. 18 m. Hôtel de la Couronne. B. 3.
Bâle. Hôtel Kraft. C. 1.
Freiburg. 40 m. Hôtel Fochrenbach. B. 3.
Carlsruhe. 56 m. Hôtel Germania. A. 2.
Heidelberg. 40 m. Wiener Hof. C. 2.
Frankfort. 54 m. Hôtel de Nassau. C. 2.
Bingen (*via* Wiesbaden and Rüdesheim). 55 m. Zum Goldenen Pflug. B. 3. On account of numerous paved villages we should advise riding *via* Mayence and left bank.
Coblenz. 36 m. Zum Riessen. A. 1.
Cologne. 55 m. Hôtel Ernst. B. 2.
Aix la Chapelle. 35 m. Hôtel Dumel. A. 2. Many long paved villages.

Here our ride ended, as the roads are paved in Holland and Belgium. The best time for a trip is July, August, or early September, as the roads are of macadam, and every fall new stones are put on.

JOHN H. TAYLOR.
ALBERT THORNDIKE, JR.

BOSTON, 20 October, 1881.

The League Badge Question.

Editor Bicycling World: — At the recent meeting of the Board of Directors, the question came up concerning the right of members to demand the two dollars deposit upon returning the League badge. No decisive action was taken in the matter at the time, but enough was done to render apparent the fact that there is a misapprehension of the purport of Rule 34.

After "consideration," President Pratt has "concluded that the member has no option to give it up [the badge] and ask for the return of his money, *but* that the League has the option of demanding back the badge whenever he ceases to be a member.'

The same question propounded to a number of those who have become holders of badges shows that the universal opinion (so far as inquiry has been made) among those who accepted the meaning of the rule as it appeared on its face, without the "consideration" necessary to see the matter through the distorting medium of the League treasury, was the reverse of that held by our worthy president; indeed, general surprise was manifested that there should exist any doubt as to their rights.

The rule alluded to reads: "The League badge shall be furnished members who *deposit* with the treasurer a sum fixed as their value by the Committee on Membership, *but shall remain the property of the League*, to be given up on demand of the recording secretary," etc.

Webster defines a deposit as "a trust — a pledge." Again, the italicized clause expressly emphasizes the League ownership; which would preclude the possibility of its becoming the property of the member, and inversely, the deposit or pledge becoming the property of the League. Moreover, in the receipt signed by each badge-holder, and returned by him to the treasurer, he promises the return of the badge because he recognizes and receives it as League property, and in good condition for the same reason. As a guarantee against loss on the part of the owner, he intrusts an equivalent sum of money with its agent, the treasurer.

Aside from the plain wording of the rule and the emphasis placed upon the foregoing interpretation by its general prevalence, for the League to now declare itself free from obligation after having gotten the member to sign off all claims would be to subject it to a well-grounded suspicion of sharp practice. Surely we can be above this at any cost. The return of all the three hundred badges which have been taken should not deter us from conducting our affairs above reproach, and shouldering our obligations honorably, even when, by a want of foresight, they prove somewhat onerous. As shown by the remarks at the meeting, many of the badges will never be returned, and the prospects of the treasury being depleted thereby are correspondingly lessened. The question

derives importance less from the money involved, than from the right and wrong. The only honorable course is clear, and the power of the Board should be exerted in the direction of *right*, without reference to side issues.

G. F. C. SMILLIE,
Director for New Jersey.

PLAINFIELD, N. J., 17 October, 1881.

Concerning the L. A. W.

Editor Bicycling World: —

"THE melancholy days are come, the saddest of the year,"

the days when overhead we have blue sky and sunshine to tempt us to the road, but when the autumn rains have rendered our ill-made highways mere lines of putty-like mud, over which or through which it is impossible to drive any vehicle which depends upon motive power applied to the wheel for its propulsion. Deprived of the healthful and invigorating exercise of bicycling, I have become bilious and crabbed, and am filled with malice towards all and charity for none. It was unfortunate that just as I was in this unenviable state of mind and body, the report of the quarterly meeting of the L. A. W. officers should reach me. I am free to say that a careful perusal of your excellent report of these proceedings did not tend to improve my feelings. In fact, it stirred me up to a condition which makes a blowing off of steam an imperative necessity. And first in regard to the badge question: Has the L. A. W. an official badge, or has it two badges, or none? The proceedings of the officers' meeting do not seem quite clear to me on these points: Assuming, however, that the new badge designed by Mr. Lamson was adopted in place of the old one, what then? Will the League furnish the new badges for a consideration, or shall we buy them wherever we choose? The latter seems to be the conclusion of the officers, — though there is nothing very clear about that either. And how about the old badges? President Pratt "has considered the rule, and has come to the conclusion that a member who has received his badge has no option to give it up and demand the return of his money, but the League has the option of demanding back the badge whenever he ceases to be a member." Mr. Treasurer Wistar says, "When a member is expelled under the rules, his badge is called in and deposit returned; but when a member resigns, I think his deposit should be sunk for the benefit of the League." President Pratt, being a lawyer, probably states the *legal* view of the matter correctly; but "heads I win, tails you lose," is not either justice or common honesty, even if it *is* good law. Let us look at the facts: The L. A. W. proclaims weekly, in its official organ, "Badges are to be obtained by any member, on his forwarding his full name and address and membership number to the treasurer, with a *deposit* of $2.00 for solid silver, or $1.00 for nickel-plated badge."

Well, I forwarded, let us say, the required particulars and the $1.00, and received in return a nickelled badge. I did not understand, and don't *now* understand that I *bought* this badge. I merely *deposited* $1.00 with the League as security that I would return their property when I was through with it. The badge came. It was not, in itself, useful, beautiful, nor intrinsically valuable. It was badly designed and ill made; it had no value whatever, except in that it was *the badge* of the L. A.W. If now the L. A.W. deprives it of this value by adopting another badge, I say it is morally, if not legally bound to redeem this worthless bit of white-metal, and to return the collateral deposited with the League Treasurer as security for the return of the badge. It was suggested that the League cannot afford to do this. If the League cannot afford to be honest with its own members, it is time for it to die. But what are the facts? It appears there are about three hundred badges of the old "ham and-griddle" pattern out. There are probably about $400 on deposit as security for these badges. The League has a balance of $1,117.36 on hand. So the League *can* afford to return money deposited with it by members, and which belongs to them and not to it. If the League can afford to spend $200 or more in getting up races for the delectation of the "Lar-de-dah" boys of the seaboard cities, it can afford to pay its just debts. Personally, I don't care whether I get my deposit back or not; but for the sake of the principle, when my badge goes back to the treasurer it will be C. O. D. $1.00.

The reference to the races brings up another point, which is, that there is altogether too much prominence given to this business of racing. It is in my opinion the most unworthy part of bicycling. It is oftentimes as injurious to health as bicycling proper is beneficial; it stirs up unworthy feelings of envy, hatred, malice, and all uncharitableness, and aids more than anything else in the propagation of the popular idea that the bicycle is a toy for idlers instead of a vehicle for men. It may not be either practical or politic to abolish it altogether as a League matter, but it ought to be promptly relegated to a back seat. The money wasted in the New York race fizzle would have paid Col. Joslin's expenses in the suit at Newburg, and helped Mr. Howe of Providence to defend his own and other wheelmen's rights of way in the public streets, and thus have been of some benefit to every member of the League, and left a balance in the hands of the treasurer besides.

Personally, I don't believe in racing of any kind, and am opposed to it on physical and physiological grounds. But as there will always be young men foolish enough to indulge in it till they fall fainting at the finish (like Myers, the pedestrian), and go through life with a medal and a spoiled heart, as evidence of having tried to "cut down the record," it is only fair that the League rules on the subject should be clear and consistent with themselves, and with League practice. Rule 24 reads (if my copy is correct), "An amateur is a person who has never competed in an open competition, . . . *or where gate money is charged.*" And then I read in the report of the League races, "The League got $80 *in gate money.*" Does that make professionals of the gentlemen who raced for the League medals? and does this rule make professionals of all the amateurs who have raced at the county fairs throughout the land this year, because "gate money was charged," and in spite of the fact that the boys refused to compete for money prizes, or with professional riders? and if Rule 24 does not mean this, what does it mean?

And what is the League for, anyway? I supposed when I joined it that it was for the mutual assistance and protection of wheelmen in America; that its chief objects were to secure to members their legal rights, to secure and publish information as to routes, distances, and places, and to put its members on some sort of a footing of fellowship. I did not suppose it was to be a sort of jockey club for human racers, and that I would have nothing to show for my membership except a couple of cards, and a badge so absolutely absurd that I have never cared to face a second time the ridicule incurred by wearing it in sight. What has the League done for wheelmen in America, since its organization? What information has it given members in regard to roads and hotels? What aid has it rendered those who were struggling to maintain the rights of wheelmen before the courts (excepting in the Haddonfield turnpike case)? Who has found that his L. A. W. card and ham-and-griddle-badge has secured to him any information, attention, or advantage that he would not have had without them?

These are the questions suggested by the officers' meeting, which adopts a new badge and refuses to redeem the old ones, which decides that the League cannot afford to aid in securing the legal rights of wheelmen, and then spends $200 for races, and $500 for officers' expenses. On the answers to these questions depends very largely the answer to another; *i. e.* whether the example of the 681 members who failed to renew in 1881 shall be largely imitated in 1882?

I am a thorough believer in the possible usefulness of the L. A. W., and write to-day more in sorrow than in anger; but the time has come for plain speaking, if the thing is to be a success.

CYCLOS.

To Whom it may Concern.

Editor Bicycling World: — Will you kindly allow me a little space in which to speak of a matter, not of interest to all your readers, perhaps, but of sufficient interest to some of them to justify its consideration? Some things are regarded in one light by those immediately concerned, and in a very different light by outsiders. Let me speak of a matter as it looks to an outsider.

There is a certain club in Boston, known as the Massachusetts Bicycle Club; this club has been (whether truthfully or not, we will not discuss) ridiculed in newspapers and in conversation as "pious," "church-going," etc. The source of these epithets is of course well known, and any man, with only one eye, and that one extremely dim of vision, cannot fail to detect the cause. To apply such term to an individual or a club, once or twice, or even thrice, may do very well as a cheap joke; but when it becomes a steady thing it gets sufficiently stale to act as an emetic. Judging these jokes from the standpoint of wittiness, they are certainly extremely crude; judging them from the standpoint of even a moderate refinement, they are as certainly vulgar, and they are found to rebound with more violence upon those who hurl them than is felt by those at whom they are aimed. It may be very poor taste on the part of the Massachusetts Club, but judging by such of them as I happen to know, I infer that there is more ambition among them to be known as gentlemen of good breeding and refinement. than to be known as visiting bar-rooms and lunch-rooms for liquor, and as having an utter disregard for the Sabbath. Let those who make these sneering remarks concerning the piety of the Massachusetts Club still cherish the idea in their hearts (and doubtless the Massachusetts men will feel complimented by the acknowledged disparity); but let decent civility (if they have any) and ordinary manliness deter them from a rude expression of their opinion. BICYCLER.

BOSTON, 24 October, 1881.

OUR San Francisco correspondent says: "A large number of wheelmen and other lovers of the sport were in the park early Sunday morning, 9 October, to see Messrs. Leonard and Finkler ride the "American Star," which was done to their satisfaction, and showed that it did not require that a person need be as agile as a kangaroo, nor possessed of the balancing powers of a Blondin, to master it, as one might suppose at first sight."

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED. — Robert S. Kingsbury, 38 E. Main street, Xenia, O.

MONTREAL BI. CLUB. — Additional: A. S. Allan, care of Kirk, Lockerby & Co., Montreal, Can.

YONKERS BI. CLUB. — Additional: Alex. S. LeDuc, Yonkers, N. Y.; Chas. E. Nichols. Mt. Vernon, N. Y.; Wm. Cunningham, New York City.

ESSEX BI. CLUB. — Additional: O. H. Baldwin, 122 Washington street, Newark, N. J.; Frank Delano, 82 Thomas street, Newark, N. J.; F. M. Shepard, Jr., East Orange, N. J.

JACKSON BI. CLUB. — Guy E. Holcomb, president and captain; Edmund Daniel, secretary and treasurer; Corey Edgerly, Benj. A. Webster, William S. Fuller, — all of Jackson, Mich.

WHEEL CLUB DOINGS

SAN FRANCISCO BI. CLUB. — A meeting of the club was held 6 October, in the parlor of the Windsor House. J. W. Gibson and Alfred Neil were elected members. The club passed a vote of thanks to the managers of the San Mateo and Santa Clara Agricultural Society, No. 5, for courtesies shown to members who participated in the bicycle races for the society's medals. A committee of three was appointed to make arrangements for the club tournament, to occur Thanksgiving Day, and instructed to report at a special meeting to be held in two weeks.

CHELSEA BI. CLUB. — At a meeting of the Chelsea Bicycle Club, held 20 October, three new members were admitted, and the following by-law was adopted: A member who, after due notice from the treasurer, neglects to pay the club assessment within thirty days from such notice, shall be notified that at the next meeting thereafter, the question of his expulsion shall be considered, and if on motion he is expelled, such action of the club shall be published in the BICYCLING WORLD.

HARVARD BI. C. — The last meeting of the Harvard Bicycle Club was held on the 13th inst. The first business transacted was the election of the following officers for the following year: President, J. H. Storer, '82; captain, S. Williston, '82; sub-captain, R. B. Moffatt, '82; secretary, W. H. Dunbar, '82; treasurer, L. R. Ferris, '83 The following directors were also appointed by the president: A. Matthews, '81; G. B. Morison, '83; J. G. Coolidge, '84; Eliot Norton, '85. The club further decided to hold no races this fall, and that the times of holding club meets should be left at the discretion of the captain. A further change was made, by which any member of the University can join the club by paying the initiation fee of $2.00, and signing the constitution. WM. H. DUNBAR, *Sec.*

CAMBRIDGE, MASS., 21 October, 1881.

RACES

Coming Events.

8 November, New York. Election-day games of Manhattan Athletic Club. Two-mile bicycle race; handicap.

29 October, Saturday, Hartford, Conn. Monthly club races of the Hartford Wheel Club, one mile, best two in three, three prizes. Slow race, one prize. Held at Charter Oak Park, 3 P. M.

29 October, Baltimore, Md. Postponed Oriole races, at Druid Hill Park. They will also be called the fall races of the Baltimore Bicycle Club. Half-mile dash, open to members of the Baltimore Bicycle Club; $25 medal. One-mile dash, open to all amateurs; $25 medal. One-mile dash, open to members of the Baltimore Club who have never won a prize; $25 medal. Three-mile dash, open to all amateurs; $25 medal. One-and-one-half mile (around Druid Lake) for the Oriole prize, silver cup, valued at $50; open to all members of the Baltimore Club.

29 October, Boston, Beacon Park. Regular Saturday afternoon races of the Boston Bicycle Club.

AT the games of the Ottawa A. A. Club, 8 October, on the grounds at Rideau Hall, a half-mile bicycle race, handicap, was won by H. G. La Mothe, in 1.47½, at fifteen yards; E. C. Grant, of Ottawa, fifteen yards, second; W. N. Bayley of Kingston, scratch, third.

THERE was a one-mile race at Waverly, N. J., 15 October, in which Messrs. Woodside and Lafon of the Manhattan Club and Bellman of the Essex Club participated, the former winning, and the latter second.

15 OCTOBER, at the fall games of the Olympic Athletic Club of Philadelphia, Gideon of the Germantown Club won the three-mile bicycle race; Powell of the same club second; time, 10.31¾.

In the mile handicap of the Boston Club, at Beacon Park, last Saturday, W. W. Stall (scratch) came in first, with C. L. Clark (one hundred and fifty yards) a

close second; time not taken. Several good wheelmen were on the ground, and a number of runs against time were indulged in, the time being carefully taken at each quarter, distance one mile: H. D. Corey, Brookline Athletic Club (quarters, 47½s., 51s., 52s., 49⅘s.), 3m. 20s.; J. S. Prince, a noted English professional rider (quarters, 46s., 47½s., 47½s., 45½s.), 3m. 6½s.; W. W. Stall, Boston Bicycle Club (quarters, 46s., 48s., 46s., 47s.), 3m. 7s. Mr. Stall has thus lowered W. S. Clarke's time, 3m. 8½s., which has stood the best American amateur for nearly two years. After doing 3m. 7s., and running one lap slowly, Mr. Stall made a quarter in 45s., before dismounting. Prince then ran a lap in the splendid time of 41¾s., and Mr. Corey made the quarter in 44s.

Challenge Accepted.

Editor Bicycling World: — In reading your valuable paper, I saw for the first time a challenge from J. S. Prince to race any professional bicycle rider in the country; in your remark to the same, you say, "Let him wait till Messrs. Keen and Cooper arrive, and then he will be accommodated." This is a good idea, for we can have a race for the championship of the world, and also one for the championship of America. The Exposition building here in this city would be a good track, or the Exposition building in Boston; this can be arranged afterwards should Messrs. Keen and Cooper consent to compete. If they do not, I will, however, be very pleased to meet J. S. Prince in a one-mile race for the championship of America, which title I have claimed for the past eighteen months; and until he has beaten me in a one-mile race he has no claim to the title he assumes, and therefore until then I shall hold the title as heretofore. PROF. F. S ROLLINSON, *Champion of America*,
MICHIGAN AVE., COR. JACKSON ST.,
CHICAGO, ILL., 18 October, 1881.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.

Editor Bicycling World: — I do not care to enter into a club controversy; but the slur cast on the Crescents by "Meteor" of the Bay State, in your last number, was a little more than even my usual forgiving nature could stand. I am truly sorry if "Meteor" has got such an erroneous idea of our club *as a whole*, for most certainly is he mistaken. That there are some few exceptions to the general rule I 'll not deny, for out of forty, one must expect to find some uncongenial spirits; but taking second thought, will "Meteor" really say we are "stuck-up and stiff"? If so, my idea of a genuine "good fellow" must be far below that of Friend "Meteor," for I 've often prided myself on belonging to a club of right good fellows, who knew how to enjoy themselves and wanted companions in their enjoyment, and who gave courteous treatment to all, on wheel or afoot. Again I express my regret at the ungentlemanly treatment "Meteor" received, for I have received the same from other wheelmen, and remember my disgust at their priggishness; but think his action rather hasty and out of taste in bringing his personal likes and dislikes into public print. THE CLUB FOOL.

Editor Bicycling World: — In your last number, I see an unkind letter from some one who writes over the *nom de plume* of "Meteor." Although not a member of the Crescent Club, I cannot help feeling that the remarks of "Meteor" were both uncalled-for, and to a certain extent untrue. Why should he brand the Crescent Club as being "stuck-up" because one or two of its members fail to enter into conversation with a stranger? And here let me say that the time has gone by when simply because a man rides the bicycle he should be welcomed and treated as a brother. It was no doubt ungentlemanly for the Crescents to refuse to speak civilly to a brother club man; but this offers no excuse for "Meteor" to rush into print with his own private grievances. We who read the WORLD do not want a man running down a brother club in communications with queries about the mechanical parts, etc., of machines.
LONDON W.

Editor Bicycling World: — I would say to "C. F. S." that the cost of shipping a bicycle from London to New York or Boston is as follows, viz.: Freight from London to Liverpool, about 20s (5s); shipping charges, etc, about 3s. 6d. (87c.); insurance, about 2s. (50c.); consul's certificate (if bill is over £20), 15s. ($3.75); freight from Liverpool to New York or Boston, from $3.00 to $5 00, according to size of case; custom-house charges, $2.00; duty, 35 per cent ad valorem; royalty to the Pope Manufacturing Company, $10. These amounts I copy directly from my own invoice. "A."
BOSTON, 22 October, 1881.
P. S.— I would also refer "A. J." to the above. A.

CAPT. E. C. HODGES recently received the following, dated Hartford, Conn., 13 October: "Capt. of the Boston Club: Dear Sir: Will you have the kindness to place the enclosed notice in the lobby of the Boston Post-Office or on the bulletin board of the place of meeting of your club, or in the most suitable place in your opinion, and oblige, yours truly, —— ——." The notice is blankly as follows: "Bicycle for sale. A 52-inch, nickel-plated —— ——, nearly new. Address, —— ——, Hartford, Conn."

ANOTHER OUTRAGE. — *Editor Bicycling World*: — There was a party of four young men riding along one of the main streets of Waltham this forenoon, all in good order, and at the extreme right of the road, when a team, driven by a man named Fred. Strike, came along on the other side back of us. When he got almost up to the rear man, who was within three feet of the sidewalk, he crossed over and crowded in between the rider and the curb, nearly giving him a tumble. He then told the man he was on the wrong side of the road, and asked if he did not know how to drive; the rest of us then got off and stood in the street in front of a driveway that belonged, though we did not know it at the time, to the driver of the horse. He then drove up, and deliberately tried to run over one of our number. He drove into the yard, and sat in the buggy, and threatened us, saying, "D—— you, I'll run over you some time." The horse, who by the way was more of a gentleman than his master, showed no fright, and the whole thing was evidently malice on the part of the driver. Several gentlemen, who saw the whole thing, said we were entirely in the right. If you will publish the above, you will greatly oblige No. 2,048 L. A. W.
BOSTON HIGHLANDS, 9 October, 1881.

Editor Bicycling World: — 1st. Will you, or some one of your subscribers, please inform me, through the WORLD, whether there is any place in this country where a bicycle can be enamelled, as Harrington of London does it? 2d. If I send my machine to England to be enamelled, would I have to pay duty on it each way?
BICYCLER.
PITTSBURG, PA., 22 October, 1881.

Editor Bicycling World: — May I be permitted, through your columns, to most humbly beg "Meteor's" pardon for being "grouty" towards him at Waltham last Sunday? I will try and not be "grouty" any more; and if I ever have the pleasure of meeting "Meteor" again, under the same circumstances, I will stop and converse with him on the comparative merits of the different makes of bicycles, or upon any *other* subject which he wishes, and for as long as is agreeable to him. I see now that I was especially neglectful in not doing this in the instance to which he has referred in his communication, particularly when he tried to start a conversation with a remark which tended so well to lead to further conversation, and also when my friends had already mounted their machines and were moving down the street. ONE OF THE "GROUTIEST" MEMBERS
OF THE "GROUTY" CRESCENT CLUB.
CAMBRIDGE, 21 October, 1881.

Editor Bicycling World: — In answer to "A Bicyclist," I would say that the pedal bearing *is a very* important one; in hill work and sand the wear and friction exceeds that of the main wheel bearing itself. In any case, therefore, the pedals should be supplied with the most accurately constructed ball bearing obtainable. Bourne's "Æolus" pedal is A 1 in every respect. BERT.
PHILADELPHIA, 22 October, 1881.

Editor Bicycling World: — I find that a number of your readers have objections to wearing corduroy. I at first used cloth, but over two years have used corduroy to my entire satisfaction, especially so in touring. DUC.
BALTIMORE, 20 October, 1881.

Editor Bicycling World: — Will some brother wheelman, that has used one of Pope's new magnetic cyclometers, tell me, through the columns of the WORLD, whether they consider them accurate and reliable, and an improvement over the others sold by the same company?
CYCLOMETER.
LANSING, 20 October, 1881.

Editor Bicycling World: — Permit me to state, for the information of Oleum, that camphor is not used in oils to prevent incrustation of the wicks, but to render the flame white. It has a tendency to increase the smoke and incrustation, and should be used sparingly. In the earlier part of this season the writer took his lamp (K. of R.) from its winter quarters, and finding it nearly two thirds filled with oil, without any trimming whatsoever, lighted and used it. The wick was not incrusted, and ignited readily, after a three-months' rest. The oil used has been twice recommended in this journal. 173,
NEW HAVEN, CONN., 23 October, 1881.

TRICYCLES FOR LADIES. — The use of the tricycle among the fair sex has during the past few months been very much on the increase, and where one lady on a tricycle was last season a rarity, half a dozen may now be daily seen, the rapid increase in the ranks of lady tricyclists having been clearly noticeable since the patronage of the pastime by her Most Gracious Majesty. Hitherto, however, manufacturers have paid but little attention — comparatively speaking — to the especial wants of the gentler sex in the three-wheeled vehicular line: but two attempts have been made to provide our sisters, our cousins, and our aunts, with machines suitable to their powers and requirements, so that by far the larger number of ladies who now ride the tricycle make use of machines identical in construction with those of the sterner sex. This we think a mistake, and a decided one; but of course if no machines are obtainable by ladies better suited to their wants than those of the ordinary patterns, they must perforce take Hobson's choice, and either use what are to be had or not ride at all. The latter course, we are sure, no English lady who has once really mastered the tricycle would adopt; and consequently we urge upon our manufacturers who cater for tricyclists' wants, to set their energies to work during the approaching slack or inventive season, and when remodelling their patterns to endeavor to produce something especially suited to the wants of the ladies. As few ladies ride in heavy weather, large wheels are not so needful as when catering for the wants of the sterner sex, who ride in all weathers; and in like manner the double-driving action, too, is not such a *sine qua non*, although if this can be applied without adding excessively to the weight and complexity of the machine, so much the better: for it makes the running steadier, obviating the tendency to swerve and throw the rider, consequently a machine so fitted is safer, especially when travelling at any speed. What is wanted is a machine, in the first place of but little weight, for we know several ladies who find it quite beyond their strength to propel with any degree of comfort the ordinary patterns of gentlemen's machines; simplicity next is a great virtue, — a quantity of rods, stays, and gearing being only continually in the way and giving annoyance. For a lady's use we are, too, rather inclined to be open-fronted patterns, they being in general more handy, and easier to get in and out of; and the fitting of the bearings should have every attention, as it is absolutely indispensable for a lady's use that the machine should run smoothly and as easily as possible. In conclusion, we think manufacturers need not wait till they feel the demand; for if they will only supply, the demand will be at once created, and a brisk trade follow as a natural sequence. — *Cyclist.*

BOOKS AND PAGES

THE CENTURY. — Our handsome old friend, *Scribner's Monthly*, comes to us dated November, 1881, with its new title at the head, but having the same cover-face which has characterized it for the past year. Nor has the change in title and publishing firm brought any perceptible change in its inside contents, both text and illustrations, showing the same high order of excellence and variety of subject which we have come to anticipate each month with fresh delight. Certainly the list of good things which open Vol. XXIII. are appetizing to the mental palate: "A Diligence Journey in Mexico," written and illustrated by Mary Hallock Foote; "In the Footsteps of Fortuny and Regnault," by Lizzie Champney, illustrated; "Around Cape Ann," Hiram Rich, illustrated; "Costumes of the Greek Play at Harvard," by F. D. Millet, with pictures from life by A. Brennan: a profusely illustrated paper by W. J. Stillman, on a worn but ever-beautiful subject, "The So-called Venus of Melos"; and an illustrated sketch of Salvini. Then there are many more essays, stories, poems, etc., from writers more or less known and popular, including Stedman, Lowell, Mark Twain, Frederick Douglass, Gilder, and Frances Hodgson Burnett, — the latter beginning her new novel, "Through One Administration." The Century Company, publishers, Union Square, New York.

YOUTH AND PLEASURE, W. H. C. Lawrence's excellent illustrated paper, for the older young people, continues to refresight its ample pages with an assorted cargo of marketable valuables, and its style of illustrating is as unique and charming as it is vigorous and animating. Every picture is wide-awake, and indicates the lively character of the text it illustrates. Send six cents to 141 Franklin street, Boston, for a specimen copy.

B. T. C. MONTHLY CIRCULAR. — The *Monthly Circular* of the Bicycle Touring Club comes to us with the September and October numbers very much improved in appearance and size, and contains much valuable information for members. Ernest R. Shipton, Salisbury, England, is the editor; and its fresh start, under his management, indicates in the numbers before us a successful and permanent run.

LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St.
Please send for circular.



WESTERN TOY CO'Y.
MAKERS OF
Bicycles, Velocipedes,
ETC., ETC.
We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in front wheel, inclusive.
For illustrated Catalogue and Price-Lists, address
WESTERN TOY CO.,
495 to 503 N. Wells Street,
CHICAGO, ILL.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.
We have a few copies left. Prices sent, postpaid, to any address according to size and style, $2.50, $2.00, $1.00. Address,
E. C. HODGES & CO., 40 WATER ST.,
BOSTON. MASS.

GOY, The Athletic Outfitter,
21 Leadenhall Street, 22 Leadenhall Street, 54 Lime Street, } LONDON, ENGLAND.
Can supply any make of English Bicycle or Tricycle at a liberal discount for cash from manufacturers' price lists.
CLUB UNIFORMS,
And every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing and all Athletic Sports.
GOY'S CALENDAR OF SPORTS AND PRICE LISTS
FORWARDED FREE.



THE NEW
LEAGUE BADGES
Will soon be furnished to order by the design patentee, C. H. Lamson, Director L. A. W., Portland, Me.
Particulars as to prices, etc., will be published later.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention
A. J. PHILBRICK & CO.,
SALEM, MASS.



MONOGRAMS
FOR
Bicycle Clubs,
J. V. WALDRON & BRO.
40 Sudbury St., BOSTON.
We are manufacturing Monograms for Clubs at prices that will give satisfaction and we offer special terms for large orders. Estimates furnished.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.
Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from
E. C. HODGES & CO., 8 PEMBERTON SQ., BOSTON, MASS.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER.
Edited by - CHARLES CORDINGLEY.
Subscriptions received at this Office.
One year.....$2 25
Six Months.....1 15
Three Months.....60
Specimen copies sent from
146 Fleet St. - - London, E. C.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.
Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.
SEND THREE-CENT STAMP FOR CATALOGUE.
Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,
HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES
deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

$75.00 $95.00

SPECIAL ANNOUNCEMENT.



WE have in stock less than one hundred of our well-known Cone Bearing

"STANDARD COLUMBIA"

Bicycles, in 46 and 48 inch, half bright and painted, which we offer at the reduced price of $75.00 until they are sold. We have a few 50-inch, full nickel, which we will sell at $95.00. The bearings of these machines are so well made and hardened as to be remarkably easy-running. The thousands which are in use have earned a good reputation. When kept clean and well lubricated they frequently outspin and outcoast any other bearings; and they are easily adjustable. This offer affords an opportunity to purchase good, serviceable, new Bicycles at a bargain while the lot lasts. Only these three sizes and two styles, and but a limited number are so offered.

For catalogues and particulars of other sizes and styles of Bicycles and Tricycles and their supplies, address with three-cent stamp enclosed,

The Pope Manufacturing Co., 597 Washington St., Boston, Mass.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.

THE BEST WAY TO KEEP
Your Bicycle from Rust
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address
A. B. BROWN & SONS, WORCESTER, MASS.
CUNNINGHAM & CO., Boston Agents.

DIRECTORY
OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
Addresses inserted in this department, $12 per year.

CALIFORNIA.
SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.
HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.
CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

DIRECTORY
OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
Addresses inserted in this department, $12 per year.

MASSACHUSETTS.
BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.
HELENA. W. E. Norris.

NEW HAMPSHIRE.
PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.
NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.
LIMA. Gale Sherman.

PENNSYLVANIA.
PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.
PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 4 NOVEMBER, 1881.

Volume III. Number 26.

[VOL. III. CONTENTS. No 26.]

Currente Calamo.—Personal 310
Editorial 311
Excursions, Runs, etc. 311
Correspondence 314
The Wheelman 316
The Consuls at Work 316
Races 317
Wheel Club Doings 318
Notes, Queries, etc. 319

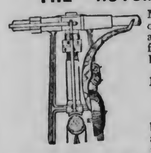
Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS



Patent Applied For.
BURLEY'S
ADJUSTABLE SKELETON SADDLE.
THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.
Send for circular with testimonials.
In ordering, state whether Cradle spring or otherwise.
Price, $4.00. Nickel Plated, $5.25.
Send money order or registered letter.
D. W. HYDE,
Box 1133. Brighton, Mass.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

FOR SALE OR EXCHANGE
[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. A 54-inch "Standard Columbia." *Good as new.* $75. Reason for selling—wish a smaller wheel. Address Lock Box, 19, Brockport, N. Y.

54 ENGLISH BICYCLES, just imported, all burnished, ball bearings, cradle spring suspension saddle, gong, valise, never ridden Price, $75. A. T. LANE, P. O. box 1,196, Montreal, Canada.

HARVARD TRICYCLE.—56-inch driver, saddle and cushioned seat. Used only few times. Price, $125. "Columbia" Bicycle Agency, Pittsburg, Pa., E. J. WARING.

FOR SALE.—A 52-inch "Special Challenge" bicycle, ball bearings to front wheel, newly painted, in perfect order, and as good as new. *Must be sold. No reasonable offer refused.* Address: EDWARD B. FOX, 924 Chestnut street, Philadelphia.

FOR SALE. The greatest bargain yet offered. A nickel-plated 54-inch "Special Columbia," guaranteed in perfect running order, complete with saddle, oil can, wrench, tool bag, M. I. P. bag, hub lamp, and cyclometer for 50-inch wheel; will send on receipt of $90, or will send by express C. O. D. with privilege of examination, on receipt of sum sufficient to cover charges both ways. Address
O. W. THOMAS, JR., Louisville, Ky.

FOR SALE, a 54-inch "Harvard," made this year; has been run but very little, and is in perfect condition; will sell for $100. Can be seen at 33 Main street, Marlboro', Mass. A. P. CURTIS.

FOR SALE.—One 52-inch "Standard" bicycle, in perfect repair, including patent stand, for $70, a rare chance. For particulars, address W. V. B. TOPPING, Ashland, Ohio.



LEARN to WALTZ at WALKER'S PRIVATE DANCING ACADEMY, 24 Dwight St. Please send for circular.

WE MAKE
SPORTING GOODS
A SPECIALTY
And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

"LAMSON'S LUGGAGE CARRIER,"
Or BICYCLE SHAWL STRAP,
(Patent applied for). Pronounced by the most experienced riders to be the "cheapest, lightest, neatest, and most convenient bundle carrier for attachment to the handle bar ever invented." It may be put in the pocket when not in use. Sent by mail for 75 cents, by C. H. LAMSON, Portland, Me. Also for sale by the principal bicycle dealers.



COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H. HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

CURRENTE CALAMO

OUR office is now at No. 5 Pemberton Square, Room 12, up one flight, and turn to the right.

THE Crescent (Boston) Club will have a moonlight run this (Friday) evening to the Brookline reservoir.

WE don't see what the Boston Police Department wanted to go and imitate the Massachusetts Club's head-gear for.

The Massachusetts Bicycle Club nearly "surrounded" Essex County on their two-days' run last week, and they are high in their praise of Essex County roads.

THERE are rumors that the "pious," "church-going" Massachusetts Club, and the "grouty," "stuck-up" Crescent Club are going to occupy club and wheel rooms together. Will they call them the *Massacrescent* headquarters, or *Cresechusetts?*

OAK HALL'S unique advertisements in the Boston daily papers are attracting considerable attention. Their bicycle cut last week, Wednesday, was a very clean cut, and their complimentary notice of the BICYCLING WORLD should not go unrewarded — by bicyclers.

THE rains of Saturday and Sunday deprived the local bicyclers of much anticipated enjoyment, but the water was sadly needed — if only to prevent intemperance impending through the drought, for there are some persons who will urge *any* excuse to avoid drinking *eau de Cochituate.*

A LADIES' "foot-ball club" has been organized in a Boston suburban town, and the members have gone into active training. The next move will be to organize a ladies' bicycle club, and it is suspected that some of the intended members have already investigated the sport, *à la* Blumen.

THIS number closes the third volume; and it is a good time now for all wheelmen who have been borrowing the WORLD from their neighbors, or watching their chances for the club copy, to begin to be virtuous and wise, and send us two dollars for a year's subscription, each for himself. The next number, commencing the fifth volume, will be an exceptionally good one, containing among other attractions President Bates's report of the Bumps serenade.

WE have recently received handsome photographs from wheelmen; President Miller's (of Columbus) cards showing him in three positions, one of them taken in company with his little boy of four and a half years, also mounted on a bicycle. The Gilman Brothers, of Nashua, sent us fine pictures of themselves in club costume, and standing among their wheels; and from Streator, Ill., Mr. Allen contributes a single picture of himself, and a group representing the entire Streator Bicycle Club.

A PARTY of half a dozen bicyclers, most of them members of the Chelsea Club, rode out one Sunday recently to Milton, and having heard much of the "Blue Bell" tavern as being frequently patronized by wheelmen and recommended by them, they concluded to get dinner there. They accordingly stacked wheels, and entering, immediately opened negotiations with a woman who seemed to be the hostess, and with whom they finally contracted for a good dinner at seventy-five cents per plate. The dinner was got ready in about an hour, and proved fair, but not particularly so; however, they were hungry and enjoyed it, and at the close proceeded to the office to settle. Here they found a colored individual behind the desk, to whom they tendered a $5.00 bill, expecting to receive back fifty cents, the aggregate amounting to $4.50. Imagine their surprise, therefore, when the black informed them that their bill was $9.00, or $1.50 per man. They expostulated, and Cuffee got on his high horse, and began to bluster and swear. The woman was called in, and she took the side of Othello, and denied having agreed to furnish the meal for seventy-five cents. The young men saw that swindling was the game, and concluded to submit to the extortion and get out of the unsavory place as soon as possible. But here another surprise awaited them; for it seems that while they were disputing the issue, their bicycles had been removed and locked up, with the intention of enforcing the extortion of these scoundrels. However, having paid all demands, they got their wheels and departed, indignant but wiser bicyclers. They were somewhat reluctant to let the public know how they were gulled, but deemed it a duty to warn other confiding wheelmen against patronizing the den, and so wished us to publish their story; and we are right glad to do it.

PERSONAL

L. W. CONKLING, of the Chicagos, rides a sixty-inch wheel.

ROLLINSON picks up Prince's gage, and names Chicago as the course.

"HUNGRY TOMMY," of Montreal, says his wife objects to his growing popularity with our readers.

DIRECTOR WARING, of Pittsburg, Pa., has sent us a microscopic copy of the Pittsburg *Dispatch*, of 20 September, — the presidential mourning issue, — which is rather unique.

L. A. W. PRESIDENT AND BOSTON BICYCLE CLUB PRESIDENT CHARLES E. PRATT has just been elected president of the Boston Common Council. Our Busy Man paradoxically says that however unprecedented is Mr. Pratt's record, it certainly is not unpresidented.

LEAGUE CHAMPION FRYE has now been scooped in by that spongy Boston Bicycle Club, which has a mania for absorbing everything with any spirit in it, — even the spirit oF rye; but having already inStalled one fast member, the addition of Frye may get the club in a stew.

DIRECTOR LAMSON continues to add improvements to his "coat carrier," having attached a strap to secure it more firmly to the brake, and another for the convenience of students who ride the wheel to and from school, by which they can carry their books and lunch-boxes upon it.

IT was President Philbrick, of the Rockingham Bicycle Club, of Portsmouth, N. H., who, on the occasion of the Massachusetts Club run to Gloucester last week, while at dinner at the Essex House, Salem, advised those wheelmen who evinced an inclination to lag on the route to eat freely of "ketchup."

ONE of our correspondents, and an experienced wheelman in a private letter, speaks thus plainly and ungallantly about Elsa Von Blumen: "I am glad I was obliged to stay over while the fair is being held here, and had a good opportunity to see some of her wonderful (?) riding. In the first place, she is very ungraceful in the saddle, and works with her head and shoulders, and is miserably slow on the track. I almost think I could pass her with my arms folded. She could not cover a half-mile in less than two minutes to save her life, — at least she did not while racing here."

PROFESSOR F. S. ROLLINSON, who is now conducting a bicycle riding school in the Natatorium of Chicago, writes us that the facilities for wheeling in that city are splendid, even without the boulevards, and there will soon be more riders than in any Eastern city, although hitherto but poor honor has been shown wheelmen there. He adds: "I shall now have an opportunity to get my muscles and other deficient properties into proper condition, and take away the unwelcome visitation of cramps which has seized me on several occasions during the racing season. I hope soon, however, to place a record that will be creditable to a professional; think it will be an interesting race when J. S. Prince and myself meet each other on our merits in a one-mile race. Sorry I was unable (through cramps) to give the latter gentleman a fair test at Hingham; this I call beaten under difficulties. If I am beaten in good condition will gladly own it, and the time made will also prove it."

JUST before going to press, Mr. Prince came to our office and gave us the following for publication: —

Editor Bicycling World: — If Mr. F. S. Rollinson will back his claims to the championship, by placing a deposit in your hands, I will immediately cover it and meet him on the track at as early a date as can be arranged, until which event (and after it, if I am not mistaken) I shall still subscribe myself,

JOHN S. PRINCE,
Champion of America.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 4 NOVEMBER, 1881.

NOW, as the opportunities for road-riding are becoming less frequent, clubs will find it very much to their advantage to secure rooms as winter headquarters. Nothing will so surely unite them, and keep alive club interest, as having convenient and attractive quarters for evening, Sunday, and holiday associations, where general as well as bicycling literature may be accessible, where wheel matters may be discussed, plans formed, and ideas and suggestions exchanged; rooms centrally located, easily reached, and comfortably although not expensively furnished, and accessible to members at all times of day and evening. It need be but a small room, perhaps only capable of seating a dozen or fifteen persons; it is seldom more than that number will be present at one time, even with a club of fifty, except at called meetings for some important business. Such rooms can be procured at a trifling rental in almost any community; and to meet that and the other current expenses would not require a high rate of assessments.

THE following newspaper clippings were sent us from N. P. Parker of Union, S. C., and they seem to indicate the possession of a large amount of pig-headedness on the part of the Newberry authorities. We doubt the legality of the ordinance passed, and believe it would be promptly sat down on by any court in that section less ignorant than the Newberry town council: —

"Considerable interest was manifested in the trial by the town council of Messrs. W. H. and M. B. Kelly, Thursday night, on the three charges of — (1) immoderate riding on the streets; (2) riding a bicycle on the streets after being ordered by two members of the council not to do so; and (3) creating a nuisance by riding a bicycle on the street the 26th ultimo. George B. Cromer, Esq, appeared for the young men, and conducted their defence. The charge was narrowed down to the question whether riding a bicycle on the streets was a nuisance. Mr. B. J. Ramage, J. W. Gary, O. P. Saxon, E. M. Evans, Griffin Dorroh, Griffin Williams, and others, testified that a bicycle is calculated to frighten horses, though they had seen no horses frightened by them, except that one of the witnesses said he had seen a gentleman attempt to ride his horse up to one, but the horse refused to go near it. Charley Dawkins, colored, and another witness testified that on Saturday, 24th ultimo, they saw a horse attached to a buggy in which were two ladies, so frightened by a bicycle that he attempted to run, and would have run had not the witness Dawkins caught hold of the bridle. On the part of the defence, Mr. W. H. Clark testified that he had seen bicycles ridden frequently on the streets of Boston, Springfield, Worcester, and other New England cities and towns, and the municipal authorities of those places made no effort to prevent it. The defendants testified that they had ridden the bicycle on the street at intervals since June or July; that they had heard of no law or ordinance against it; that Warden Kibler, the 26th, told Mr. W. H. Kelly not to ride it again on the street, at the same time saying there was no ordinance against it; that Intendant Pool had told Mr. M. B. Kelly to suspend riding it on the streets. The defence insisted that as to the first charge, there had been no proof of immoderate riding: as to the second, that as there was no ordinance against riding bicycles on the streets, the order of one or of two councilmen not to ride was no more than an order of a private citizen, and a disobedience of such order was no violation of the law; and as to the third, that to prove bicycle riding on the streets a nuisance, it must be shown to be an inconvenience and annoyance to the public, and not merely to a few persons. The council decided that riding a bicycle on the streets of Newberry is a nuisance, and ordered the defendants not to do so any more."

AN ORDINANCE. — *To preserve the Peace of the Town of Newberry, S. C., and for Other Purposes:* Be it enacted by the town council of Newberry, S. C., in council assembled, and by authority of the same: —

Sect. 1. Be it ordained, that on and after the publication of this ordinance, it will be unlawful for any person or persons to ride or use a bicycle on the public streets, sidewalks or public square of the town of Newberry, S. C.

Sect. 2. That any person or persons violating the provisions of the above section be deemed guilty of a misdemeanor, and upon conviction thereof, be fined or imprisoned within the discretion of the council.

Done and ratified in council assembled, under the corporate seal of town of Newberry, S. C., issued on this 30th day of September, A.D. 1881.

J. P. POOL, *Intendant Town Newberry, S. C.*
J. S. FAIR, *C. and T. T. C. N.*

EXCURSIONS, RUNS, ETC.

Chicago to Boston. (*Continu .*)

WHILE in LaFayette I was the guest of Mr. Lewis, secretary and treasurer of the club, and was also very kindly entertained by other members of the club. As usual it commenced raining on the next day, and I was obliged to wait over until Saturday. *Saturday*, 17 *September.* — Mounted my patient steed, and after bidding adieu to my host at 6.45 A. M., glided up and over the big hill on which his house is situated, and started for Frankfort in good earnest. The road was good, and I made the most of it, for there was a very strong impression in my mind that I had some work before me that meant more than pleasure. Arrived at Frankfort at 9.25, distance twenty-three miles, having stopped on road twenty minutes. Road a little hilly, but good. Stopped to drop some postals and buy some raisins, and off again at 9 30. Oh, how little a touring wheelman knows what lies before him! Half a mile out my beautiful pike ended all of a sudden, and mud roads again presented themselves, only they were in a much worse condition. Down I came from my lofty perch to try my duck-like stride upon "Mother Earth." I stood it for about two miles and then got worked up to a high pitch of frenzy, and halted at a farm-house to ask the condition of the roads beyond. The answer to my question, "Do you know anything about the condition of this road, through to Tipton?" was very consoling, as you may guess, when the old man imparted his knowledge of the country: "Well, let me see." Then came a long pause, broken only by his fingers tapping my wheel and running up and down the backbone, as if he were trying to elicit some soft strains from a piano. Again, "Let me see." Then with a peculiar smile upon his lips, he said, "Now you see that about six miles yonder you come to quite a piece of swamp and timber, and the road is worse from there on than this end of it, and somewhere along there you will strike two and a half miles of corduroy road." Was not this consoling to me when I had revelled in the thought that the mud roads were left for good? A happy thought struck me, and I booked it at once. "Sir," said I, "how far off is the railroad that runs to Tipton?" "Just one mile, sir, straight north through that lane." "Thank you," and off I went through the lane, and soon came to the track. It was a chance, and I was in

for it, as there was no other way out of my difficulty. I knew that the railroads through here were pretty well banked up between and over the ties; and even if I could not ride them, it would be much better walking. It proved to be as I had conjectured, and I was relieved. I commenced riding a little, but there were so many bridges to cross, and the ties did stick up in some places so. I gave it up, and made up my mind to take "Shanks' mare" until I came to pike roads. Sixteen miles of this exquisite pleasure brought me to Kempton, a little place of about a dozen houses, and ten miles from my proposed destination for the day. It was 5.30 P. M., though, so I wisely concluded to stop there for the night; and well I did, as it afterwards proved. I stopped at a small house, the owner of which raised bees and sold honey and hives for a business, so I considered myself fortunate again. After supper (which by the way was one of the best thus far), we took an atlas and looked out the nearest pike roads. Tipton County has only ten miles of pike in it, and that runs due north from Tipton to the county line. As I was not within ten miles, and it could do me no good when I did reach it, I concluded to strike directly south to the Boxley town pike, eight miles, and run the risk of finding it. I say "run the risk of finding it," for there might as well not be any farmers or settlers in the country, for all the information they can give you about roads or distances. *Sunday*, 18 *September*.—After a good breakfast I started out at 7.20 A. M., to follow the directions given to me the night before; viz., two miles south, then a quarter west. one and one half miles south, a quarter east, two and one half miles south again, and then he was not sure whether the road turned east or west. This was very good information, and I tried my best to follow it; but miles, halves, and quarters, to a Western prairie farmer, are as different from ours as two things can be. The roads were so rough that my Pope cyclometer was about as much good as if it were a solid piece of iron. My direction was east, a little south, so I did not relish the fun of going many turns to the west, as it did not help matters much. After a while I found myself at the end of the road in a farmyard. This was gratifying, as there were no cross-roads nearer than one and one half miles back. The owner of the farm was of course on hand, to see the queer-looking horse; and in answer to several questions from me, directed me to a cart-path that ran down through the wood and came out on the very road I wanted. "But," said he, "you will have to lift that thing over four fences." Fences were nothing, provided I was on the right road, and this cart-path allowed of riding; so I started, and one after another lifted my wheel over the four fences, and mounted and rode through the prettiest piece of timber I ever saw. The day was quite warm, but in the woods it was damp, cool, and really delightful riding. The trees were full of birds, and the ground dotted here and there with diminutive black pigs running in every direction. You should have seen the countrymen look when they espied me emerging from the woods. Here I was obliged to dismount several times for patches of corduroy; but at last I tired of this, and the last patch of some thirty feet I rode over for the fun of it. At last I came to the pike I had so longed for; and mounting my wheel after having walked eight miles, I spun away mile after mile, until within six miles of Noblesville. Here I dismounted at 11.30. at a farm-house, to buy a bowl of bread and milk. A charming young girl met me at the door, and instead of giving me the bread and milk, extended such a pressing invitation to take dinner with them, that I could not refuse. While waiting for dinner she kindly darned my stockings, that were in my M. I. P., and sadly needed it. At 5.50 P. M. I was in the saddle again, after having passed one of the most enjoyable afternoons of my trip, arriving at Noblesville, six miles, at 6.20. Stopped at the Wainwright House. *Monday*, 19 *September*.—Started at 6.40 A. M. for Richmond, Ind., sixty-six miles. Arrived at Pendleton, fourteen miles, 7.50. Left at 8.15, arriving at Newcastle, twenty-two miles, at 11.30. Stopped for dinner at Bundy House. Rested until 3 P. M., and off for Hagerstown, twelve miles, arriving at 4 P. M.; rode on until 4.30, and then stopped at farm-house for lunch one hour, arriving at Richmond at 7 P. M. Registered at Grand Hotel. *Tuesday*, 20 *September*.—Spent the day in Richmond, the guest of Mr. Benjamin Starr, who, together with his family, entertained me most handsomely. The pleasant hours passed in their company I never shall forget. *Wednesday*, 21 *September*.—Left Richmond at 7.45 A. M.; passed through Eaton, seventeen miles, at 9.15, stopped half-hour on the way; arrived at West Alexandria at 10.45. Rested thirty minutes and off for Dayton at 11.15; rode until 11.45, when I stopped for dinner at farm-house. Started at 1.10 P. M., passed through Johnsville at 1.25, and rested at New Lebanon at 1.40. One of the hottest days of my trip so far, and roads poor. Left New Lebanon at 3 o'clock P. M., and rode all through the grounds of the Soldiers' Home, just off the road to Dayton, and within three miles of that city. Reached Dayton at 4.45, and registered at Phillips House. The National Road from Richmond was very bad, so I kept the old Richmond pike, though really it was not much better. *Thursday*, 22 *September*.—Passed the day in Dayton, and enjoyed myself very much with the members of the club. I forgot to mention that on my entering the city, I took the prettiest tumble from my wheel that one would wish to see. Dayton mud is very slippery, and when you land upon it, it acts the same as ice in slipping your feet from under you. "You take a header and down you go," and it takes a pretty good temper to make you "bob up serenely from below." *Friday*, 23 *September*.—We were to meet at the Phillips House at 5.30 this morning; "we," meaning three members of the Dayton Club and myself. 5.30 came and the scribe was not on hand; so we waited until six o'clock, when he showed up, and at 6.20 got under way for Springfield. We started under one end of a heavy storm, but hoped to make the twenty-seven miles before we were caught. We did n't! Oh, yes. Got as far as Osburn, fourteen miles, and were just past the town when down came the drops as though they meant business. It was 8.15 when we stopped under a long covered road bridge, and waited there, thinking every extra blow might be a clearing-up shower. It was a clearing-up shower,—clear up to 12.15 before it stopped. Four hours we waited under that bridge, and got as much fun out of it as possible. We tried all manner of funny business with our wheels, but still the time dragged; and at last I hailed a passing team and got the man to get me a pound of raisins, and he sent them back by another man. We sat down and ate raisins until the storm stopped, and then we put for Springfield in all the mud and water. The road from Dayton to Springfield (valley pike) is generally very good, but this time it was covered with puddles and mud, and the wheels were a sight to be seen when we arrived at our destination at 2.30 P. M. Registered at Lagonda House, and then we went round to see the boys. "Doc." met with an accident in the shape of a header just before reaching Springfield, and it somewhat knocked the fun out of him, as he sprained his right arm. We found Capt. K., of the Champion City Bicycle Club, in his office, trying hard to surround a half watermelon twenty inches in diameter; so at his kind invitation we rendered him all the assistance he could have desired from four hungry men. The Dayton boys had to return that evening by train, and after giving them a good send-off at the depot, we gathered at the hotel and talked wheel, and made arrangements for the morning run of the following day. *Saturday*, 24 *September*.—At 6.40 A. M., Capt. K. and three of his men were outside the hotel waiting for me, and we started off in good shape. When eight miles out one of the "Columbia" tires came entirely off of the front wheel, and we stopped to tie it on with some string. About two miles beyond we dismounted to take leave of one another, and then I proceeded on my way to Columbus alone. Stopped at Vienna Cross Roads at 8.10, and off again at 8.10. Up to this point the roads were very good; but they changed gradually to rough, rougher, and toughest. Arrived at Sommerfort, seventeen miles out at 9.13, stopped for lunch quarter of an hour, and reached LaFayette at 10 A. M., four and one half miles. Off again at 10.15 to West Jefferson; stopped at farm-house for lunch. Roads very fair, quite level. On again to Alton at 12.15. Stayed there until 3 o'clock to cool off, and arrived at Columbus at 4.05 P. M., forty-two miles for the day, and most of the road rutty and full of stones. The last mile into Columbus from the Insane Asylum is quite enough to try the patience of Job. The ruts are about six inches apart and full of dust and stones, and it is fun to see any man hop about on them. Registered at St. Charles, and the next day changed to the Park Hotel, which was a decided improvement. *Sunday*, 25 *September*.—Out for a little spin about town with Capt Hutchinson and other members of the Buckeye Club. We all dropped round to see Mr. W. H. Miller, the president of the club, and on whose grounds the club have constructed a very fine six-lap track, fifteen feet wide. I stayed over Monday, 26th, and Tuesday, 27th, to be present at the opening of the new track. Fortunately it rained all day Monday and Tuesnay, so I did not feel as though I was taking time that should be spent upon the road, although I am impatient to be in the saddle again. CROOKSHANKS.

St. John Runs.

Editor Bicycling World:—Thinking some of your readers might like to learn that we New Brunswickers have not been idle in the 'cycling cause, I append an account of a couple of small runs taken lately. Our roads are anything but good for bicycling; and one of our worthy consuls of the L. A. W., who was on a visit to this city a few days since, was rather disgusted with them, saying they were, without doubt, the worst he had ever ridden over. It certainly is a rocky and hilly country about here, notwithstanding which the members of the St. John Bicycle Club manage to take a great deal of enjoyment from the short runs we have. Our club can boast of only nine members; yet, taking into consideration that the summer of 1879 saw only one owner (yours truly) of a bicycle on the roads, I think we have not done so badly and we have great expectations for next season. A few evenings ago (one of those beautiful nights, with the moon full, and all the world at peace to all appearances), another member of the club and myself, mounting our iron steeds at 8 P.M., near the centre of the city, rode over streets (hilly and rough) to the Marsh Bridge, the entrance to the city from the northeast; ran along a fairly good road without a dismount until we reached the "Three-Mile House," where we invariably stop to refresh the inner man. On again after a ten-minutes' halt, over a fine strip of road for a quarter of a mile, when we struck some new road, and you might as well try to ride across the Atlantic as push through it; so dismounting, we had to walk a couple of hundred yards, then remount, and passing under the iron railway bridge, came upon a fine road recently mended with gravel, which was well worn where the carriage-wheels ran, and along this strip of about eight inches wide we "made things hum"; then up a small hill plentifully bestrewn with loose stones, over a railway bridge and along the shore of Lawlor's Lake. Here we have a beautiful piece of scenery, with the lake on our left and a railway track running along the opposite shore; high hills on our right, and the full moon shining peacefully over all. Then came the work of the run, for the roads went up and down without an eighth of a mile of level ground for six miles; but through a very pretty country, passing through Brookville, Tarryburn, and Riverside, with the Kennebecasis River on our left and high hills still on our right, we arrived at Rothesay, where we found several very pretty residences of some of our principal city merchants, and the river studded with sails of yachts, from which arose the pleasant sound of male and female voices, blended in an evening song. About this pretty town (distance between nine and ten miles from the city) we found some excellent roads, and also found we had covered the distance in a little over an hour,—which, considering the hills, we thought was pretty good riding for moonlight. On again for another mile, when we stopped at a friend's house, and had some supper and a chat. Remaining there until 10 P. M., we mounted once more, and then we had the first accident (not a very serious one, to be sure, but a very unpleasant one), in the shape of a loose pedal. I dismounted to tighten up, when to my consternation I found I had lost my wrench somewhere on the way. I tried to tighten the nut with a stone, but without success, so I had to ride nearly three miles, to the next inn, with one foot. Here I was able to borrow a wrench, make a fresh start, and made the home run in one hour and one half; covering the whole distance of a little over twenty miles in three and one half hours, by moonlight, including all stoppages. Another time we started one fine Friday morning at 9.30, for Fredericton, the Celestial City, and rode along some miles of fairly good road, without event, when we came upon a very hilly district,—so much so, that as my companion remarked, it looked as though we were going to have a pedestrian tour with a bicycle; but the country abounds in fine scenery, so we rather enjoyed the walk, and admired the country, with high hills in profusion, and the valley of the St. John River, which has been called the Hudson of New Brunswick by many. Remounting after an hour's walk, we rode on, finding the roads good in "spots," but bad in between (and the "between" predominated), until twelve o'clock, when we made a halt for dinner at a small inn, and did full justice to the dinner set before us. I do not know the name of the man at whose house we stopped, and I regret it, for I should like to recommend our 'cycling friends to go there and get at least one good meal; for I must say that was the only square meal we got on the road. As the day was very warm, we did not mount again until three o'clock, when we found the roads a vast improvement over the early portion of our ride, and were able to make some pretty good time until 8 P. M., when we thought it better to put up for the night, which we accordingly did at the next farm-house, where we found everything certainly very clean, but that is about all I can say for that place. There we found we had made forty miles for the first day's spin. We were awakened for breakfast by mine host, at farming hours, and that is something that goes against me very much, turning out at such unreasonable hours; however, "When with the Romans we must do as the Romans do," so up we got and had our breakfast, and mounting once more, pushed on for our destination. The roads improved (and there was room for improvement) as we went along, and we thoroughly enjoyed the spin along the bank of the river, in the fresh morning air, and made Fredericton that afternoon without adventure (not even a header) at 4.30, having made the trip of nearly seventy miles in twelve hours' riding (and walking) time. We had a meeting of the club on Saturday last to take into consideration the feasibility of having our fall races on Thanksgiving day, the 20th inst. The meeting adjourned, after appointing a committee to draw up a programme, until Friday next. BRUNSWICKER.

ST. JOHN, N. B., 13 October, 1881.

Halifax, N. S.

Editor Bicycling World:—I promised to give you an account of the "Windsor" bicyclists' ride, which I shall now try to do, it having been furnished me by the rider himself, Mr. J. F. Carver, a member of the League of American Wheelmen. The start was made on Monday afternoon of the 5th ult., on a 56-inch "Standard Columbia," and that afternoon he rode as far as Brooklyn, fifteen miles. Stopped at Brooklyn that night, and next morning started for Walton, thirty miles; but unfortunately, after fifteen miles had been traversed, the rain commenced falling in torrents, which prevented his riding farther that day, so he stopped for the night, and again started for Walton in the morning, about ten o'clock, which place was reached in two hours. Here he took dinner, which was done ample justice to by a hungry bicyclist. A start was then made for Noel, where a large ship was to be launched and a tea-meeting to take place the next day; this was a good road, and it afforded a splendid view of the Bay of Fundy. He describes this ride as "simply inimense," but regretted the absence of some brother rider. Noel was reached in time to see the launching and to take part in the tea-meeting, which had attracted many people, among whom the bicyclist appeared also to be a centre of attraction; and as many had never before seen a bicycle, a number of curious questions were asked, some wanting to know if he was measuring the roads with "that thing"? others, if he belonged to a

circus? Next morning a start was made for Truro, *via* Maitland, thirty miles, which was reached in five hours of pleasant riding. Shubenacadie was reached on Saturday night, and Sunday was spent there among sisters, cousins, and aunts, as was Monday, Tuesday, and Wednesday; also, for the rain prevented any further progress until Thursday, when he started for Windsor, making it in six hours, and feeling much refreshed and not the least wearied. For the past fortnight the weather here has been unfavorable for bicycling, and no long rides have been indulged in.

I am glad to see that at last meeting of the League it was decided to change the badge. I have worn mine since I enlisted, but have lost it several times, only to be agreeably surprised by the return of it in the hands of some Good Samaritan. A gold badge in the form of a scarf-pin, I think, would be purchased and worn by all members, and a brother member would be recognized readily anywhere. Director Lamson deserves credit for his neat design, and I hope it will be met with approval by all members as it is by BLUENOSE.

HALIFAX, 26 October, 1881.

Two Days' Run of the Massachusetts Bicycle Club.

IN response to the notices sent to the members of the Massachusetts Bicycle Club, and by them distributed to their friends, a party of twenty started out from Trinity Square, on Wednesday morning, 26 October, and faced the keen, frosty wind which blew a gale across the Mill Dam.

No doubt the cold and the wind kept some at home who would otherwise have gone; but the twenty looked foward to turning their backs to the wind at Medford, and boldly pushed on. In the absence of Capt. Pope, which was a source of regret to all, Mr. H. W. Williams was chosen acting captain; and most acceptably did he fill the office, proving a gallant and untiring leader. Mr. Sanborn, "the hill climber" of the club, carried the pennant, making a noble standard bearer, keeping the colors well at the front up hill and down for the hundred and odd miles. Bugler Dyer failing to appear, the bugle was put into the able hands of Mr. Metcalf; and thus officered and formed in column by twos, the club and its friends swept on through Central and Harvard Squares, Cambridge, passing through the college yard as the students went to prayers; then on to Medford and Malden, where a stop was made to give the president time to telegraph to "the Essex," ordering a dinner suited to the capacity of the party. This of course consumed considerable time, but proved to be "time well spent," when a few hours later the generously laden tables of the Essex were cleared as if by magic. When the party had become rather cool in body, but *warm in temper*, the start was again taken, and the delightful run through Maplewood, Linden, and Saugus, to Lynn, seven miles, was made in forty minutes, including a stop caused by a collision between the leather dealer and the belt manufacturer of the party, who, it is supposed, became too much interested in a discussion as to the relative merits of oak-tanned or hemlock leather, and locked their treadles and tangent spokes in a loving embrace. This resulted in the loss of one of the members of the club from the run, much to his and the club's disappointment. At Maplewood the club passed in review before the editor of the BICYCLING WORLD, who, being "a slave to duty," was obliged to return to his sanctum. After the president had telegraphed for *more dinner*, the start from Lynn was made; and through Ocean street in Lynn and Swampscott, taking in magnificent views of the ocean as they ran, the party rolled on in perfect form, without a break or straggler, as indeed they did all day. At Brookside the Hawthorne Club, of Salem, were seen coming out to welcome the visitors; Consul Philbrick, a valued member of the Massachusetts, accompanying them After an exchange of civilities the line was formed, and led by the veteran captain of the Hawthornes, was again headed to the wind, and some lively hill climbing into Salem was done. An Essex House dinner is too well known to touring bicyclers to need comment here. If there is any "League Hotel" from which a bicycler can bring away as full a body *ana purse* as from there, consuls will please notify.

After a pleasant call at the bicycle manufactory of Mr. Philbrick, the party moved on through Beverly, Manchester, and Magnolia, to Gloucester, where they were met by Consul Webber and other wheelmen, and escorted to the Atlantic House, the Pavilion being closed for the season. The cyclometers registered 42¾ miles for the day. All day the party had feasted upon beauty in leaf and sky and sea, with rainbow hues of intense color; but the climax was reached when, from the eminence southeast of Gloucester, the city and harbor were seen bathed in golden glory by the setting sun,—a sight which brought exclamations of joy and admiration to the lips of every wheelman.

After a very pleasant evening passed in a social way, and enlivened by a call from the Gloucester representative of the Boston *Herald*, and music by the members of the party, beds were sought at an early hour, and were most welcome.

The return on Thursday must be quickly passed over. A few who had planned returning by cars were tempted by the beautiful morning, and decided to remain with the rest.

A new rider with a sixty-inch "Columbia" had joined the party, and the veteran, Mr. Dalton, had taken the place of Messrs. Harrison and Fourdrinier, to represent the Boston Club, they having been unable to spare time for two days.

The bugle sounded the start at eight o'clock, and Capt. Williams led his command through Essex to Ipswich, then *via* Hamilton, Wenham, and Beverly, to Salem, where the Essex had replenished its larder, and furnished another first-class dinner. A few of the party here took the cars, but the larger part kept on through Swampscott, Lynn, Saugus to Malden, where a few more struck for home; but about a dozen made a detour and rode through the Middlesex Fells to Medford, Cambridge, and Boston, arriving at six o'clock, having accomplished over sixty miles since morning, or one hundred and three miles in the two days, with no unpleasant fatigue.

The club was honored, besides those already mentioned, with the company of Director Pratt and Mr. Waldo Lincoln of Worcester, the active and enthusiastic Mr. Gilman of Nashua, and the quiet but untiring Mr. Philbrick of Portsmouth, two members of the Middlesex Club, and others, and is greatly indebted to Consul Philbrick of Salem and Consul Webber of Gloucester for their kind attentions and zealous assistance. CHAMPAGNE.

CORRESPONDENCE

Toronto Bicycle Club.

ALL honor to the inventor of the bicycle. When the idea was taking shape in his mind, he little thought what an extensive and practical use would be made of this child of his imagination. If the question were asked of many to-day, who a year ago knew not the merits of the steel steed, "Which do you consider the best form of recreation, combining pleasure with healthy exercise and utility?" they would unhesitatingly declare for bicycling.

The Toronto Bicycle Club was organized in April last, and started with a roll-call of some twelve riders, who felt the necessity of an organization for mutual assistance and fellowship. At this meeting the following were elected to the respective positions in the club: Alderman James B. Bonstead, president (we thought it advisable to have a *live* alderman to look after our interests); Harry Goulding, the pioneer bicyclist of the city, captain; Basil Hoch, H. M. Blackborn and R. H. McBride, lieutenants; and T. H. Gilmour, secretary-treasurer. It was decided to affiliate with the League of American Wheelmen, and accordingly our membership fees were made to include the amount payable to the L. A. W. Last year there were only three riders in the city who had undertaken to tame the unbroken steel steed; this spring an impetus was given to the exercise, and several managed to *break* their steeds in very short order. However, broken or unbroken, they persevered, and to-day the club numbers some thirty enthusiastic bicyclers, while there are ten or fifteen unattached.

Our roads are only passable, being composed principally of broken metal; but outside of the city some good stretches can be found, and towards the east the road is ridable for one hundred miles, some parts being very fine riding. Several members took advantage of a public holiday recently, and rode to Whitby (thirty miles east), two of the number returning same day, but the rest returned by train. This sixty miles is the longest ride accomplished by any one here as yet, but it is expected to be eclipsed shortly. The road was ridable the whole distance, but hilly; two or three hills had to be walked, the rest were surmounted by the perseverance of the riders. I am not aware of any fine stretches here for coasting, such as I have read of in some of your correspondents' letters, as our hills here are generally sprinkled with stones, which I presume are placed there by the teamsters for the purpose of blocking their wheels. We are not hampered with any regulations restricting us to certain streets or drives in the park, and as for the horses, sensible drivers try to get them accustomed to the wheel. It is the experience of the writer that not over one horse in fifty troubles his head about the machine, and when they do it is very often the fault of the driver. When I speak of restrictions, I may say that we are forbidden to use the sidewalks, which is a wise law, as with reckless riders, children and ladies would be in danger of accidents.....We find it a hard matter to get a large turn-out of riders for a run, the largest meet we have had yet numbering seventeen.....The usual share of accidents falls to our lot: one member has had his eye pierced and torn by a protruding branch of a tree; our captain has had his arm and wrist dislocated, one of the lieutenants his foot sprained, and so it goes; but these things are only temporary, and do not seem to damp the ardor of those who have suffered these afflictions. The inevitable header is occasionally taken, but usually a soft place is picked upon for the feat, and the rider escapes unhurt. This afternoon eight members started for a run of some eight miles into the country. Before we had gone two miles our number was diminished to seven, and by the time five miles was covered, only five were in sight. On our return we discovered one of the dilatory ones riding quietly in a wagon, with his machine disabled, and trying to reach the station to come back into the city by train.....Bicycling has come into such favor in Canada that it is proposed to manufacture the machines here, but I am satisfied the English machines will rule the market here for years to come. CHALLENGE.

TORONTO, CAN., 22 October, 1881.

Cleveland.

Editor Bicycling World: — Bicycling news in this classic place is at present very scarce, caused principally by the abundance of rain we have had nearly every day for about two weeks.....About the only thing worth recording is a run that was taken to Elyria by three members of the club, some three weeks ago. The party started at about 3 P. M., from Sorain street, and they report that for about twenty-two miles the road could not have been bettered; then their troubles began, for the road became worse at every turn of the wheel, until they were compelled to walk; and then it dawned upon them that they were lost, which they found to be true, after inquiries at a farm-house, where they also learned the best way to reach their destination. So after walking a mile down a terrible road, they came to a railway, down which, after much debating, they wound their weary way. The walk down the track was *enjoyed* very much, one of the men wanting to camp out in some woods alongside; and every time a train came past, the whole party would lie down by the side of the track and bewail their ill-luck. Well, after a five-mile walk down the track, they came to Elyria, where they put up for the night at the Beebe House, it having taken them seven hours to run thirty miles. They also say that they slept well that night, notwithstanding a rare serenade by a band of cats, which commenced about 11.30 o'clock.....A wheelman (name unknown) from Erie, on his way to Norwalk, on going to the Forest City House, was refused admittance to the dining-room because of his costume; so he had to go to the Weddell House, where there was no such prejudice.....We have had visits here from John Wardlow, consul for Middletown, E. E. Henry, consul for Coshocton, and Asa Dolph, consul for New London, and they all report a large interest in wheeling in their sections..... President Wade, Sub-Capt. Sholes, and J. H. Collister, Cleveland Bicycle Club, have just returned from the East. Mr. Wade ordered a "Matchless" while there, and they all say that for a 'cyclers' paradise, Boston is the place.....At a bicycle race at Norwalk, about three weeks ago, Geo. Lamkin, of Norwalk, took first prize; Asa Dolph, second; distance, one mile; time, 3.35. On a recent club run, while riding over a stretch of very smooth sidewalk, a member said, "How nice it would be if we could have a track covered with this!" upon which another member said, "Oh, no, that would not do at all; you would get going so fast that you would have to put on your brake."...Please allow me to thank Telzah for his information about long handle bars for the "Star"; and I will say *that* it would give me great pleasure to eat a large bicycle dinner, but *that* I would rather be excused from letting the long handle bar turn around on me after doing it.....The Local Club are anxiously looking about for headquarters, at present, and it is probable that we will be fixed in about a month. They are also thinking about having some club races, and other things to stir matters up a little, and give bicycling a little impetuosity, so to speak.....Did any one ever notice the obstinacy of chicken and fowls generally, in always trying to see how near they can come to beingrun over? This was the cause of the death of a spring chicken, not long ago, Consul Sholes doing the wicked act. ... To visiting bicyclers here, I would recommend the Weddell House; in Elyria, the Beebe House; and in Painesville, the Stockwell House. RELCYCIB.

Union, S. C.

Editor Bicycling World: — About four months ago I got me a wheel, and after some pretty hard falls, learned to ride; so I can go in a tolerably straight line now. I had never seen any one ride before I learned, and had no one to teach me, but did not find it so hard as I anticipated, for I thought when the machine came I had a "white elephant" on my hands. Some of the country roads around here allow very good wheeling, being red clay, which our hot sun bakes hard as a stone: but there is no riding over them in wet weather.....It is with much pleasure I read the WORLD every week, but I seldom see anything from this part of the country.....Find enclosed clippings from the Newberry *Herald*, which show bad feeling and poor judgment on the part of most of the people in this section against the wheel. I had the same to contend with here when I first went on the street, but after a good deal of argument was allowed to ride on probation; and by being careful not to frighten horses, can now ride anywhere in town. I would like to ride in Newberry, (being an adjoining town), and would like to know if a corporation has any right to make such a law, and force people to abide by it.

F. N. PARKER.

UNION, S. C., 20 October, 1881.

Chicago.

AND now are the days when ye amateur is sorely tempted and tried. Many will stand steadfast, and yet a few will fall from amateur grace, — the glittering bait of a big money prize offered by the management of a fair association being too much to resist. When this question is considered, it is a big temptation. Many agricultural associations, recognizing the great drawing attraction of a bicycle race, have put up excellent cash prizes to catch the "talent." Now, suppose a young club member, conscious of a little speed, should read that at Podunk, or some other country place, a fair would be given, and a good cash inducement offered to the winner. Now, in all probability our amateur would think, "There will not be anybody there of much account, and I will stand a chance to pick up a good prize and have some fun in the bargain." Off he goes, and unless he meets another fellow of his own stripe, he gets the ducats, without exerting himself to make any special time. There are several cases in the West where big stakes, $50 and $25, have been won at the rate of a mile in five minutes. The pro-

grammes of almost all Western fairs embrace a series of bicycle races this season with a varying scale of prizes, all of them good, and well worth running for. It is unquestionably a brilliant feature in the programme, and judging from the audience, one would suppose the chief event of the association. Several prominent associations offer clubs their expenses to come out and show themselves, which is rather low-priced talent; while others offer, besides expenses, a good list of medals and bicycle accessories. This shows the lack of professional talent, of course, or else the managers go in for quantity and not quality. It certainly is a good school for the would-be racer, and one where he can learn all the fine jockeying points not otherwise obtainable. We know a young gentleman who made about $200 inside of two months, which is pretty fair for an amateur. Of course he earned his money, and had considerable experience besides. After an amateur has been in a few races with an out-and-out professional, he is unfit, under the present status of affairs, to continue in the amateur ranks, and enter any race on equal terms with an amateur. His disability is supposed to be not from the fact of his professional association, but in his contact with the professional he has had an opportunity to study the manœuvres and science of jockeying, which count so much on the track. This of course, puts him in a superior position to the wheelman who has confined himself to making fast time in private, and who virtually appears with him in a public race for the first time. It is hard to tell the difference between an old professional and an equally old amateur, — they have both got the tricks of trade down pretty fine. The distinction between amateur and professional is presumably maintained to protect the former from the unequal skill of the latter, this skill being acquired by constant practice and training with a monetary consideration or reward in view; while the amateur, having no such inducement, seeks not to improve upon what speed he naturally possesses. Therefore, under the popular definition, one is a natural gift highly cultivated and improved, the other crude nature untrained, — that is, so far as educating the muscles for the quick movement of racing. An amateur generally seeks first to master the niceties of fine balance, and the economy of power necessary to road riding, the acquirement of which is directly antagonistic to racing gait.

There is a slight disposition to disparage anything connected with professionalism. Perhaps there have been a few black sheep in the fold, but these ought not to stain the great majority, who are gentlemen. It is a fact that whatever of merit there is in the bicycle has been brought out by practical wheelmen, who have made the wheel a study, and whose wants, created by the necessities of the cinder path, have been the object of manufacturers to satisfy, thereby aiding materially in the development of the finer points of the bicycle. It is the financial interest that has sustained bicycling in this country. Of course the bicycle, like any other really good thing, would eventually assert itself; but for the push of monetary interest at its back its growth would have been mighty slow. When it came to the scratch, and a test case was demanded to put the bicycle where it naturally belongs, it was not the vacillating *amateur* interest that came to the front, but the substantial backing of those whose interest was deeper than that of mere pleasure. And yet there seems to be a slight tendency to exclude from the management of club affairs any interest but that of the faithless amateur, whose interest is but as grass, — flourishing luxuriously to-day, to be wilted and dried up by some new wrinkle or other amusement to-morrow. The president of the Chicago Club, if allowed to have his own way, would resign on account of recent partnership in an establishment where bicycles are sold; but the club, whose pillar he has been since organization, could not see the point as he did. If a moneyed interest makes one a professional, then we would create a new class, professional amateur; and let there be included in this class the so-called amateur who keeps himself in a high state of training, and who makes as much of the racing path as the professional, — the only difference being that he keeps within the technical limits prescribed for an amateur, and does not race for money.

STENO.

Watertown, N. Y.

Editor Bicycling World: — Referring to your article in last week's paper, in regard to "Bicycle, Long or Short?" I would say that our riders here, we are quite sure, all understand that the proper way to pronounce the oft-recurring word is with the *y* long. This in defence of Watertown. Since I have commenced, I may add that wheeling is in the ascendant here; our present ten wheels will swell to at least twenty next spring. We have a good many good roads in our vicinity, among which may be mentioned to Sackett's Harbor, Lake Ontario, twelve miles, with but one dismount; Alexandria Bay, or the Thousand Islands, thirty miles, all good; Utica, seventy-five miles, all good excepting hills, of which there are quite a number. One might take a very pleasant trip from Utica to Alexandria Bay, and perhaps continue *via* Prescott, Ont., to Montreal.

CONSUL 205.

WATERTOWN, N. Y., 29 October, 1881.

Amateurs and Professionals.

ONE of the distinctions between an "amateur" and "professional" is that the latter races for money, while the former does not. The professional races for the money because he races for what he can make out of it, while the amateur races (or is supposed to) for the glory of the thing. And yet in the face of the above we are constantly reading the opinions of amateur (?) riders, to the effect that "they would rather ride for prizes representing a certain money value, such as cyclometers, etc., than medals."

Now, I ask any one who reads this if the amateur who holds an opinion like the above does not enter a race in exactly the same spirit as a professional does, — viz., for what he can make out of it. There is another thing which seems to me rather unfair: why the man who teaches the bicycle should be a professional, while the man who sells them should be adjudged an amateur. Here again the spirit of the thing is the same: they both make a living out of the machine. I would like to see the opinions of some other riders on the above.

LADNAR.

PHILADELPHIA, 25 October, 1881.

The Wheelman.

(Olden Style.)

THE coach and cart I like nor loathe,
Extremes are suited not for all;
On steely car, unlike them both,
I surest sit and fear no fall.
This is my choice: for me I feel
No ride is like the quiet wheel.

I grind no scissors, turn no mill,
I bear no goods of any trade;
I skim the plain, I climb the hill,
But greatest cities I evade,
And laugh at them in care and pain
Who barter health for golden gain.

Come up betimes, thou heavy wight,
That keep'st the lower ways of brick!
Rise now and walk the wires light,
While not too old to travel quick.
Take to the saddle ere too late, —
True life goes with the rapid gait.

Puck, 26 October.

The Consuls at Work.

C. A. HAZLETT, Esq., *Director L. A. W., etc.*, Portsmouth, N. H. *Dear Sir:* — Your favor of the 19th was duly received. In reply would say that when I left England I was strongly in favor of a regular tariff, or a scale of charges, to be used by all L. A. W. hotels; but the more I have thought of the matter, and having seen repeatedly how mech fault has been lately found with the B. T. C. method, I have come to the conclusion that any reduction should be made a secondary consideration in the appointment of hotels. What we want is *good* food and beds, at a fair rate. The main thing is to have in each town and village (no matter how small), some place where suitable refreshment can be secured. At present, in this country, a man touring is at a loss to know what if any accommodations can be obtained at the places he may stop at. Where there is more than one hotel, he is ignorant as to which is the best. I should recommend that consuls in small places select the best, regardless of any reduction. The accommodations in our average country hotel are so poor that the proprietors should understand that it will be for their advantage to make an extra effort in their treatment of bicyclers; that they want good fare and good attendance, for which they are willing to pay. I should make it an imperative duty for each consul to appoint, or recommend for appointment, some suitable hotel in his town or district, and that within a short time of his appointment. I have not quite made up my mind as to what is the proper certificate of appointment of League hotels, but how would this do?

> This certifies that the —— Hotel, —— Proprietor, has been appointed headquarters for members of the League of American Wheelmen for the town of ——.
> (Signed) JOHN SMITH, *President.*
> JOHN JONES,
> JAMES ROE,
> *Directors for Minnesota.*
> CHARLES DOE,
> *Resident Consul.*

I should have an agreement signed by the proprietor, that he agrees to exhibit a sign in a conspicuous place on the front of his; hotel sign to read, "League Headquarters," "L. A. W. Headquarters," or anything you think best, so long as they are all alike. These might be supplied by the League to the hotel keepers at cost price.

And that he agrees to make the following reduction to all members exhibiting a ticket like the following: (Here paste in copy of League ticket.) Your reduction (if any) would then come in, say as follows: "And agrees to make a reduction of —— per cent to all members exhibiting," etc. All this should be printed on a paper or cardboard, and framed, and hung up in the office of the hotel. It would then be something like this, — in size about twelve or fourteen inches by six: —

> THIS CERTIFIES, etc., ...
> .....
> .....
> .....
> .....
> ..... *President.*
> .....
> .....
> *I agree*, etc. .....
> .....
> .....
> .....
> *exhibiting the following*, etc. .....
> [TICKET.]
> .....
> .....
> ..... *President.*

Before appointing the hotel, I should have the proprietor make written application for appointment. Let him fill out some suitable form, at the solicitation of the consul. This being done, your hotel appointed, I should recommend to all hotel keepers that they demand from every bicycler desiring to obtain the benefit of the League's work, that he show his ticket; this you cannot enforce, but only recommend it. The following rule is taken from the B. T. C. Hand-Book, and may help you in framing a rule for consuls; it seems full enough for the constitution and by-laws. More specific instructions must be obtained from the directions, as they are needed.

Consuls must give any information as to roads, hotels, places of interest, etc., to a member of the Touring Club calling on them, and must be prepared to answer letters from the secretary or chief consuls on these roads, etc. They must all be members of the club, and are not expected to answer letters from ordinary members, or from other consuls, unless the letters be official. A stamp will be always enclosed for this information.

Any consul treating a member in any way discourteously — *i. e.*, such as refusing to give desired information — shall be duly reported.

I have no book of routes published by the Bicycle Touring Club, but would recommend a form something like the following to be distributed to consuls, to be filled out by them from time to time, and returned to the directors, who could then commence to compile a good road book:

ROUTE FROM SALISBURY TO SHAFTESBURY.

ISSUED BY CONSUL ..... To ..... Directors for Mass.

Residences.

City or Town.	Village, Hamlet, or Landmark.	Mls.	Consul.	Remarks.
Salisbury.....			B. T. C. Headquarters.	Insert name.
				Insert name in case unable to entertain directors.
				Grosvenor Arms .. (Late Crown.)
	Wilton	3½		Nearly level to Basford, with good surface; then undulating, but good, to Donhead, where sharp descent into village requires great care; rest "give and take" road, with stiff pull-up out of Ludwell.
	Basford St. Martin	6		
	Here sharp to left for			
	Fovant	10		
	White Sheet Toll Gate ...	14		
	Donhead	16		
	Ludwell	18		
Shaftesbury..		21		

This is similar to one published in the B. T. C. circular for October, 1881. These views of mine can no doubt be improved upon when you get well at work on the subject. Anything that I have neglected to make myself clear on, just write, and I will reply promptly. I hope you will not find too much difficulty in making out this disjointed letter. If it would be proper to publish this in some way, I should like it, as I have had to destroy two publications to give you these clippings. Wishing you and the other members of the committee every success, I remain yours respectfully, J. S. DEAN,

League Consul for Boston.

BOSTON, MASS., 20 October, 1881.

RACES

Coming Events.

8 November, New York. Election-day games of Manhattan Athletic Club. Two-mile bicycle race; handicap.

AT HEMLOCK LAKE, N. Y., 6 October, mile race, best two in three; first heat, won by H. C. Davis in 3.30; J. Mulligan, second; C. T. Booth, third; second heat, Mulligan and Davis fouled, fracturing the latter's wrist, giving the heat to F. A. Parshall; third heat won by Davis.... At Newark, N. J., 5 October, a half-mile race was won by J. P. McCune; time, 2.17.... At San Jose, Cal., 5 October, H. C. Finkler won a mile handicap in 3.36 from scratch; Rabe and McLaughlin second and third, at one hundred and fifteen yards each.

ST. LOUIS, MO., 22 OCTOBER. — Quite a number of ladies and gentlemen were assembled in the amphitheatre of the fair grounds to witness the competition for the five-mile championship of the Missouri Bicycling Club. The members entered for the race were: Messrs. Luders, Stone, McKittrick, Bain, and Young. The prize was a beautiful gold medal, in the shape of a polished scroll, for a pin, from which hung a Maltese cross. On one side of the cross was engraved: "Five-Mile Champion, M. B. C.," and the date, a space being left above for the name of the winner. On the other side was a bicycle. On the scroll is to be engraved the time in which the run was made. The medal was designed by Mr. Mack Evans, the president *pro tem.* of the club, and splendidly executed by Messrs. Eugene Jaccard & Co., who will be kindly remembered by the club for the loan of the stop-watch used in timing the race. The following are the names of the competing members, also the size of the wheels used by each, and the time made: —

	Time.
Bain, 54-inch wheel	18 52¼
Young, 46-inch wheel	19.02
McKittrick, 54-inch wheel	19.20
Stone, 54-inch wheel	19.24½
Snidern, 54-inch wheel	20.37½

As is seen above, Mr. Bain is the winner, this making the third medal he has won this season: one on the 4th of July, one a few weeks ago for the one-mile championship, and the one now making him the five-mile champion. It was a great surprise to the club generally to see Bain get it, as it is claimed by many that Young is much the fastest rider. Mr. Bain's wheel, being 54 inches in diameter, carried him over 14½ feet every revolution, while the 46-inch wheel ridden by Mr. Young only carried him forward a little more than 12 feet, giving Bain nearly 2½ feet more distance every revolution. From the above, it is argued by some that Mr. Young's running was very much superior to that of Mr. Bain's, and indeed Young's mile record at 3.23 is the best on time for an amateur with a 46-inch wheel. Mr. Young expects to have a 52-inch "Special Columbia" by next spring, when he thinks Bain will have to take a back seat.

The races passed off very pleasantly and quietly, no accidents or delays occurring. Mr. J. T. Binkley, Jr., an amateur of Illinois, was the timer, and Messrs. Louis Kempf, a bicyclist of Belleville, and Clifford Keely, of Mt. Holly, N. J., tallied the laps made. Mr. Samuel Anderson, the Belleville gentleman who was recently voted a member of the club, and who owns the "American Star" machine, in which the small wheel is in front, came over especially to see the race, and gave an exhibition of the speed which could be made on his machine. He made one round, which is nearly a third of a mile, in 1.06, his wheel being only 48 inches in diameter. The Belleville boys were cordially welcomed, and the club would be pleased to see and know more of them. The gold medal was designed by Mr. Mack Evans, president of the club, and is the shape of a Maltese cross hanging by gold chains from a bar, which bears the inscription, "18.52¼," being the time of the five-mile race won yesterday by Mr. Bain. In coming out of the fair grounds gate yesterday evening, Mr. Bain was so highly elated over his late success that he missed his saddle in mounting and took a grand header, demoralizing his machine to such an extent that he had to lead it home.

FRENCH NOTES. — The International races held in Paris 25 September, were a grand success. The weather was fine, the track was good, the crowd in attendance was large and enthusiastic, and the races hotly contested by strong riders. The races were six in number, three of which were for amateurs, and three for professionals. M. Barré, of the Paris Bicycle Club (*Le Sport Velocipedique Parisien*), won the very enviable position of champion of amateurs in France for the coming year, and M. De Civry, with whom we in America almost feel acquainted, having heard of so many of his races, took the professional championship in a race of 10 kilometres (6¼ miles) in 21 minutes 2⅘ seconds. The most exciting event of the day was a handicap for professionals, — De Civry starting from the scratch. This race was 3,000 metres (about 1⅘ miles), and was won, it is hardly necessary to say, by De Civry, his time being 5 minutes, 53 seconds. This remarkable rider took another race a few days later, at the Crystal Palace track in England; he gave his competitor, Mr. Edmunds, champion of Wales, 1 minute's start, and beat him nearly 8 minutes in a 20-mile race. De Civry was at the International races at Lyons 2 October, and had everything his own way in every race in which he started, although he had for competitors Delisse, Pagis, and Jules Terront, of Paris, Esperon of Bordeaux, Fadigati of Italy, Crumbach from Switzerland, and other noted riders. He also came in ahead of nine others in a tricycle contest. . . . Out of the twenty-six riders who rode in the International races at Paris, twenty rode machines of French manufacture, and of these machines, fifteen were from the factory of Clement et Cie, the makers of the machine on which De Civry has done such effective work. S.

THE New York *Sunday Courier* says that Smith and Reed are entered for the bicycle races at the Manhattan Polo Ground, next Tuesday.

AN effort is being made to have a bicycle-riding school in New York, during the coming winter, and the prospects are that the thing will be done.

A TRICYCLE race of fifty miles was run 8 October, from Morningside Toll, Edinburgh, to Broughton and back; J. H. Laing, University Bicycle Club, winning in 5 hours, 14½ minutes.

GEORGE LACY HILLIER, the English amateur champion, while passing up Tokenhouse yard, 14 October, was felled to the ground by a large advertising signboard, blown down by the wind. The board was some fifteen feet square, and very heavy; but beyond some slight gashes and an abdominal strain, Mr. Hillier was not seriously hurt.

OUR San Francisco correspondent says: "A bicycle tournament in connection with the Olympic athletic games at the Golden Gate Trotting Park, Thanksgiving Day, is projected. In that region, if a north wind follows the rains, the roads become hard and smooth, and admirable for bicycling, and George Strong proposes to lead a cavalcade to San Jose and southward, as soon as this condition of the roads obtains"

AT the Milwaukee exposition, 30 September, the bicyclers of that city gave a parade and exhibition in the hall to a large and appreciative concourse of spectators. Mrs. L. M. Richardson received the plaudits of the vast crowd who witnessed her ride around the first gallery on the tricycle. Her little boy, not more than six years old, took the tricycle after her performance, and standing on the treadles propelled it twice around the building, earning the admiration of all.

THE Dubuque (Iowa) Club took a run to Galena, Ill., last month, and four of the members participated in a race at the driving park. The race was in half-mile heats, best two in three, and was won by J. C. Treadway in two successive heats. Time, 1.58 and 2 minutes. The first heat they passed under the wire in the following order: Treadway, Peaslee, Sears, Fry. The second heat, Sears gained second place, coming in only a length behind Treadway.

THE wheelmen of New York and vicinity are called for a run to King's Bridge and back, on election day, Tuesday, Nov. 8, start to be made from the bicycle headquarters, 791 5th avenue, at 11.30 A. M., sharp. Photograph to be taken on 6th avenue boulevard, an hour's rest for lunch at King's Bridge, returning to headquarters about 4 P. M. The officers and committee of arrangements represent the Manhattan, New York, Columbia College, Yonkers, Brooklyn, Lenox and Mercury Bicycle Clubs, and the Kings County Wheelmen. A band of music will be in attendance at headquarters, two hours before the start. Wheelmen from Newburg, New Haven, Sing Sing, and other places near by intend joining, and any others will be welcome. It is expected some two hundred and fifty will be in line.

WHEEL CLUB DOINGS

DUBUQUE (IOWA) BI. CLUB. — This club was organized 6 October, as follows: President, C. M. Peasley; captain, H. E. Treadway; sub-captain, J. C. Treadway; secretary, E. S. Crane. It has a membership of nine enthusiastic wheelmen and is fully uniformed in gray, and proposes to exercise the coming winter in the City Hall, which has been kindly granted us by the city council, together with a room for storing our machines. Next season we expect to increase our numbers by at least seven, including three English machines. Action will be taken at the next meeting with regard to joining the L. A. W. We take a spin to Farley next week. E. S. CRANE, *Sec.*

Editor Bicycling World: — A number of young men of the "West End" met at No. 2 North Russell street, 25 October, and formed a club, to be known as the "Hub Bicycle Club." The following officers were chosen: Captain, Frank E. Turpin; first lieutenant, Frank Hart; second lieutenant, W. J. B. Oxley. A president we have not chosen yet. F. E. Turpin was chosen treasurer, and W. J. B. Oxley secretary. We number twelve members at present, and hope soon to increase our number to twenty at least. Some eight have already mastered the wheel, and the others may be seen almost any afternoon wresting with the untamed steed at Pope's school. The next meeting was held at the same place on the 29th inst., and was quickly called to order by the captain, that plenty of time might be had for a free discussion of the uniform question, and to hear the report of the committee. Mr. Turpin said the committee had visited Oak Hall, and out of some thirty samples had selected corduroy pants, dark-blue shirt and jacket, and blue cap. The report was accepted. The club is already considering the feasibility of conducting a run on Thanksgiving day, — that is, if the roads are in condition. As soon as we get located we intend to subscribe for the BICYCLING WORLD. W. J. B. OXLEY.

BOSTON, 25 October, 1881.

Editor Bicycling World: — Troy is at last awake, and a call for bicyclers to meet and organize a club is circulated, and a meeting will be held for the purpose next Friday evening. Several members of the L. A. W. reside here, and they with the impetus given to bicycling by a riding school, lately established here, have concluded that a club is needed and will succeed. We will report progress to you later, and then look out for the Trojans . . . . Capt. Scattergood of the Albany Club frequently passes through our city on the wheel. . . . Messrs. Paddock & Co., agents for the Pope Manufacturing Company, were in town Friday to see our rink in working order; and they say they will soon open a riding school in connection with their agency in Albany. . . . Roads between Saratoga and here are in fine order. TROY.

TROY, N. Y., 30 October, 1881.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*

Editor Bicycling World: — I notice in the issue of the WORLD for 28 October, that Mr. W. W. Stall is credited with the best American record for one mile, — 3m. 7s. Now, if I remember rightly, Mr. Smith of England made at the Polo grounds, New York, on the 8th October, two miles in 6m. 8⅘s. Query: If the time for each of his miles had been taken, one of them would certainly have been made in 3m. 4⅘s., or better, would that have been considered the best on record for one mile? Was the time so taken and if so, will some one give it to us? "41."

CLEVELAND, 29 October, 1881.

Editor Bicycling World: — In answer to "Club Fool," I will say that I am well aware of the truth of his statements. I did not say that the Crescents were *all* "stuck up," but "C. F." cannot deny that some of them are. Perhaps it has been my misfortune to meet only with this kind. I hope so. I did not speak of it as a personal matter, because I was not concerned in it at all. In writing my letter, I thought that perhaps it might come to the notice of some of the "very grouty-est." To "London W." I remark that I did *not* "brand the 'Crescent' Club as being 'stuck up and stiff'"; and did not expect that a stranger on wheel *would* be "welcomed as a brother." Does he, "Mr. Cook?" What every wheelman expects is at least silent courtesy, if nothing more. I am not speaking of this *one* instance in particular, but of several. Nor was it a "private grievance"; I described the occurrence as it appeared to a bystander.

To "One of the groutiest of the grouty Crescent Club," I have a few words to say. *First.* It was not "Meteor" who spoke to you. *Second.* At the time you were spoken to, your friends were *not* "on their machines and moving down the street," but were exchanging a very few words with B. How much better it would have been, if you had simply said "Yes," in a pleasant tone, than "Very good machine," in the gruff way in which you did. It seemed queer to me to witness the affair, because I have been used to seeing a different state of things when wheelmen meet, as at Boston 30 May last, and at Worcester 6 September. "Grouty," should we ever meet again, *please* nod, if nothing more. METEOR.

BOSTON, 29 October, 1881.

ACCORDING to the New York *Sunday Courier*, Mr. W. W. Wright's marriage with Miss Caroline not only May but Will take place this month. "Gather ye rosebuds while ye may," William.

WE print this week a letter from Consul Dean of Boston to Director Hazlett of Portsmouth, in relation to hotels and routes; the latter gentleman having been appointed at the late League meeting, committee on instructions to consuls, with E. C. Hodges of Boston and E. J. Waring of Pittsburg.

WE have for sale a handsome 56-inch "Xtraordinary Challenge" bicycle, nearly new, and in complete order; nickel-plated throughout, except felloes; ball bearings to both wheels. It is furnished with extras as follows: Cradle Spring, Handy Tool Bag, Wrenches, and extra Spokes, Pedal Pins, Cones, Lubricators, etc. It should be understood that with this style of machine the size of the wheel makes no difference in the ability of any one to ride it. Its original cost, with extra furnishings, was about $200; we will sell it for $140. Address BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

NOTICE.

We have just received a Large Invoice of

STURMEY'S "INDISPENSABLE"

for 1881. Sent by mail, postpaid, on receipt of price, 50 cents.

The POPE M'F'G CO.,

597 Washington St., Boston, Mass.



WESTERN TOY CO'Y.

MAKERS OF

Bicycles, Velocipedes,

ETC., ETC.

We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in. front wheel, inclusive.

For illustrated Catalogue and Price-Lists, address

WESTERN TOY CO.,

495 to 503 N. Wells Street,

CHICAGO, ILL.



THE NEW

LEAGUE BADGES

Will soon be furnished to order by the design patentee, C. H. Lamson, Director L. A. W., Portland, Me.

Particulars as to prices, etc., will be published later.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.



MONOGRAMS FOR Bicycle Clubs,

J. V. WALDRON & BRO.

40 Sudbury St., BOSTON.

We are manufacturing Monograms for Clubs at prices that will give satisfaction and we offer special terms for large orders. Estimates furnished.

THE "Indispensable Bicyclist's Hand-Book" has arrived, and we can now fill orders promptly. Fifty cents, postpaid. E. C. HODGES & CO., 8 Pemberton Square.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —

BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

Bicycling Literature.

WE have a supply of the following bicycling literature, which we will send postpaid at prices named: —

Bicycling World, Vol. 1, bound in cloth	$2 00
" " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Handbook, 1881	30
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Wheelman's Year Book, 1881	30
Cycling Sketches, cloth	1 00
" " paper	50
Wheel World Annual, 1881	30
Photographs of Wheelmen at Newport	$2.50 and 2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly),	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

$75.00 $95.00

SPECIAL ANNOUNCEMENT.



WE have in stock less than one hundred of our well-known Cone Bearing

"STANDARD COLUMBIA"

Bicycles, in 46 and 48 inch, half bright and painted, which we offer at the reduced price of $75.00 until they are sold. We have a few 50-inch, full nickel, which we will sell at $95.00. The bearings of these machines are so well made and hardened as to be remarkably easy-running. The thousands which are in use have earned a good reputation. When kept clean and well lubricated they frequently outspin and outcoast any other bearings; and they are easily adjustable. This offer affords an opportunity to purchase good, serviceable, new Bicycles at a bargain while the lot lasts. Only these three sizes and two styles, and but a limited number are so offered.

For catalogues and particulars of other sizes and styles of Bicycles and Tricycles and their supplies, address with three-cent stamp enclosed,

The Pope Manufacturing Co., 597 Washington St., Boston, Mass.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES & TRICYCLES

96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

STODDARD, LOVERING & Co.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

PATENT LAW OFFICE.

THOS. WM. CLARKE, F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

THE BEST WAY TO KEEP

Your Bicycle from Rust

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS, WORCESTER, MASS.

CUNNINGHAM & CO., Boston Agents.

DIRECTORY

OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

Addresses inserted in this department, $12 per year.

CALIFORNIA.

SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.

HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.

CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

DIRECTORY

OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS; OUTFITTERS, ETC.

Addresses inserted in this department, $12 per year.

MASSACHUSETTS.

BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.

HELENA. W. E. Norris.

NEW HAMPSHIRE.

PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.

NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.

LIMA. Gale Sherman.

PENNSYLVANIA.

PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

VOLUME NO.

4

THE

BICYCLING WORLD

VOLUME IV

NOVEMBER 11, 1881—MAY 5, 1882

WM. E. GILMAN, EDITOR

PUBLIC LIBRARY
OF THE
CITY OF BOSTON

BOSTON

E. C. HODGES AND COMPANY

8 PEMBERTON SQUARE

1882

$1000 a 5 cent.
Abbot Bennett
June 11 1946
L.C.

PUBLIC LIBRARY
OF THE
CITY OF BOSTON

CONTENTS.—VOLUME IV.

Page

Albany....200, 284
Amherst—Students' Trip....208
Armaindo, Louise....38, 237
Attleboro....20, 54

Baltimore....141, 224
Beach Riding....247, 257, 275
Bells....70
Bicycle Club Wedding....270
Bicycle and Plack....20
Bicycler Abroad....104
Bicycling in Europe....112, 188
Bicycling 2476 years ago....224
Bicycular Mismanagement....79
Blue Bell Inn....194
Books and Pages....10, 22, 46, 70, 93, 118, 152, 190, 214, 238, 249, 262, 302, 306
Boston Club....6, 104, 160, 201
Boston Riders....220
Boston to New York....39
Brattleboro....52
Bremen....284
Buffalo....43, 138, 233
Bump's Serenade....3
Bygoshispeed....22

Capital Club Ball....39
Catechism....200
Challenges....45, 90, 62, 78, 92, 190, 258, 249, 278
Cheap Machines....199
Chicago....77, 104, 137, 198
Chicago, Letters from "Steno" 8, 30, 54, 67, 88, 233
Chicago to Boston....18
Chicago Wheelmen....177
Cleveland....19, 29, 129, 163, 187
Clothes....276
Consuls' Reports....58, 225, 237, 289
Crescent Club....78, 160
Cyclometers....42

Dayton....176, 234
Dean Right Again....38
De Civry....57
Detroit....30

EDITORIAL—
Amateur or Professional, 207; Amateur Racing, 219; Annual Meet, 99; Assaults, 148; Bicycle Agents, 207; B. U. & T. A., 195; Central Park, 135; Club Socials, 39; Cutting the Records, 267; Good Bicycle, 160; Handicapping, 259; Highways, 159; Holiday Races, 183; International Racing, 123; Keen and Vesey, 195; League, 147; League Meet, 159, 255; League Membership, 15, 171; Local Parades, 243; N. A. A. A. A. Rules, 285; New York Ball, 195; Our English Visitors, 135; Pedals, 123; Professionals & Amateurs, 283; Racing, 63, 111; Riding Season, 195; State Leagues, 159; Sub Leagues, 3; Thanksgiving, 27; Tricycles, 51, 231; U. A. C. Games, 111; Wanted—Bicycles, 307; Wheelmen's Annual, 147; Editorial Notes, 106, 183, 195, 219, 231, 307.
Ellsworth's Suggestions....234
English Wheeling....211, 258
Essex Rambles....31
Events of 1881....140
Expert Columbia....155

Fairmont Park, Philadelphia....309
Fort Edward....29
Four Shakesperian Wheelmen....126
French Notes....10, 66, 89, 163, 139, 212

Garrood, J. C....163
Glances Abroad....8, 45, 57, 92, 289
Gloucester....232

Hackensack....257
Half Mile Record....201
Halifax....42
Handle Bars....78, 275
Hazlett, C. A....282
High Speed Delusion....164
Holidays....66

Page

Horse as Scholar....246
Horse *vs.* Bicycle....68
How I Sling My Jigger....185
Hub Club Ball....254

Ideas, A few....30
Importing....223
Iowa....175
Irish Tour....236, 248, 260, 286, 300
Italy, A ride in....34

Jones' Header....225

Kankakee....19
Keen—Vesey Back Out....151
Keokuk....198
Keystone Club....40
King's County Wheelmen....247
Knee Breeches....223

Lacquer....22
La Harpe....188
Lake George Region....5
LEAGUE OF AMERICAN WHEELMEN—Applications 10, 17, 31, 58, 69, 80, 92, 105, 141, 165, 178, 199, 213 225, 237, 240, 261, 277, 289, 300, 313; Badge, 7, 55 77, 140; Benefits, 55, 149, 221; Calls, 237, 249, 289; Consuls, 129; Consuls' Reports, 58, 225 237, 289; English Directorate, 10; General Orders, 277; Mail Notes, 80; Officers' Spring Meeting, 243; Place of Meeting, 137, 186, 187 197, 209, 210; Rules, 234, 298.
L. O. W....30, 299

Madison....114
Manchester....275
Marblehead....33, 68, 75, 87
Marine Bicycle....63
Massachusetts Club....33, 88, 163, 177, 301
Measures....211
Meteor Club....125, 139
Milwaukee....245, 274, 285
Milwaukee Breaks....162
Moline....246
Montreal....21, 53, 66, 101, 173, 198

New Brunswick....68
Newburyport....175, 222, 285
New Haven....76, 175, 247
No Time....101
Now....222

Ohio League....30, 299
Our Racing Men and their Records....161

Patents....135, 151
Pawtucket....187
Pedals....134
Peoria....196
Philadelphia....32, 54, 128
Pittsburgh....76, 163
POETRY—After Dark, 45; All the Stuisic, 14; Centaur of ye Earth, 213; Club Uniforms, 50; Early Awheel, 282; Fred, 258; Garvey's Choice, 126; Germantown Club Song, 106; Hand Painting, 212; Keystone Club, 273; Last Jockey, 124; Mount, 201; New Year, 99, 100; Oh Why, 26; President's Dinner, 173; Reckless Three, 117; Sad Memories, 94; Spring Poet, 232; The Bicycle, 46; To the Six Hundred, 2; Vision of Summer, 165; Wolliver Endell, 266.
Portrait Gallery....266, 282
Poughkeepsie....52, 188
Primer....201
Professionals....274, 284, 297
Protest Against Record....162
Providence Club Dinner....41
Pseudonymes....188

RACES—Baltimore, 16; Boston, 45, 124, 148, 201, 308; Boston Club, 183, 235, 267; Chelsea, 309; Chicago, 209, 224, 245, 257; Cincinnati, 208; Detroit, 309; English, 16, 44, 69, 245, 309; Louisville, 172, 308; Mass. Club, 245, 269; Melbourne,

Page

RACES *(Continued.)*
269; Montreal, 28; Natick, 28; New Orleans, 209; New York, 45, 81, 91, 245, 299; Oakland, 27; Providence, 148; Sacramento, 28; Saint Catherine, 28; Saint Louis, 209; San Francisco, 56; San Jose, 28; Stenton, 16; Toronto, 269; U. A. C., 269.
RECORDS—Best Racing, 151; Year's Riding, 151, 189, 210; Of our Racing Men, 161; Half-mile, 201; Hundred Miles, 213.
Reference Library....8
Rochester Exhibition....299
Rust or No Rust....114
Rutland....53

San Diego....256
San Francisco....31, 277, 311
Scranton....19, 43, 100, 128, 163, 257
Scurl....165
Size of Wheel....173, 228, 246
Small Wheel Splashes....171, 189
St. Louis....18, 137, 302
Staten Island....235
Staten Islander's Tour....171
Supervision of Race Meetings....7

Tactics....274
Tires....42, 55, 68, 69, 89, 102, 115, 116, 139, 199
Toronto....19
Tricycles....57, 312
Troy....256

Us....266

Voice of the Pulpit....257
Von Blumen....11, 65

Wanted—Bicycles....285, 313, 314
Washington....90, 101, 138, 311
Western Wheelmen, To....283
Western Wheels....247
WHEEL CLUB DOINGS—Æolus, 196; Albany, 220, 273; Ariel, 245; Arlington, 186; Atlantic, 296; Aylmer, 308; Bay State, 136; Boston, 9, 27, 42, 70, 161, 177; Branch Missouri, 245; Bremen, 232; Bristol, 296; British Residents, 232; Brockton, 221; Brooklyn, 284; Buckeye, 166, 221; Buffalo, 126; Capital, 29, 75, 152, 220; Champion City, 16; Charlotte, 252; Chelsea, 255; Chicago, 126, 256, 273; Cincinnati, 9; City, 256; Cleveland, 273; Columbia, 196, 208; Columbus, 196; Connecticut, 308; Cortland, 196; Crescent, 70, 221; Detroit, 256; Dubuque, 152; Dunkirk, 273; Essex, 126, 220; Eurus, 307; Falls City, 126, 137, 161, 295; Germantown, 56, 126; Hackensack, 255; Hartford, 161; Harvard, 186; Hermes, 245; Hill City, 296; Hub, 27, 112, 186; Kentucky, 152, 208; Keokuk, 42; Keystone, 126, 245, 296; Kings County, 161, 208, 295; Lancaster, 75; Lawrence, 273; Manchester, 244; Manhattan, 16; Marblehead, 126, 208, 221; Marietta, 307; Marlboro, 137, 221; Maryland, 284; Massachusetts, 15, 161; Melrose, 284; Meteor, 308; Milwaukee, 273; Missouri, 273; Montreal, 208, 232; Mt. Pleasant, 308; Nail City, 256; Nashua, 70; New Bedford, 112, 137; New Britain, 273; Newton, 296; New Haven, 176; New Orleans, 42; New York, 176; Oakland, 27, 42; Omaha, 307; Orange, 232; Portland, 284; Providence, 27, 41, 43; Rochester, 176; Roxbury, 208; Rutland, 56, 161, 177, 186; St. Catharines, 252; St. Thomas, 296; San Francisco, 27, 75, 136, 161; Seneca, 208; Somerville, 221; Sparta, 245; Springfield, 112, 221; Star, 186; Stoneham, 186, 242; Syracuse, 196; Toronto, 296; Troy, 221, 295; University, 9; Waltham, 16, 221; Worcester, 112.
Wheel Progress....103
Winter Riding....90, 150
Wisconsin....163
Worcester....138
Worcester to Providence....34

Yale (Invincible) Bicycle..79, 90, 115, 129, 150, 174

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy.

BOSTON, 11 NOVEMBER, 1881.

Volume IV. Number 1.

[VOL. IV. CONTENTS. No 1.]

Editorial Spokes. — To the Six Hundred . . 2
Editorial: Sub-Leagues.— The Bumps Serenade, 3
Excursions, Runs, etc. — Lake George Region, 5
Some Club-Room Reminiscences . . . 6
Correspondence: The Badge; Supervision Race Meetings; A Reference Library; Chicago, 7
Glances Abroad 8
Wheel Club Doings: Cincinnati; University; Boston 9
Personal 9
L. A. W.: Applications; Consuls; Union Velocipedique; The English Directorate . . 10
Books and Pages: St. Nicholas; Wheelman's Annual 10
Elsa Von Blumen. — Notes, Queries, etc. . . 11

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

WILKINSON'S

SILVER TONE BICYCLE BELL.



This is the loudest yet has the sweetest tone of any Bell yet produced. I will send a sample of large size free on receipt of $1.25, or smaller size on receipt of $1.00. Trade supplied by JOHN WILKINSON, Sole Manufacturer of the WILKINSON BICYCLE, **77 State St., Chicago, Ill.** Chicago Sales room for the COLUMBIA BICYCLES and proprietor of the Chicago Bicycle Riding School and Gymnasium. Send stamp for large Illustrated Catalogue.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

54 IN. HUMBER RACER. Perfect order. Used but little. Price $75. COLUMBIA BICYCLE AGENCY, Pittsburg, Pa.

FOR SALE. — One 52-inch "Standard" bicycle, in perfect repair, including patent stand, for $70, a rare chance. For particulars, address W. V. B. TOPPING, Ashland, Ohio.

FOR SALE. The greatest bargain yet offered. A nickel-plated 54-inch "Special Columbia," guaranteed in perfect running order, complete with saddle, oil can, wrench, tool bag, M. I. P. bag, hub lamp, and cyclometer for 50-inch wheel; will send on receipt of $90, or will send by express C. O. D. with privilege of examination, on receipt of sum sufficient to cover charges both ways. Address

O. W. THOMAS, JR., Louisville, Ky.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —

BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.



LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St.
Please send for circular.

WE MAKE

SPORTING GOODS

A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.

G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

"LAMSON'S LUGGAGE CARRIER,"
OR BICYCLE SHAWL STRAP,

(Patent applied for). Pronounced by the most experienced riders to be the "cheapest, lightest, neatest, and most convenient bundle carrier for attachment to the handle bar ever invented." It may be put in the pocket when not in use. Sent by mail for 75 cents, by C. H. LAMSON, Portland, Me. Also for sale by the principal bicycle dealers.



COLUMBIA, HARVARD, AND YALE BICYCLES

SOLD ON INSTALMENTS ON EASY TERMS anywhere in New England.

Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*

W. H. HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

Reasons Why

THE BICYCLING WORLD IS AN EXCELLENT MEDIUM FOR ADVERTISING ANY BUSINESS.

THERE are 10,000 bicyclers in the United States already, and the number is rapidly augmenting. Bicyclers, as a rule, are intelligent, educated, and connected with the best classes, socially, in their respective communities. They are not, to so great an extent as many non-wheelmen suppose, minors, but are largely men of political, social, and business influence. They read, they think, they vote, they are active participants in all the legitimate pursuits of life. There are few idlers in their ranks, either mental or physical. In no other recreative pastime or sport are these characteristics so exceptionally prevalent. It is among this class of readers that the BICYCLING WORLD circulates. It has now at least 6,000 regular readers weekly. These readers are nearly all enthusiastic wheelmen, and deeply interested in all that pertains to their favorite pastime, at home and abroad. They *read* the BICYCLING WORLD *through*,—advertisements and all,—and, as is not the case with the ordinary newspaper, after reading they *preserve* instead of *destroying* it, with the view of binding the completed volume of numbers; and the paper is so arranged that the advertisements must be bound with it, thus securing these business announcements in a permanent form in private and public libraries. For these various reasons, if for no others, we have no hesitation about inviting all who think their business is increased by advertising (and what legitimate business is not?), whether bicyclers or non-bicyclers, to make the columns of the BICYCLING WORLD a medium for the announcement of their wares, whether mercantile, mechanical, or professional. E. C. HODGES & CO.

Bicycling Literature.

WE have a supply of the following bicycling literature, which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Handbook, 1881	30
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Wheelman's Year Book, 1881	30
Cycling Sketches, cloth	1 00
" " paper	50
Wheel World Annual, 1881	30
Photographs of Wheelmen at Newport	$2.50 and 2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly),	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

WE have for sale a handsome 56-inch "Xtraordinary Challenge" bicycle, nearly new, and in complete order; nickel-plated throughout, except felloes; ball bearings to both wheels. It is furnished with extras as follows: Cradle Spring, Handy Tool Bag, Wrenches, and extra Spokes, Pedal Pins, Caps, Lubricators, etc. It should be understood that with this style of machine the size of the wheel makes no difference in the ability of any one to ride it. Its original cost, with extra furnishings, was about $200; we will sell it for $140. Address BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

THE "Indispensable Bicyclist's Hand-Book" has arrived, and we can now fill orders promptly. Fifty cents, postpaid. E. C. HODGES & Co., 8 Pemberton Square.

Boston Amusement Record.

BOSTON THEATRE.—"Michael Strogoff" all this and next week.....BOSTON MUSEUM.—"The Colonel" all this and next week.....GAIETY THEATRE.—"Patience" all this and next week.....GLOBE THEATRE.—Jefferson in "Rip Van Winkle" all this week. Next week Robson and Crane in "Twelfth Night."....HOWARD ATHENÆUM.—"Muldoon's Picnic" this week.....PARK THEATRE.—Lotta all this and next week.....WINDSOR THEATRE.—"Twelve Jolly Bachelors" this week. Next week, "Rooms for Rent."

EDITORIAL SPOKES.

BOTH bicycles and bicyclers got rusty, last week.

THE movement for horse-car cheap fares will not seriously affect bicycle stock.

THE action of the League directors at the recent quarterly meeting in New York, electing a director for Great Britain, was illegal and therefore null.

THE newspaper report of an order by the Chicago Bicycle Club for tricycles for the use of the club's lady friends is the first intimation the club had of the matter.

IT is by no means singular that the "Wheelmen's Paradise" should be located in wicked Washington. The old-fashioned Greek Paradise was somewhere in H—ades; and there was certainly one wheelman in Tartarus,—Ixion.

THEY slowly but surely fall into line. The Chicago *News* now runs a bicycle department in its sporting column, and the *Tribune* of that wicked city gives it a good word now and then, instead of kicks, as formerly. The *Times* and *Inter-Ocean* still indulge in idiotorial flings at the wheel, however.

OUR noble Gallic visitors might have imagined themselves in London, instead of Boston, last week. Three days of fog and wet! British exiles thronged the streets with lighter hearts and happier faces than they have shown for many a day. "So much like 'ome, you know," said Algernon Cholmondeley Jones.

WE are in receipt of advices from various trustworthy English sources, requesting us to warn our wheelmen against certain English bicyclers now in this country, as being adventurers and unworthy of our confidence. We earnestly advise wheelmen not to accept at their own estimates foreign bicyclers visiting here, unless vouched for by reliable parties,—and then no mistake will be made.

"THE END OF NEW YORK," published in No. 10 of *Fiction*, indicates in a thrilling and interesting manner the perilously unprepared condition of our country in case of a sudden war with any other maritime power. It further demonstrates the immense advantage a more general use of bicycles and tricycles would give the people of a crowded metropolis in escaping readily in advance of an impending bombardment.

THE New York *Graphic's* idiotorial staff grows weaker physically as well as mentally continually; and its members have to turn their hands to any department requiring attention. We referred recently to the unfortunate attempt of one of them (perhaps he is the entire staff) to both sketch and write about the bicycle; and now the same idiot has been set at literary reviewing and got hold of a copy of Dalton's "Lyra Bicyclica," and held high carnival among those dactyls and spondees for the space of half a column. The *Graphic* is evidently on its last legs, and will have to get a wheel after all.

To the Six Hundred

[WHO HAVE FAILED TO SEND IN THE LEAGUE ASSESSMENT FOR THE PRESENT YEAR.]

WHY are the ranks thus thinned?
Are all our wallets skinned,
That we should give them wind,
And not six hundred?

Chorus.—Dollar to right of us,
Dollar to left of us,
Dollar in front of us,
Yet lack six hundred.

Let not our courage fade:
Show of what stuff we 're made;
Can it be we 're afraid
Of the six hundred?

Chorus.—Dollar to right of us, etc.

Give the young maiden air
(Granting our horse a mare);
Let not the League despair,
Just for six hundred.

Chorus.—Dollar to right of us, etc.

One dollar for a year!
P'raps we spend more for beer;
At any rate, 't is clear
It makes six hundred.

Chorus.—Dollar to right of us, etc.

Brothers, don't yield the fight,
But strive with all your might,
And gladden Wistar's sight
With the six hundred.

Chorus.—Dollar to right of us, etc.

HIGGINS.

THE two-mile handicap bicycle race at the Columbia College Athletic Association, 1 November, resulted in a victory for H. C. Taylor, of the class of '84, with a start of 400 yards, C. A. Reed of the same class, from scratch, getting second place. E. C. Hunt, of the class of '85, 400 yards start, made a good race on the first mile, and on the first lap of his second was well in front when he took a header and sustained some slight bruises. He remounted, however, and came in only a lap behind. Taylor's time was 6.51⅘; Reed's, 7.21.

WE have in our possession manuscripts and sketches offered in competition for the Pope Manufacturing Company's prizes, which the owners can have by sending stamps to cover postage.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 11 NOVEMBER, 1881.

SUB-LEAGUES.

MR. WALTER D. WELFORD, the editor of *Cycling*, and a number of the L. A. W., in a recent letter, says: "I very much regret to see that at Ohio they have organized a league, which I presume is in opposition to the L. A. W. No adage is truer than 'Union is strength,' and if small leagues are going to crop up in the different States, it will act detrimentally to the interests of the L. A. W. Of course I may be mistaken as to the aims and objects of the new League, but from its name I judge that it covers similar ground to the present influential League." It may be unnecessary to state to our readers that the League of American Wheelmen does not share in the apprehension of Mr. Welford, who views matters from a distance, and evidently does not understand the geographical embarrassments with which our League even now has to contend, and which will increase with the growth of bicycling. It is much easier to maintain in Great Britain under one organization a Bicycle Union of English, Scotch, and Irish clubs than it is in this country; because, while their population nearly equals ours, it is embraced in an area of only 121,000 miles, and our 50,000,000 of people are are scattered over very nearly 3,000,000 miles. Throughout this immense area we have about 10,000 wheelmen, while Great Britain can probably muster a census of twenty times as large. Our League organization as at present constituted is perhaps fully competent to efficiently manage the interests of its present membership, widely scattered as it is; but already complaints and discontented mutterings are coming on the Western and Southern breezes from those who, by reason of distance, are unable to actively participate in the business of the League., and we can foresee a necessity in the near future for some provision to meet this growing embarrassment. It is not difficult to imagine the futility of an attempt on the part of President Arthur and his Cabinet to manage the public affairs of this nation, if it was not subdivided up into States, counties, and towns. The Masonic fraternity and Odd Fellows have their Lodges, State Grand Lodges, and National Grand Lodges; the first subordinate to the second, and the second subordinate to the national organizations. Now, this is just what the League of American Wheelmen must come to in order to preserve its national unity. The League of Ohio Wheelmen is but the pioneer of many State leagues. As a body it does not belong to the National League, nor can it as at present organized; but its principal officers, if not all its officers, are loyal and zealous members of the L. A. W. We do not deem it advisable that the wheelmen of the various States should organize independent leagues, like that in Ohio, and comprising both L. A. W. and non-L. A. W. clubs, because it will eventually embarrass the more desirable formation of subleagues to the League of American Wheelmen; but we do believe that speedy action should be taken by the Board of Directors of the latter towards perfecting a system of State or district leagues, subordinate to the national one, and through which the local clubs might more readily present their petitions for the promotion of their interests or the redress of grievances. By this method only can the L. A. W. maintain its influence, and promote its efficiency, and unite the wheelmen of the entire country when their number shall exceed that of Great Britain.

The Bumps Serenade.

BY PRESIDENT BATES.

INASMUCH as there have been some incorrect reports circulated concerning the serenade given by the Detroit Club to Mr. Bumps and his *fiancée*, I deem it my duty as president of the club to state the exact facts of the affair.

When the mellow voice of the club secretary, calling the roll, repeated for the second time the cry, "Hyperion Bumps!" and then he dipped his pen in the inkstand and prepared to enter a fine of ten cents for absence, I interposed from the chair with the remark that "to the president's personal knowledge, Brother Bumps is engaged this evening in transacting important business." Mr. High winked solemnly upon Brother Lowe, and suggested that the excuse be amended to read "pressing business." Mr. Lowe grinned so enthusiastically that a large wrinkle undulated down the back of his neck, and disappeared behind his shirt collar. Most of the club took a hint from the solemnity of High, the amiable benevolence which beamed from the countenance of the Chair, and the hilarious enthusiasm of Lowe; and a grave but kindly smile ran around the circle.

But Mr. Cubb, our young and enthusiastic member, did not observe this, and rose to protest that this was the fifth meeting within the last six months from which Bumps was absent; and he thought he should be made an example of. The Chair mildly but earnestly replied that "Brother Bumps *is* an example which it will delight the Chair to have all those members of the club who are in a condition to do so imitate. The Chair considers Mr. Bumps's devotion to the business which detains him from our meeting this evening eminently laudable; and the Chair has no doubt that it receives the heartfelt sympathy of every member of the club who understands the circumstances." Whereupon the club testified their approbation of the eloquent remarks of their revered president, by frantically pounding on the floor with their heels; and Mr. Cubb, observing a very deprecatory frown upon the brow of the vice-president, whom he especially admires, reluctantly subsided.

The business of the club meeting proceeded to a close quietly and rapidly. But there was an air of mystery on the part of a few, and of curiosity on the part of others, as palpable to the inner sense as was the odor of Mr. Cubb's five-cent cigar. When the chair announced the meeting adjourned, nobody rose to go; but everybody looked volumes of expectation at their esteemed president, in whose sagacity the club had so often reposed its undisappointed confidence.

The president smiled benignly, and quietly remarked: "Gentlemen, it 's a fine moonlight night; let 's go and give 'em a serenade."

You never saw in your life such enthusiastic applause as that single eloquent sentence elicited. The proposition was carried unanimously, and more too

Then immediate preparations were made for the performance. The club bugler went out and borrowed a bassoon, with which melodious implement of destruction he is a fair amateur marksman. The captain, who, as a tenor singer, often takes a part in amateur concerts, and who has many times captured the house with "Robin Adair," suggested that he would sing that fine air to original words, if the president would furnish the words. The president sat down and wrote some stanzas off-hand, which the captain pronounced excellent, and immediately began to practise. Mr. Lowe ran to his boarding-house, and returned with a big accordion, upon which he has practised manslaughter to the extent of about three tunes. The rest of the club depended upon their vocal abilities, and we soon had a programme drawn up of the music we would execute. By 11 o'clock we were ready to start, and mounted our wheels, and rode away through the moonlit streets in single-file procession, toward one of the most fashionable parts of the city.

Mr. Lowe carried the accordion under his arm, with the key-board uppermost. Any wheelman who ever tried to carry an accordeon that way will appreciate Mr. Lowe's exertions. "The confounded thing," as Mr. Lowe frequently called it, was possessed by a demoniac disposition to stretch out, especially whenever his wheel jolted over a rough place. At every such jolt, the stretching bellows, dropping down, elicited a musical grunt from the bass end of the instrument; and then Mr. Lowe would hastily shove it up again with his opposite hand, jerking a shrill wail of agony from the treble end. Very naturally, this unnatural accompaniment to our progress attracted the attention of the street gamins, whose flattering remarks, joined with his unusual exercise, caused Mr. Lowe to sweat and scold profusely. But fortunately we struck a smooth pavement presently, and rapidly ran away from the boys.

The Tonish home of red brick, with cut-stone trimmings and porch, in the midst of its small but velvety green lawn, looked beautiful in the mellow moonlight. The tall maple trees on the east front threw over its main façade a delicate lace work of light and shadow. As we dismounted, and silently gathered in a group at the side of the building, where there was a little shrubbery, we noticed that there was only a dim light in the back parlor, most of the other lights of the house being out. I approached one of the windows, and saw through a slight orifice in the blinds that Bumps and Marietta Tonish were sitting very close together on a tête-à-tête, evidently diligently discussing the important business which had detained Bumps from the club meeting. They were alone, though the shadows which could be seen through an open door in a distant apartment showed that Mrs. Tonish was reading in her easy-chair.

At this moment a person who had been standing on the opposite side of the street, under the shadow of a tree, came over to us and joined our group. He carried a violin in a silver-bound case. It was Mr. Spiel, the leader of a well-known orchestra, whom I had summoned by telephone. I whispered to Mr. Spiel our programme, which was to begin with a solo on the trombone by our bugler, and to include a solo on the accordion by Mr. Lowe. Mr. Spiel grunted disgustfully at the mention of these instruments; but after shaking his head slowly, he smiled and remarked: —

"Never ve mind, eh? The amateur shall play vatever he shall be pleased, und I shall make him all right with my accompany. eh? Dose is right, eh? Vell, you begins ven you gets you all ready."

While talking, Mr. Spiel had taken his violin from its case. He very softly passed his hand over the strings, which had previously been tuned, making a sound scarcely louder than one breathing, and which could not be heard in the house.

I notified the bugler that we were ready. He had slung the trombone from his neck by a cord, and the knot refused to untie. Taking out his penknife, he cut the string, when the trombone slipped from the cord, and came down with one edge of its mouth hard on a sensitive corn on his right small toe. With great fortitude Mr. Blower suppressed a shriek of agony, and cavorted dumbly around on the grass, on one foot, holding the other in both hands, and grinding his teeth.

After a little Mr. Blower picked up the trombone, breathing hard, and raised the mouthpiece to his lips. Mr. Spiel put his violin in position, and laid the bow upon the strings. I applied my eye to the hole in the shutter, to note the effect.

Either Mr. Blower's wind had been broken by his violent hopping about, or else he pulled the trombone too far out. At any rate, the first note he produced was a sudden, violent, shrieking discord, such as might well startle the entire neighborhood. Through the peep-hole in the shutter I saw Bumps and Miss Tonish jump excitedly apart, as though an electric battery had shocked them, with every sign of consternation upon their faces. But Mr. Blower got down to business on the second note, and Mr. Spiel played an exquisite accompaniment, so surrounding, mellowing, and filling out Mr. Blower's amateur tooting as to make it seem almost delicious. The air Mr. Blower had selected was "Love not, ye hapless sons of clay." It was beautiful, but scarcely appropriate: and after it was fairly going I saw Miss Tonish blush vividly; then smile; then look at Bumps, who stood in an attitude of intense listening; and finally laugh softly till she trembled all over. Bumps stared at her, not being musical enough to see the joke; but apparently considering that there must be something funny somewhere, he set up the most puzzled and artificial grin I ever saw. This tickled Miss Tonish so much that she sat down again, and fairly shook with merriment.

As soon as this trombone solo was finished, Mr. Spiel wiped the strings of his violin with his handkerchief, and then began playing a beautiful violin solo. It was delicious; and I saw Miss Tonish listen as if entranced, till soft tears gathered in her eyes. Even Bumps, who is n't musical, heard it with evident delight.

When this was finished, after a minute's pause, the captain began singing, with his fine and well-trained tenor voice, to the air of Robin Adair, thus: —

Ah! what is this I feel,
Ma-a-ry-y To-on-ish?
Makes me neglect my wheel,
Ma-a-ry-y To-on-ish.
Bicycle pleasures fade,
Club run and club parade,
Thinking of thee, dear maid, —
Ma-a-ry-y To-on-ish.

No more it is my pride,
Ma-a-ry-y To-on-ish,
First in the race to ride,
Ma-a-ry-y To-on-ish.
Now only do I care
One prize to win and wear, —
Thy gentle heart, my fair
Ma-a-ry-y To-on-ish.

The refrain, with its rising, slurred inflection on "Ma-a-ry-y To-on-ish," was wonderfully touching and effective. In fact, aided by the delicate accompaniment of Mr. Spiel, it was fairly melting. Miss Tonish exclaimed, as soon as she heard the third line, "It 's the bicycle club, Harry!" and then she put her arm around him, and drew him close to the window.

When the song was ended, Mr. Spiel played another violin solo; and then Mr. Lowe began playing the suggestive air, "Sally Waters," on the accordion, which Mr. Spiel's art managed to make endurable. Bumps was musical enough to recognize this tune, and he winked prodigiously at Miss Tonish, who laughed archly in reply.

During the silence which followed the last screech of Lowe's accordion, the dignified colored butler appeared among us, with an invitation to walk in, he having set the parlors ablaze with light. We went in, and were met in a stately manner by Mrs. Tonish, who said that she was glad to welcome Mr. Bumps's friends. But Miss Tonish shook hands with all of us, laughing pleasantly, and said that 'This is just jolly! — the funniest and the nicest idea! It was charming, too; and Harry and I shall remember it with pleasure always." Then the butler brought in cake and wine; after which we had some piano playing and singing, and some more of Mr. Spiel's fine music; and when Bumps and Miss Tonish shook hands with us at the door, and said good night, and Miss Tonish said they "expected to see us all again *soon*," we mounted our wheels and rolled rapidly away in the soft moonlight, as happy a club as ever sat in saddles or indulged in an evening lark.

THE Bicycle Union championship races the past season netted the Union a deficit of over $300.

EXCURSIONS, RUNS, ETC.

The Lake George Region. — II.

BY KOL KRON.

WHITEHALL lies within a few miles of the lake, but is separated from it by a mountain range. Rather than climb this, my plan was to take train to "Ti" (as every one in that region calls the historic fort and village), and embark near there on the steamer that should take me down the lake. The train did not go till eleven, however; and as the weather was inviting, I started off at eight with the idea of meeting it at Chubb's Ferry, or one of the stations beyond there. I was warned that the hard clay of the ordinary hill roads did not get a chance to be worn down by much traffic, as did the main road leading to Rutland. Still I thought there was no doubt of my reaching Chubb's in three hours, even if I had to walk every step of the seven miles. So I loafed aimlessly about among the hills, enjoying the scenery and fresh air, and not unmindful of the apples, blackberries, wild cherries and other fruit, until finally I was awakened to the maddening truth that train time had almost arrived, while I myself had made no perceptible approximation towards Chubb's Ferry. Bestirring my boots briskly then, I lost my way several times in a half-hour, and ultimately abandoned all notion of catching the train. The idea of catching a hotel next possessed me, and this proved equally visionary; but at last an honest farmer took me in, and having satisfied my hunger, chatted with me pleasantly about the topography of the country. The result was that I decided to climb directly over the mountain to Hulett's Landing, on Lake George. Leaving him at two, I was an hour in making the three miles to Chubb's, and three hours more in doing the seven miles up and down the mountain to Hulett's. Of the twenty miles marked that day by my cyclometer, I suppose two thirds or three fourths were accomplished on foot.

Thursday forenoon I took steamer up the lake, and during the wait for the return trip, drove my wheel to "Ti" and back. In the afternoon I stopped at the Fort William Henry Hotel only for the few minutes requisite to drag a supply of clean clothes from my valise and set the label thereof for New York. Before I mounted, at five o'clock, however, the last of the procession of coaches for Glenn's Falls had been several minutes on the way, and a half-hour elapsed before I even came in sight of it. Not long afterwards I passed it, while taking a rest at a toll gate, and I then kept well ahead of it to the end. Soon after this, having passed through the village and reached the end of the paved sidewalk, I made my first real stop at 6.25, though two or three brief dismounts had been caused by lady drivers; once a four-horse coach which I met forced a stop by trying to run over me, and once I had to alight at a perfectly level place, where six inches of loose dirt had just been hauled upon the track by some "repairers." I have no praise to offer for this corduroy road, however, though I succeeded in clearing all the grades; for some of them made extremely wearisome riding, and more than once the deep layer of sand on top of the planks caused my wheel to balk, and almost come to a dead halt. Some of the up-grades leading *towards* the lake were certainly too sandy that day for any bicycle to plough through. "W. B. E." calls the corduroy road nine miles long, but my cyclometer made only six and one half miles of it, even when combined with a long stretch of village riding, — say a mile beyond the toll gate at the end of the road. Perhaps the jar of the planks caused the registry to fall short of the truth; for as I kept ahead of the coach, which rattled along at a seemingly brisk pace, I must have gone at a faster rate than four miles an hour. The St. James Hotel, in Fort Edward, five and one fourth miles on, was reached an hour later, making seventeen miles for the day. This last was done mostly on the sidewalks; for though the highway was generally smooth, an intolerable dust was stirred up by the vehicles returning from a military display in the village. At a place called Sandy Hill I surprised myself by riding to the top of a long and steep incline, paved with cinders or some black substance hammered down very hard and smooth. This was probably the most creditable climb I ever took, and I should be glad to have some of the Fort Edward riders, whose races are reported in the WORLD of 16 September, say whether they commonly take it. A hotel lounger assured me that none of the local wheelmen dared to ride *down* that hill.

Starting on next morning at 5.30, with my cyclometer pointing exactly at zero, I reached the hotel in Schuylerville, thirteen and one half miles, in two hours, and stopped an hour for breakfast. I perhaps might have lessened the time by doing the last four miles on the towpath, for beyond Fort Miller there were stretches of sand that forced walking, or very slow riding. About an hour after leaving the hotel, three miles on, the towpath tempts me to leave the rather hilly highway, and I ride it continually, but not very comfortably, for three miles and more, or until a chance comes for returning again without dismount to the harder highway. Then follow fourteen miles of the smoothest roads, prettiest scenery, and most enjoyable riding of the day, past Bemis Heights, Stillwater, and Mechanicsville to Waterford, at whose hotel, thirty-four and one half miles from the start, I stopped one hour and a half for dinner. Resuming the saddle at 2.15 P. M., I crossed the bridge and bore to right and then to left, till I reached Vane avenue, down which I went without turn, much of the time on the sidewalks, until I reached the Belgian pavements of Troy, nearly four miles. Poor sidewalk business for a mile and more brought me ot the bridge, from the west end of which a six-mile path over dusty and rutty macadam and mean sidewalks led to the bridge at Albany. Recrossing again here, I made a mount at Greenbush at five o'clock, eleven miles from Waterford, and went along the river road to Castleton, nine miles, in an hour and three quarters. The next hour, mostly on foot, was spent in reaching my journey's end at Schodack, though the cyclometer called the distance less than three miles, and gave fifty-seven and one quarter miles as the reading for the day. Spite of the continued dry weather, which made the sandier road from Lake George to Albany poorer than usual, the hard clay of this region below Albany had not been worn smooth, and I was told that it never became so. Some soft stretches of sand were also found. Indeed, I found the sand pretty continuous on Saturday morning, when, at a little before six, I started off through the heavy fog from the forlorn little tavern in Schodack; for I was almost a half-hour in getting to the brickyard, three quarters of a mile, where, in desperation, I accepted the chance of risking my life on the railroad. My first mount lasted twelve minutes, and covered more than a mile and a half, incomparably the longest and swiftest spin I ever had between the tracks of a railway. Indeed, I almost began to cherish the wild hope of riding the rails all the way down to New York, instead of taking steamer at Hudson as planned. But the second culvert caused a stop in half a mile, the third in a quarter-mile, and the trains began to be uncomfortably frequent. However, in the course of forty minutes I had ridden the whole distance to Stuyvesant Landing, five and one half miles, while the hilly highway would presumably have taken me twice as long. Probably, however, I should have done well to resume it at this point, or else at Coxsackie, two and one half miles on, which I reached a half-hour later; for most of the seven miles thence to Hudson had to be done on foot. I left the track there at 9.15, three hours and a half from Schodack, fifteen miles. The sun was just then dissipating the fog, which had formed a mercifully cool introduction to what proved a scorchingly hot day. The weather of the whole five preceding days had been excellent for touring, though the week that preceded and the week that followed were both very hot. I soon discovered "the place of the path," and was so long enjoying it that when I sallied forth in a dry suit of clothes and freshly blacked boots, I had only time to partake of a melon and sandwich for breakfast before the arrival of the boat. However, I was in all the better condition to do justice to the dinner which was soon spread before me there, and to enjoy my ride down the river. Upwards of 1,500 passengers were aboard, and such a wilderness of trunks as awaited attention on the dock at Catskill, I never before set eyes on. The brave baggage smashers,

who finally got these things on the boat, must have wished that all tourists were accompanied only by bicycles; at least none of them ventured to "strike" me for the carriage of mine.

Landing at 24th street at six o'clock, I wheeled homeward along the sidewalks (though the troops of shouting urchins made progress rather slow and dangerous); but when 5th avenue was reached I tried its Belgian blocks for the final half-mile. The contrast presented thereto by the asphalt at the end tempted me, as usual, to indulge in a parting spin around the fountain in Washington square. This, be it understood, is in the centre of the roadway formed by the two streets which make a junction at the head of the avenue, and cut the square in twain. What was my surprise, therefore, at having a park policeman order me off from this public thoroughfare! Of course I wheeled off at once, and in the solitude of my own apartments mused with contemptuous pity on this latest straw, indicative of the petty spite cherished by our Park Commissioners against bicyclers. Eighteen miles were recorded on that last day, and about two hundred and four on the six successive days of the trip, though I had some other indications than the one detailed that my cyclometer somewhat underrated the real distance travelled. "M. D. B.'s" story (WORLD, 3 September) also confirms my previously formed belief that I made a mistake in taking the "river road" below Albany. I ought rather to have gone east from Greenbush until I struck the old post road leading south. Probably, indeed, it would have been better for me if I had gone from Waterford to Cohoes, and skipped Troy and Albany entirely; for none of the riding that I had below Waterford was very enjoyable.

Unless "W. B. E." had a special desire to visit Bennington, I think my story will convince him that he made a mistake in going through the Hoosac Tunnel instead of sticking to his original plan of touring further up the Connecticut Valley; and I hope others may be persuaded to improve the autumn weather by trying the track I have thus laboriously described. The tour for a New Yorker, who can be absent from business only four days, may be outlined in this wise: Take 4 P. M. boat to Hartford, and ride next day to Holyoke (or the night may be passed in Springfield or Northampton, if preferred); on second day ride from North Hatfield to Putney (getting to North Hatfield by train, either from Smith's Ferry or Northampton), and there at 6 P. M., take the train to Rutland (or if preferred, the train may be taken at Brattleboro'); on third day ride across to Whitehall in season to take 11 A. M. train for "Ti," connecting with steamboat through the lake, and then ride from Caldwell to Glenn's Falls or Fort Edward; on fourth day ride to Albany and take the night boat home. If a New Yorker starts on this route by train, instead of boat, he had better begin wheeling at Meriden or Berlin, for the road thence to Hartford is excellent. The Bostonian who does n't care to go up the Connecticut Valley may take train directly to Rutland, or perhaps he may find it practicable to wheel himself thither by way of Portsmouth, the White Mountains, or St. Johnsbury. I believe the Lake George steamer stops running at the close of September, however. In that case the train may be readily taken from Whitehall to Glenn's Falls or Fort Edward. Indeed, a man at the latter place told me that the towpath from Whitehall was ridable all the way down. As to the "floor-like hardness" of canal embankments, however, I prefer other testimony than than that of a bar-room lounger.

KOL KRON.

WASHINGTON SQUARE, N. Y., 19 September, 1881.

Some Club-Room Reminiscences.

"The palatial quarters of the club have, in all their appointments, kept pace with the increasing magnificence of the city: but the tender associations which hover around 40 Providence street are yet fondly cherished in the breasts of the antediluvians."

The Two Chromos.

THERE may have been something prophetic in the utterance of these two writers, or they may have merely stumbled upon the truth as their prototypes the "Two Dromios" blundered into wit; they certainly have made a prediction which bids fair to meet with a prompt fulfilment. In the picture of wheel matters in Boston for the year 1981, the "Two Chromos" not only caused the Bossachusetts headquarters to disappear in Back Bay mud, but dredged a channel through the place, and carried the "commodious edifice" to Chelsea, where Editor Gilman improves each shining hour. Already the club-rooms have disappeared. — have been swallowed up by another tenant, — and there is a bright prospect of superb quarters for the Boston Club, fitted not only with the necessities and comforts of wheel life, but with the luxuries of a gentlemen's social club. The deserted rooms at 40 Providence street are stripped of all evidences of their past associations, are bare, dirty, and unattractive; but as long as bicycling prospers and the Boston clubs thrive, the place will be haunted with some gay old ghosts, — memories of an active, jolly, never-to-be-forgotten club life.

Who does not remember the opening night, when the club-house committeemen bowed themselves off of their legs, and smiled themselves into a semi-paralytic condition before a throng of guests from a score of representative clubs? No one forgets the pleasure depicted upon the genial face of Prex Pratt when a large silver pitcher was presented to him by L. A. W. friends; but lives there the man who can remember distinctly how many times the pitcher was filled and emptied "after the opera was over"? who does not dwell with pleasure upon memories of that evening's lunch, and who does not linger with agony unutterable upon the speeches which followed? Among others who had never "spoken right out in meetin'," the writer was called upon. As his speech did not differ materially from the other thirty-seven, it is given as a specimen. He was called upon so suddenly that he was thrown into a cold perspiration, and his sentences were punctuated with uncomfortable gulps in his throat, as if his heart was making frantic efforts to escape by that way. He said: —

Mr. President and gentlemen, — ahem — Mr. President and gentlemen. Mr. Pres — that is, I did n't expect to be called upon when I came here. I have very little to say except — ahem — except a few things which I did n't expect to say when I came here. I am *glad* to see — so — many — present, as I did n't expect to see so many present when I came here, and I am *glad*, very glad, from the profoundest depths of my heart I am glad to think that I shall not have to do this sort of a thing more than once in a lifetime." (*Prolonged and renewed silence.*)

At first there was little promise of success in the meagre attendance, but after a while the formality of the rooms disappeared, and men began to saunter in to while away the long winter evenings.

The broad ashen table in the reading-room held all the bicycling literature from home and abroad, and held the feet of all the wits and smokers in the club. Across the table were sent sentiments witty and wise, and in lively debates were sent epithets, and any other articles within reach. Here Mr. Hawley first excited interest in the mechanics of the wheel, and championed every good improvement which might contribute to speed, comfort, or endurance. Here "Juvenis" read a poem, and sent fanciful rings of curling smoke into the air, to the envy of all beholders. Here W. Vanderbilt Burt told railroad stories enough to fill the "Encyclopædia Britannica." And here the Massachusetts Club held its first annual dinner. An account of the latter event, together with the humorous statistics collected by Prex Parsons, is given in the BICYCLING WORLD, 11 February. But the article makes no mention of the lively time which always ensues when an average Massachusetts man gets hold of a knife and fork, and a plate of anything edible; it does not refer to the strange lack of appetite on the part of the dinner committee, who were suspected of "sampling" in the kitchen, and it carefully says nothing of the reckless and dissipated way in which Capt. Pope and "Feather-Chin" Parkhurst drank several glasses of milk; it does not tell, either, of the generous hospitality and pleasant social feeling which was the feature of the dinner, and has been the feature in every one of the many enjoyable runs taken by this club.

Here also, was held the League Directors' meeting, at which the location of the first annual meet was decided upon. The lively interest manifested in the subject all over the country, and the animated discussion of the question in the columns

of the WORLD, thoroughly impressed the directors present with a sense of the responsibility resting upon them. A gentleman who was present at the meeting, thus graphically describes it: —

"In a dingy back room, shut out from the rest of the suite, the directors sat in solemn conclave, dealing carefully with the minor questions brought before them, but all awaiting with intense interest the vital one of locating the League Meet. This important business was postponed until all else had been attended to, in order to have the delayed directors Gullen and Munroe present. Burrill obstinately and skilfully put off the decision from hour to hour, watching every moment for the expected support from and *for* New York. Marsden, Fred. Pratt, and the visitors Harrison and Wistar openly discussed the question, while Fairfield and Hazlett were silent. Hodges alone seemed to have the matter well in hand, and seemed to understand from the first what the result would be, although there was very little in his manner to indicate it."

Messrs. Munroe and Gullen came at last, after the others were well wearied by a protracted session, and Boston was quietly agreed upon. Those who were outside will remember that the days were dark, wet, and chilly; and under these and other depressing circumstances, the "back" room would naturally look "dingy."

The club register is a literary curiosity. It has a page for every day in the year, intended to contain a list of members visiting the rooms each day, together with those of casual visitors. The first name entered is that of a stranger, — T. B. Beach, of Hartford. Every variety of autograph follows, including the names of nearly all the League officers and well-known bicyclers in the country. Occasionally there is an irreverent comment upon the quality of the writing material following some *lapsus pennæ;* and once in a while a sharp personal hit is found appended to the name of some unfortunate.

Following "Billy Bernhardt's" register of 27 February is the statement, "The riding season is now open." Then, in the neat chriography of "Juvenis": "A premature statement by an immature member." Then, by Billy the irrepressible, "Brace up, old man," and so on.

10 March. No one visited the club-room; and across the vacant page, in large black letters, is inscribed the immortal phrase, "A cold day."

On 7 June there appears an invitation from P. T. Barnum to a circus party, with the fascinations of peanuts and pink lemonade delicately and artfully suggested.

On 10 June the names of the best known club captain in the country, the honorable and popular secretary of the same club, and a former editor of the WORLD appear together on the register; time, midnight; comments, "In from Woodward's gander party," "Wheel-room door kicked in," "Chase's dreams disturbed," "—— to pay." Those who remember the hospitable entertainment given by Mr. Woodward to the Boston Club, will remember also that the darkness of that night was deep and black,

"One universal blot";

and to add intensity to the shade, a fog settled upon the earth, and a light, drizzling rain fell. It must have taken the best of spirits to inspire wheelmen in a ride across a deserted waste of land, upon a night like this, — some such spirits as put Tam O'Shanter on his metal. The comments following their arrival at the club house, like many others in the register, seem to have been made under the impression that "profanity is the soul of wit."

Just preceding 30 May, the club-room register is filled to overflowing. Then it was that Boston, Massachusetts, Crescent, Roxbury, Chelsea, East Boston, Waltham, Middlesex, Harvard, and other neighboring clubs sent delegations of active men with offers of assistance in the matter of entertaining League guests. A working committee was immediately appointed, and it was quickly ascertained that there were difficulties to be overcome on every side.

Police protection was needed; the railroad officials declined to reduce their rates; the hotel keepers felt little inclination to lessen their charges upon a national holiday, when the city would be crowded; the military had obtained permission to use the principal avenues of the city for parade purposes; no caterer could be found who would serve dinner in Music Hall; and for a while there was no prospect of obtaining a hall for the storage of machines. Sub-committees were promptly appointed to meet the difficulties, and night after night the club-rooms at 40 Providence street were occupied by wheelmen, all intent upon the one purpose of providing a suitable reception for those who came from a distance to take part in the Meet. This common purpose brought men together who would never have known and understood each other under other circumstances. Those who were new in bicycling were placed upon an equal footing with those who were comparatively venerable; mere acquaintances were turned to warm and devoted friends; and in the dingy back room, over the ashen table, was born the harmony which has ever since pervaded the action of Boston wheelman.

When the Boston Club shall have become one of the exalted and dignified institutions of the city, and when the Massachusetts Club shall have settled down comfortably in some other hospitable quarters, very few will care to look back to the days of limited convenience and unlimited good feeling at the Bossachusetts rooms. But upon some winter's night in 1891 a retrospective old wheelman — perhaps Frank Weston, mayhap Capt. Pope, or why not Prex Pratt? — may be sitting before an open fire in the club parlor, lulled by the genteel dulness of the place, or perhaps by the tranquillizing effect of a comfortable dinner in the club café, into dreaming of the past. As he turns over the leaves of club history, even to the beginning, he may find a little pleasure in reading this "turned-do n page."

ST. SAENS.

CORRESPONDENCE

The Badge.

Editor Bicycling World: — The League is being severely criticised here for its recent action on the badge question. To our appeal to the League for its assistance in enforcing our right to ride on certain highways, as well as to appeals from other cities, the officers at the quarterly meeting thought they could do nothing at present, and the subject was dropped. We appreciate the fact that the League is yet in its infancy, and too much should not be expected of it in one year; so we are perfectly satisfied with the action of the officers, and think they did rightly in deciding to "make haste slowly." Now as to the badge question: As Messrs. Smillie and "Cyclos" state in their communications in the WORLD of 28 October, the League furnishes a badge "upon deposit," etc.; and in accordance with my understanding, as well as that of my associates here, I, as consul of the League, informed those members who obtained badges that of course the "deposit" would be returned on the return of the badges. We who obtained badges are now being laughed at by the other fellows who waited. I have no doubt that the mistake will be rectified; at least I hope so, as we all have the League at heart, and do not want to see mistakes made, — mistakes that appear trifling, but may result more seriously than is now anticipated.

H. S. L.

CINCINNATI, 29 October, 1881.

Supervision of Race Meetings by L. A. W.

ALTHOUGH not a B. H. C. F., and thus exposed to additional risk, I most heartily indorse Mr. Bates in his efforts to establish a race bureau under management of L. A. W. Any member who has attended race meetings remote from headquarters of large clubs can appreciate the fact that there are many ways of doing the thing, and a great many poor ways to one right. All bicycle race meetings should be carried out in regular order and by rule, and judges should be enabled to refer to something tangible in making their decisions, instead of, as at present, when caught in a dilemma, making some absurd decision without rule or precedent. The only way to do this properly is to have the League issue a code of rules and regulations which shall cover everything from advertisement of races to presentation of prizes, and also furnish rules and precedents which will meet any demand for decision from judges. Let us have the race bureau of

the L. A. W., which shall be a final reference for judges, record all races run under its auspices, and furnish all information and documents to managers of races which shall be necessary. I would suggest the adoption of the Bicycle Union code, as far as it can be applied to suit American sports, thus making an international system, which will be needed by and by, when we seek to wrest the supremacy of English riders from them, and plant the international championship banner on American's side of the herring pond. I would call the attention of the officers of the L. A. W. to this, and hope they will try to something definite in regard to the matter. PRACTICAL.

BOSTON, MASS., 1881.

A Reference Library.

Editor Bicycling World: — Considering the extent of the bibliography of our sport, it is surely time that efforts were made to establish a *reference* library of all books, periodicals and newspapers connected with the past and present of 'cycling. Of course we are aware that the British Museum is supposed to contain a copy of every book published, but as a matter of fact its collection of wheel literature is meagre in the extreme, and is necessarily available only to the reading-room members. The natural home for the proposed library would be in the offices of the Bicycle Union; and on the subject being brought before the executive at their last meeting, 11 October, it was unanimously resolved "That immediate steps be taken to establish a complete collection of all books, etc., on the subject." As many of the works have been out of print for some years past, it is only by the help of our press and the kindly co-operation of our fellow-wheelmen that the desired end can be gained. No further time, however, must be lost; for the process of clearing out the "old rubbish" (?) is continually going on, and the labor and difficulty of forming a *complete* collection increases with each day's delay. Allow me, then, through your columns to ask those of your readers who may possess any of the "unconsidered trifles" of bygone wheel literature, to look them out, and by devoting them to the public cause thereby assist the formation of a most necessary adjunct to our sport, — viz., a reference library. Donors of books will please write on the title page, "Presented by [so and so];" and all communications on the subject will have prompt attention, if addressed to the Bicycle Union, 17 Ironmonger Lane, Cheapside, E. C.

H. BLACKWELL, JR., B. U.

Chicago.

Editor Bicycling World: — Mr. Rouse, of Peoria, says he has quit reading the Chicago *Tribune*. Now, the *Tribune* is all right. It has opened its columns to the bicycle, and detailed a reporter to chase up bicycle news, and used to publish half a column a week of 'cyclic taffy. Better quit reading the *Times*. The *Times* is bad; says lots of ugly things because its editor can't ride a bike, — a trike even would scare him to death, — he's too giddy. The *Daily News* now devotes much space to the wheel; mixes bicycle items up with horsey notes, — anyway they 're badly mixed. It ga e us the credit recently of buying seven tricycles for our lady admirers. First time we were ever accused of generosity. Generosity is a big thing, — at least the WORLD of recent date referred to our understandings in that way, and called on St. Louis to prove it. People who live in glass houses must n't throw stones, so St. Louis will not say a word. Speaking of big things, no person gets so much free advertising as our sixty-inch man. We are proud of him, and therefore crack him up; being the only big wheel out West, he captures the whole bakery. He therefore gets proud. Pride goeth before a fall, and our own and only sixty-inch young man recently took a header, ploughing up a cinder path with his nose, and making his countenance look as if he had been scorer in the late Kilkenny Cat unpleasantness. Speaking of headers makes us think that some folks say the small back wheel increases the chances for a spill. We deny it. One of our bicycle men, as an example, says he commenced over two years ago on a forty-six-inch Ariel, which will be remembered as possessing a twenty-inch back wheel. He rode this a few months, and changed to a fifty-inch Columbia with the regulation eighteen-inch back wheel. He now rides a fifty-four-inch D. H. F. Premier with seventeen-inch trailer; and of the three sizes of back wheels, pronounces the seventeen-inch the most desirable. It is steadier, the liability for headers is much less, — in fact, it is very hard to make it go over. The seventeen-inch wheel gets over a horse-car track better than the eighteen and twenty inch wheels, because the distance between the lowest point of the front and rear wheels is less, enabling the machine to get both wheels over a ridge in quicker succession. The small back wheel of course makes more revolutions than the larger one, and requires more frequent oiling. This is obviated by rear-wheel Æolus ball bearings, which work to a charm, and absolve the owner from any more attention in this respect. We have a "Success" bicycle with seventeen-inch back wheel, — ball bearings, — that has run constantly for over a year, receiving more than the usual hard luck of a bicycle, and yet the bearing is about as good as new. Now, in regard to ball bearings: when you have them on the big wheel only, the increased ease of running over parallels is perceptible. When the spheres are applied to the rear wheel also, a still greater ease is felt, especially in the headway of machine when mounting from step, and in coasting. When ball pedals are added, a big improvement is at once apparent. Ball pedals do not so much increase the ease of turning the big wheel as they save friction in the ankles and knees. You cannot shorten your cranks on account of ball pedals. The toggle-joint motion of the knees and ankles is sensitive to the least friction in the pedals, as is attested by the rheumatic stiffness incident to a long run. If a sacrifice must be made, let the rear-wheel balls be omitted rather than ball pedals. Of the different ball pedals made, we take to the Premier double balls; forty balls in each pedal, of the size of shot, running in four grooves. These pedals run for five minutes or more. The Queen single-ball pedals are neater in appearance, and just as easy, yet will not run a minute, — at least the pair we have will not. Æolus and Rudge single-ball pedals are similar and excellent; the only objection to them is the ugly projections or casings for balls on outer sides of pedal. Give us Æolus single bells on driving wheel, attached to a double hollow or other similarly rigid fork, the same bearing on rear wheel, with Premier double-ball pedals; total number of balls, 116, and friction is at its minimum. The main wheel runs about ten minutes, the rear wheel eight and a half, and each pedal five. On a rough road everything is rigid, and the machine minds her helm instantly. This is our experience. .... The Chicago Bicycle Club's new rooms, in connection with riding hall and gymnasium, are being appreciated; and as the season advances when out-door riding will be cut off entirely, the benefits will be great. Last year we had the Exposition building during the day only, and will have it this year, but a well-lit hall for evening use is better. ... It has rained regularly every time we have attempted to call a club run the past two months. STENO.

GLANCES ABROAD

A TWENTY-MILE race between the French champion, De Civry, and H. O. Duncan of Uxbridge, a promising rider, on equal terms, for a special prize offered by Messrs. Jones and Barber, came off on Saturday, 15 October. Things generally were unfavorable, for the path was soft going, and there was a strong and cold wind blowing, which the riders had to face in climbing the hill. The start was made at quarter to four o'clock, De Civry going off with the lead, and the pair were never more than six yards apart throughout the entire journey. Several times the French champion "slowed," with a view of making Duncan go to the front; but the latter was the better "slow" rider, and only held front position for two laps, viz., the twenty-first and twenty-second. Entering the last lap (two and a half to the mile), De Civry made his effort, hard pressed by Duncan, who, on the top of the hill, got within half a length of the Frenchman; but the latter, served by the inside position, got away a little again, and ultimately won by a length. Winner's time was 1 hour 20 minutes and 40 seconds. The last lap was ridden in 1 minute 14 seconds. — *Bicycling News.*

KEEN *v.* DE CIVRY. — Last Monday after, on the Surbiton track, these two professionals met to decide a twenty-mile match. The proprietors of the track, besides offering a prize to the winner, added a gold medal if the best time for the distance was beaten; viz., 1 hour, 38 seconds, made by Mr. H. L. Cortis when endeavoring to ride twenty miles within the hour. Keen was in fine trim, but his opponent was suffering from a severe cold, and the result was very unsatisfactory, the Frenchman quitting the path on completing the first mile, Keen having taken him along at a great pace. The latter, however, went on, and completed the full distance, beating the best professional record for twenty miles and at several intermediate distances, Robert Patrick, of Wolverhampton, going on as pace maker for hm. Times: one mile, 3 minutes 6 seconds; five miles, 16 minutes; ten miles, 32 minutes 9 seconds; fifteen miles, 48 minutes 14½ seconds; twenty miles, 1 hour 4 minutes 21½ seconds. Distance ridden in the hour, 18½ miles 300 yards. — *Bicycling News.*

THE final heat of the All England £50 one-mile bicycle handicap was run at the Aston Lower Grounds, Birmingham, this afternoon. The four riders were R. Howell, scratch; R. James, eighty yards start; A. Whitehouse, 110; and W. Wilson, 140. The ground was in bad condition, owing to the heavy rain. Howell did not show at all in good form, owing to his bicycle having been damaged in the train, and James won easily from Whitehouse; Wilson was third, and Howell last. Time, 3 minutes ½ second. — *Referee.*

WE have heard a good many reasons why Bicycle Union danger boards should not be erected, but it has been left to the Solons of the Eastbourne Burial Board to decide that the placing of a 'cyclist's danger board, which might be read by strangers driving into the town, and who might thereby be persuaded to turn back, would act detrimentally to the interests of a town!* Any person who could read the word "dangerous" could also, we presume, spell out such words as "'cyclist" and "Bicycle Union"; and persons who had this amount of education could probably argue that a notice to 'cyclists was not addressed to the drivers of vehicles. We have not seen a greater exhibition of selfishness for a long time than this decision of the Eastbourne authorities. — *'Cyclist.*

* If a town keeps its approaches in bad condition, it deserves to suffer the consequences it would seem to dread. — ED. WORLD.

"FRED COOPER" is a name so well known in bicycling circles that we cannot take too prominent a position to state that the clean-built little professional, who enjoys that name, and a partnership in the well-known firm of Humber, is not the Fred Cooper described as a wholesale bicycle and tricycle manufacturer, who was recently sentenced by Powell, Q. C., at the Wolverhampton Sessions, to twelve months' hard labor, for fleecing the public by advertising machines fifty per cent under price, and then quietly sticking to the entire amounts which his victims sent in, in reply to his enticing "ads." — *Cyclist.*

WHEELMEN have to thank Mr. Blackwell for one more addition to the list of the numerous "bright ideas" which he has given to the wheel world generally and the Bicycle Union in particular. The establishment of a reference library at the office of the Union will be a widely appreciated benefit conferred on both the present and future votaries of our sport; and we hope that many of our readers who have scarce old volumes dealing with wheel matters will respond liberally to the appeal, so that the library will become thoroughly representative. When fairly going, we predict that this reference library will be visited by every provincial tourist who visits London, and country riders are therefore as much interested in the project as Londoners. — *Bicycling Times.*

TO test your front wheel bearings, stand behind your machine, placing the side of your foot against the back wheel; then pull the fore part of the machine slightly off the ground by the backbone; if the adjustment of the bearings is correct, the wheel will commence to move slowly by itself, and there should be no side shake. — *Bicycling Times.*

AT a meeting of the Bicycle Union Council, held 13 October, at the Manchester Hotel, London, E. C. The French amateur question was considered, and a resolution to the effect "that all riders accepted by the Union Velocipedique de France as amateurs of the first class be accepted as amateurs by the Bicycle Union, so far as races in France are concerned," was passed.

THE movement to unite the Tricycle Association with the Bicycle Union is rapidly gathering head.

WHEEL CLUB DOINGS

CINCINNATI BI. CLUB. — At the regular monthly meeting of the Cincinnati Bicycle Club, held on 3 October, the following officers were elected to serve for the ensuing year: President, J. G. Kitchell; captain, W. H. Reed; secretary and treasurer, H. S. Livingston. Our club occupied the north wing of the Exposition Buildings (ten laps to a mile) last winter, and are now negotiating for the same place for the coming winter. H. S. LIVINGSTON, *Sec. and Treas., Cin. Bi. Club, Consul L. A. W.*, P. O. Box 466.

UNIVERSITY BI. CLUB. — *Editor Bicycling World:* — On Tuesday, 10 October, the wheelmen of Madison met at the Park Hotel, and formed an organization to be known hereafter as the University Bicycle Club. The following officers were elected: C. W. Wells, President; Fred. Curtiss, secretary; B. B. Carter, treasurer. The following gentlemen were then appointed committee on constitution: Messrs. J. W. Cary, Fred Curtiss, and Carl Philips. At present the club numbers but seven members, but we hope to have the number doubled soon, as there are several riders here who have wheels that have not joined it yet. We shall probably use the gymnasium as a riding room this winter; *i. e.*, if we can obtain permission of the Regents of the University. H. P. B.

MADISON, WIS., 30 October, 1881.

BOSTON BI. CLUB. — The regular monthly meeting of the Boston Bicycle Club was held Monday, 7 November, at the office of the Union Mutual Life Insurance Company, the use of which was kindly given by Mr. J. C. Thompson, one of the associate members. Mr. Lewis T. Frye, the L. A. W. champion, and ten others were elected members. The committee on headquarters were instructed to lease the house corner of Union Park and Tremont street, at a rental not exceeding $1,500. A guaranty fund of $530 was raised among the members present; this sum will no doubt be increased by those members who were not present. The total membership of the club is now about ninety. The treasurer's report showed a good balance on hand. The outlook of the club is favorable in the extreme, and the future of the club is assured.

PERSONAL

RUSS WALKER says Capt. Carpenter, of the Crescent Club, is one of the best waltzers in New England. His friends are already aware that he is an extraordinary wheelman.

COOPER writes us that he will be unable to visit this country the present season, but that Keen and Vesey still contemplate doing so, and possibly other British bicyclers.

PRESIDENT PRATT's little pamphlet of "Suggestions for the Choice, Care, and Repair of Bicycles" contains many useful hints for the inexperienced. Send a postage stamp and get a copy.

"THEY say" that the Hawthorne Bicycle Club led the Massachusetts Club on an impromptu "hill-climbing contest" on their way into Salem recently, in the teeth of a gale of wind. "Time not taken."

JOHN WILKINSON, the Chicago agent for Columbia bicycles, writes that our correspondent "Steno" is misinformed in regard to the management of the Bicycle Riding School and Gymnasium; that Mr. Wilkinson and not J. M. Fairfield is the manager and proprietor.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2 00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED. — Arthur W. Hoppoch, 52 Broadway, Room 29, New York City; Will. P. Marshall, care of Owen G. Brown, 185 Centre avenue, Pittsburg, Pa.; Prof. G. Clinton Deaver, Dayton, O.; Joseph Kay, care of Wm. Wolstencroft, Frankford, Pa.; Clarence H. Jenkins, 1712 W. Chestnut street, Louisville, Ky.; Charles Moore, Pottstown, Pa.; J. A. Burchell, 708 Lexington avenue, New York City; Geo. K. Edwards, 55 5th street, Troy, N. Y.

TORONTO BI. CLUB. — Additional: George Warrick, W. C. Smith, Frank Robertson, G. A. Thompson, Thos. S. Clarke, Angus Morrison, H. Burn, C. E. Maddison, — all of Toronto, Can.

BAY STATE WHEEL CLUB. — William J. Bicknell, 78 H street, Boston, Mass.; A. D. Handy, 313 Broadway, South Boston, Mass.; Charles D. Jenkins, 66 G street, Boston, Mass.; A. J. Thompson, 225 Broadway, South Boston, Mass.; H. W. Thompson, 225 Broadway, South Boston, Mass.

ALBANY BI. CLUB. — Additional: John Warner, 244 State street, Douglas Olcott, 208 State street, — both of Albany, N. Y.

BOSTON BICYCLE CLUB. — Additional: Walter U. Lawson, Box 363, Lowell, Mass.

CINCINNATI BI. CLUB. — Additional: C. A. Strobridge, No. 49 Sycamore street; N. L. Pierson, cor. 6th and Hoadley streets; W. H. Galway, No. 125 W. Seventh street; S. M. Goodman, Merchants' Nat. Bank, — all of Cincinnati, O.

CONSULS APPOINTED. — MARITIME PROVINCES, 216: Harry H. Godard, St. John, N. B.

OHIO. — Xenia, 217: Robert S. Kingsbury, 38 E. Main street.

PENNSYLVANIA. — Scranton, 218: Fred C. Hand.

To KINGMAN N. PUTNAM, Esq., *Secretary to the L. A. W.*, New York:

Dear Sir: — I beg to announce to you officially, the following alterations to some of our rules, which please communicate to the League of the American Wheelmen. On the 25th ult., the second annual congress of the French bicyclists belonging to the Union was held, and chose their new bureau for the ensuing year, 1881–82, which is thus composed: MM. Varlet, president; Loevenstein, vice-president; G. Henon, office secretary; P. Devillers, corresponding secretary; L. Viltard, treasurer. Our Article 16, relating to the definition of an amateur with us, was entirely revised. Any bicyclist, racing for pleasure, who is not making a living out of races, whether winning money prizes or medals and *objets d'art*, IS *an amateur*. But to keep with your League and the Bicycle Union of London that friendly understanding which has allowed your amateurs and those of England to compete with ours on the racing path, we have divided our amateurs into two series or classes: the first class comprising the amateurs racing for medals or *objets d'art*, who remain strictly amateurs, according to the international meaning of that word; and the second series comprising those amateurs racing for money without making a living out of it, and which were formerly professionals with us. Of course the two series can never compete together, unless so authorized exceptionally by us. We were driven to do so under the threat of seeing our Union come to the ground, as most of our clubs objected to the word professional being given to velocemen running occasionally for money. So that we had to yield to public opinion; the more so, as this new definition does not alter in the least the relationship we have with the foreign unions. Of course we have not suppressed altogether the word "professional" with us, as the Bureau remains free to call so any amateur of the second series proved to make a living out of racing; but we will only do so when their number or the number of races will be sufficient to allow a "profession' to be really made out of racing for money. The next change was to lower the annual subscription to 2.50 francs for every one, whether clubmen or not. Our next congress and championship races will be held at Lyons next year. It was held in Paris this year, and gave the following results for ten kilometres (six and one quarter miles): first *série*, Barré, in 21m. 46½s., — second *série*, De Civry, in 21m. 2⅘s. Hoping these explanations will prove sufficient to make the League understandwell the case, and continue with us as heretofore, believe me, dear sir, yours most sincerely,

P. DEVILLERS.

36 RUE MONGE, PARIS, 10 October, 1881.

The L. A. W. English Directorate.

Editor Bicycling World: — The number of our noble brothers of the wheel in England who have joined the League has become so generous that the question of an English directorate naturally presses for consideration. At the last meeting of the board of officers, a motion was offered and passed unanimously that an English directorate should be established; and this was accompanied by a very complimentary and good-natured nomination of Mr. Llewellyn Winter (who was present by invitation) for one of the directors for that district. At the next meeting (in the spring), the matter will come up more deliberately for the formal establishment of the directorate and the election of directors. It should be understood that it is an open question yet whether under our present constitution this can be done. If it can be, the filling of the offices can only be done by appointment of the president between meetings, or by ballot of the board of officers, or by ballot at the annual League meeting. Hence there is as yet no director for England, strictly speaking, though after the vote referred to, Mr. Winter's candidacy may seem to be settled. Whenever there is one director, there should be *two*. At all events, there ought to be some deference paid to the wishes of our English members; and so, as the BICYCLING WORLD is our official organ and presumably read by all of them, I ask through your columns, for myself and for the board, for expression by communication, in print or by private letter, as to their preferences and suggestions.

CHARLES E. PRATT, *Pres. L. A. W.*
BOSTON, 7 November, 1881.

BOOKS AND PAGES.

ST. NICHOLAS. — The first number of Vol. IX. of this handsome juvenile is received, with the bloom and beauty of its youth no whit less fresh and wholesome than in its earlier years, but rather heightened and brightened instead. The excellence of the illustrations in this number is only equalled by their profuseness and variety; the finest and most striking, however, being the frontispiece, representing a copy of Sir Joshua Reynolds' portrait of Miss Frances Harris, which, as a specimen of beautiful wood engraving, is wonderful. The next best pictures are those illustrating "An Old-fashioned Thanksgiving," by Miss Alcott, "A Day on a Desert Island," by Daniel C. Beard, and "Recollections of a Drummer Boy," by Harry M. Kieffer, — the latter a true autobiographical narrative of the Southern Rebellion. Besides these there are lots of stories in prose and verse, and lots of pictures to match; and notwithstanding the magazine seems as splendid as it can be, the Century Company, its publishers, promise that the Christmas number shall be more beautiful still.

WHEELMAN'S ANNUAL. — Many of our readers doubtless remember the collection of "Cycling Sketches" issued last winter, the initial volume of the "Wheelman's Annual." The Annual for 1882, is, we learn, now in press, and will be ready about 1 January. A prominent feature will be a series of specifications by prominent wheelmen, representing their ideals in bicycular construction. "Ixion's" many friends and admirers will be pleased to learn that the opening article, a novelette of several chapters, is from his pen, and is probably his most ambitious effort in this direction. Many other good things are promised, and the publication of the "Annual" bids fair to be one of the events of the coming winter.

ELSA VON BLUMEN, the lady bicyclist, says: "In presenting myself to the public in my bicycle exercises, I feel that I am not only offering the most novel and fascinating entertainment now before the people, but am demonstrating the great need on the part of American young ladies, especially, of physical culture and bodily exercise. Success in life depends as much upon a vigorous and healthy body as upon a clear and active mind. In my travels I daily see hundreds of ladies, and even gentlemen, with flat chests and narrow shoulders, and a shuffling gait, — the result of neglecting the needs of the body. My experience as a bicycle athlete has beyond question saved me from a consumptive decline. The noblest of women, the queen of the American platform, and my friend, Mrs. Mary A. Livermore, not only encouraged me in my work, but expressed a wish that all young ladies might see the benefits arising from physical training. In my rides while I am willing to compete in friendly rivalry not only with gentlemen but with horses, yet I will countenance no wagering or gambling. The respectability and completeness which have characterized my performances in the past shall be maintained in the present entertainments; and believing that all lovers of health and physical vigor will award me their approbation and patronage."

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.

WILL "Lucile," of Milwaukee, send full address?

Editor Bicycling World: — Will some one who knows, give me instructions, through your columns, how to learn the "stand-still?" E. J. T.
LEWISTON, ME., 1 November, 1881.

Editor Bicycling World: — As an answer to "Cyclometer's" inquiry in the WORLD of 28 October, I wish to say that I have used a Pope Magnetic Cyclometer for three months, and find it very accurate; far more so than an "Excelsior" I used before. "1007."
PEABODY, MASS., 3 November, 1881.

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.
We have a few copies left. Prices sent, postpaid, to any address according to size and style, $2.50, $2.00, $1.00. Address,
E. C. HODGES & CO., 40 WATER ST.,
BOSTON, MASS.

The Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.



WESTERN TOY CO'Y.
MAKERS OF
Bicycles, Velocipedes,
ETC., ETC.
We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in. front wheel, inclusive.
For illustrated Catalogue and Price-Lists, address
WESTERN TOY CO.,
495 to 503 N. Wells Street,
CHICAGO, ILL.

MONOGRAMS
FOR
Bicycle Clubs,
J. V. WALDRON & BRO.
40 Sudbury St., BOSTON.
We are manufacturing Monograms for Clubs at prices that will give satisfaction and we offer special terms for large orders. Estimates furnished.

THE NEW
LEAGUE BADGES
Will soon be furnished to order by the design patentee, C. H. Lamson, Director L. A. W., Portland, Me.
Particulars as to prices, etc., will be published later.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.
A. J. PHILBRICK & CO.,
SALEM, MASS.

GOY, The Athletic Outfitter,
21 Leadenhall Street, 22 Leadenhall Street, 54 Lime Street, } LONDON, ENGLAND.
Can supply any make of English Bicycle or Tricycle at a liberal discount for cash from manufacturers' price lists.
CLUB UNIFORMS,
And every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing and all Athletic Sports.
GOY'S CALENDAR OF SPORTS AND PRICE LISTS
FORWARDED FREE.

CUNNINGHAM & CO.
IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.
(Established 1877.)
TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.
Sole Proprietors of the Famous
HARVARD ROADSTER.
Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.
SEND THREE-CENT STAMP FOR CATALOGUE.
Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,
HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES
deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicycler, wholly absorbing all jar and vibration, can only be obtained from **CUNNINGHAM & CO.**, or their authorized agents.

$75.00 $95.00

SPECIAL ANNOUNCEMENT.



WE have in stock less than one hundred of our well-known Cone Bearing

"STANDARD COLUMBIA"

Bicycles, in 46 and 48 inch, half bright and painted, which we offer at the reduced price of $75.00 until they are sold. We have a few 50-inch, full nickel, which we will sell at $95.00. The bearings of these machines are so well made and hardened as to be remarkably easy-running. The thousands which are in use have earned a good reputation. When kept clean and well lubricated they frequently outspin and outcoast any other bearings; and they are easily adjustable. This offer affords an opportunity to purchase good, serviceable, new Bicycles at a bargain while the lot lasts. Only these three sizes and two styles, and but a limited number are so offered.

For catalogues and particulars of other sizes and styles of Bicycles and Tricycles and their supplies, address with three-cent stamp enclosed,

The Pope Manufacturing Co., 597 Washington St., Boston, Mass.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
96 WORCESTER STREET, BOSTON.

Sails for Europe July 16, and will return in September, with a full line of the leading makes of BICYCLES and TRICYCLES. Address while in Europe, care of

COVENTRY MACHINIST CO., COVENTRY, ENG.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.

THE BEST WAY TO KEEP
Your Bicycle from Rust
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address
A. B. BROWN & SONS, WORCESTER, MASS.
CUNNINGHAM & CO., Boston Agents.

DIRECTORY
OF BICYCLE MAKRS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
Addresses inserted in this department, $12 per year.

CALIFORNIA.
SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.
HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.
CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

DIRECTORY
OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS; OUTFITTERS, ETC.
Addresses inserted in this department, $12 per year.

MASSACHUSETTS.
BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.
HELENA. W. E. Norris.

NEW HAMPSHIRE.
PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.
NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.
LIMA. Gale Sherman.

PENNSYLVANIA.
PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.
PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William K. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 7 cents a copy. | BOSTON, 18 NOVEMBER, 1881. | Volume IV. Number 2.

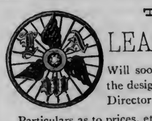
[VOL. IV. CONTENTS. No 2.]

Editorial Spokes.—Miscellany.—All the Stasis, 14
Editorial: L. A. W. Membership . . . 15
Wheel Club Doings: Massachusetts; Waltham; Champion City 15
Races: Baltimore; Howell v. Cooper; Racing Notes 16
French Notes.—L. A. W. Applications . . 17
Excursions, Runs, etc: A Run out of St. Louis; Chicago to Boston (Discontinued) . . . 18
Correspondence: Scranton; Cleveland; Toronto; Kankakee.—The Bicycle and Pluck; Another View; Montreal 19
Notes, Queries, etc.: Ixion; Telzah; An Old Tourist 21
The Bygoshispeed.—Books and Pages: Our Little Ones; Wyoming Literary Monthly . . 22
An Elastic Lacquer 22

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

"LAMSON'S LUGGAGE CARRIER,"
Or BICYCLE SHAWL STRAP,
(Patent applied for). Pronounced by the most experienced riders to be the "cheapest, lightest, neatest, and most convenient bundle carrier for attachment to the handle bar ever invented." It may be put in the pocket when not in use. Sent by mail for 75 cents, by C. H. LAMSON, Portland, Me. Also for sale by the principal bicycle dealers.



THE NEW
LEAGUE BADGES
Will soon be furnished to order by the design patentee, C. H. Lamson, Director L. A. W., Portland, Me.
Particulars as to prices, etc., will be published later.



COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

WE MAKE
SPORTING GOODS
A SPECIALTY
And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.
We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.
YACHTING, BOATING, HUNTING, BICYCLING, FOOT-BALL, BASE-BALL, LAWN TENNIS and GYMNASIUM SUITS, ETC.
G. W. SIMMONS & SON,
OAK HALL,
BOSTON - - - - MASS.

THE CUNNINGHAM COMPANY,
Importing Manufacturers of Bicycles and Tricycles.
(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)
PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.
FACTORIES.
Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.
London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.
Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.
Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.
Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

Reasons Why

THE BICYCLING WORLD IS AN EXCELLENT MEDIUM FOR ADVERTISING ANY BUSINESS.

THERE are 10,000 bicyclers in the United States already, and the number is rapidly augmenting. Bicyclers, as a rule, are intelligent, educated, and connected with the best classes, socially, in their respective communities. They are not, to so great an extent as many non-wheelmen suppose, minors, but are largely men of political, social, and business influence. They read, they think, they vote, they are active participants in all the legitimate pursuits of life. There are few idlers in their ranks, either mental or physical. In no other recreative pastime or sport are these characteristics so exceptionally prevalent. It is among this class of readers that the BICYCLING WORLD circulates. It has now at least 6,000 regular readers weekly. These readers are nearly all enthusiastic wheelmen, and deeply interested in all that pertains to their favorite pastime, at home and abroad. They *read* the BICYCLING WORLD *through*, — advertisements and all, — and, as is not the case with the ordinary newspaper, after reading they *preserve* instead of *destroying* it, with the view of binding the completed volume of numbers; and the paper is so arranged that the advertisements must be bound with it, thus securing these business announcements in a permanent form in private and public libraries. For these various reasons, if for no others, we have no hesitation about inviting all who think their business is increased by advertising (and what legitimate business is not?), whether bicyclers or non-bicyclers, to make the columns of the BICYCLING WORLD a medium for the announcement of their wares, whether mercantile, mechanical, or professional. E. C. HODGES & CO.

Bicycling Literature.

WE have a supply of the following bicycling literature, which we will send postpaid at prices named: —

Bicycling World, Vol. 1, bound in cloth	$2 00
" " " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Handbook, 1881	30
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Wheelman's Year Book, 1881	30
Cycling Sketches, cloth	1 00
" " paper	50
Wheel World Annual, 1881	30
Photographs of Wheelmen at Newport	$2.50 and 2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly),	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

WE have for sale a handsome 56-inch "'Xtraordinary Challenge" bicycle, nearly new, and in comp ete order; nickel-plated throughout, except felloes; ball bearings to both wheels. It is furnished with extras as follows: Cradle Spring, Handy Tool Bag, Wrenches, and extra Spokes, Pedal Pins, Caps, Lubricators, etc. It should be understood that with this style of machine the size of the wheel makes no difference in the ability of any one to ride it. Its original cost, with extra furnishings, was about $200; we will sell it for $140. Address BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

THE "Indispensable Bicyclist's Hand-Book" has arrived, and we can now fill orders promptly. Fifty cents, postpaid. E. C. HODGES & CO., 8 Pemberton Square.

Boston Amusement Record.

BOSTON THEATRE. — "Michael Strogoff" all this and next week.... BOSTON MUSEUM. — Saturday evening, "Led Astray"; benefit of Annie Clarke. Next week, "Patience."... GAIETY THEATRE. — "Royal Middy." Emily Melville Opera Company.... GLOBE THEATRE. — "Twelfth Night." Robson and Crane, all this and next week..... HOWARD ATHENÆUM. — Leavitt's Specialty Company..... PARK THEATRE. — Lotta all this and next week.... WINDSOR THEATRE. — "Rooms for Rent." Next week, "100 Wives."

EDITORIAL SPOKES.

UNION PARK will be a fine place for assembling for club runs.

THE Providence Club's third annual meeting and dinner will take place to-morrow evening.

THE telegraph messengers in Rio Janeiro use bicycles in carrying messages, and are allowed to ride on a part of the sidewalks.

THE divorced Bossachusetts clubs have settled down again; the Massachusetts having married the Crescent, while the Boston will keep bachelor's hall.

THE Boston Bicycle Club has leased for two years, the house corner of Union, Park and Tremont street, and it will speedily be fitted up for headquarters. A description of the premises and projected improvements will be given later.

THE Massachusetts Bicycle Club were to have an all-day run yesterday (Thursday), starting from headquarters, 194 Columbus avenue, and by a circuitous route taking in the Newtons, Waltham, Concord and Lexington, and dining at the latter place.

MR. MARSHALL, of the Canandaigua Bicycle Club, is the inventor of the "Bygoshipeed" described and illustrated this week, and to whom all orders should be addressed. It beats Lamson's coat-carrier and Wright's "Take-me-too" all hollow.

NOW that the riding season is drawing to a close, wheelmen will find more time to study the constitution and rules of the League of American Wheelmen, for which purpose send thirty cents to Secretary Putnam, and get a copy of the League Handbook.

A BOSTON correspondent wants somebody to inform him how to learn to ride slow! Curb your impatience, down brakes, and avoid all temptations to spurt with trotting horses. If further instruction is neeeded, keep your weather eye peeled while riding, and devote all your mental powers to the task of constructing a poem of one hundred lines, heroic measure.

THE REV. ARTHUR EDWARDS, editor of the Chicago *Christian Advocate*, has returned from his European bicycle tour, having, accompanied by his son, wheeled over 1,200 miles of Great Britain and the Continent. Their longest day's journey was fifty-nine miles, and the shortest eighteen miles. The average daily expenditure for both was $2 60, and the total expense for repairs was sixty cents.

THE *Graphic's* funny man has discovered that bicycling is not only degenerating to the physical functions, but will also cause mental demoralization, and seems to be of the opinion that only those verging upon idiocy partake of the sport. It is very evident, from the numerous attacks upon the bicycle from this source, that the writer has some grounds for complaint, and adopts this method of giving vent to his spite. It is more than probable that at one time he was possessed of an intellectual power that enabled him to aim at nobler things than casting a stigma upon an innocent sport, the loss of which power he now attributes to the use of the wheel; or more probable still, his brains were never sufficiently evenly balanced to allow indulgence in this difficult art, and is envious accordingly. — *Louisville Commercial.*

A GANG of Brooklyn roughs, headed by one Folger, on the evening of 8 October brutally assaulted Alexander and Charles Schwalbach of the Kings County Wheelmen, while quietly riding along a public thoroughfare of that city, the wheelmen sustaining serious but not dangerous injury. Folger and another fellow, nambed Hucke, a grocer, were subsequently arrested and arraigned before Judge Fisher, and their counsel put up the defence that bicyclers had no right to ride through a public street. There was much testimony pro and con; and when the case was finally submitted, Judge Fisher acquitted Hucke for insufficient evidence, but convicted Folger. The judge further declared that the wheelmen had perfect right of way with other vehicles and with horsemen, and he told every policeman within sound of his voice to understand this and act accordingly.

All the Staisle.

An irreverent wheelman rode through
A cathedral, and rolled down the aisle;
As he passed, he said, "Well, I should smaisle,
This is something few fellows can dough"

And the agony thick he did paisle
On, until it would nauseate yough,
And I'm sorry to say it was trough,
Many tricks did this youth full of gaisle.

When, sudden, there fyoughrious flough
The bald-headed sexton, whose baisle
Was heated through running a maisle,
So he kicked up a hullabalough.

The youngster's fine features to spaisle,
And the floor with his remnants to strough,
Was the work of a minute or tough
For this hoary old man crocodaisle.

THE ANIMAISLE.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 18 NOVEMBER, 1881.

L. A. W. MEMBERSHIP.

THERE is either a serious defect in the rules of the L. A. W., or a serious defect in the wording of Rule 35. This rule reads: —

"Each member shall pay to the Treasurer of the League, on or before the first day of June, in each year following his admission to the League, the sum of $1 00, as a membership fee, and shall forward therewith his name, address, and the membership number of his old ticket; and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of twenty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary."

We had supposed that in organizing the League, it was intended that it should be a permanent institution, and one to which it would be an honor to belong, and a dishonor to withdraw from, except in the honorable way customary with other clubs and societies, — that is, by paying all arrearages and formally tendering a resignation. But it seems that all do not view their membership in this light, and consider a simple and unannounced cessation of the payment of the annual assessments all that is required to enable them to withdraw; and perhaps a strict construction of the second section of Rule 35 will bear them out in this supposition. If this is the real intent and meaning of the rule, then instead of being a strong and permanent League, it is only an annual institution, depending for its renewal each succeeding year upon the satisfied good feeling or whims of the subscribers of the past year, — like an insurance company or a newspaper. Now, we do not so understand it. We look upon the League of American Wheelmen as any other club or association, as an agreement of individuals to organize a permanent institution, requiring, after the first formation, a candidacy and an election to constitute a membership, and a clear record on the books and a formal resignation to withdraw from such membership; and as applications for membership are to be published in the official organ of the League, so should all resignations and expulsions be so published, that the cessation of membership may be known to the general body. Any other method of withdrawal is an injustice to the adhering members, because it exposes them to imposition by any unprincipled ex-member who may choose to withhold the fact that he has been "dropped" from the list of members for non-payment of dues.

As has been stated on several occasions, clubs do not join the League as clubs, nor can they withdraw from it as clubs, but each member must be proposed and elected separately; yet since provision has been made in the constitution recognizing clubs to the extent of admitting their entire active membership at one half the fee for unattached riders, it would seem to be necessary that any club whose members are admitted under this rule should be required to make League membership a condition of club membership, and require each new member to deposit the League fee and assessment with his club fees. Some clubs do this, but we understand that others do not. We presume the League rule contemplated this, as otherwise the provision can hardly be called a wise one; for a club at the time of application often consists of only from four to six riders, and these are admitted at the same rates as the members of a club of fifty, and subsequent club members may not care to pay the additional fifty cents to join the League, — a contingency which deprives the latter of the financial advantages contemplated in the provisional reduction.

We have been led to consider these subjects and call the attention of the League to the necessity of some more definite statement of the intent and meaning of its constitution and rules than at present appears, because several cases bearing on both have recently come to our notice, showing that a wide difference of opinion obtains respecting them.

WHEEL CLUB DOINGS

MASSACHUSETTS BI. CLUB. — *Editor Bicycling World:* — The lease of the old headquarters at 40 Providence street expiring 31 October, the Massachusetts Bicycle Club, with great promptness, secured rooms on 1 November, at 194 Columbus avenue (under Hotel Lafayette), hence not having been for a day without a club-room. These quarters consist of three commodious rooms, all on the ground floor, and are as follows: business room, reading or reception room, and wheel-room. The two former are tastily furnished in ash, and have every convenience which wheelmen can desire. The wheel-room, which is on a level with the ground, is simply perfect. Its ample proportions will accommodate a large number of wheels, it is absolutely dry, heated by steam, has running water and closet in it, and has been fitted up with supporting bars for wheels. The executive committee have been particular in providing for this room many of the smaller articles, often lacking in bicycle club-rooms, which add so much to its practical convenience, such as large wrenches, screw-drivers of different sizes, etc., etc. The services of a good janitor have been secured, and especial attention paid to providing not merely a club house, but a *bicycle* club house, the committee recognizing the fact that the Massachusetts Bicycle Club is emphatically a *riding* club. The Crescent Bicycle Club having decided that they must have a club-room, arrangements have been perfected for their accommodation at the same headquarters, and at this moment the Massachusetts and Crescent door-plates are side by side; and the prospects are that the hardy road riders of the "Massachusetts" and the graceful and well-drilled "Crescents" will agree like "birds in their little nests."... By the way, referring to the jotting in last week's WORLD, intimating that the Hawthorne Club "led" the Massachusetts in some hill work against a gale of wind, it is true that the Hawthorne Club "led," for they were kindly acting as escort at the time. But the Massachusetts men — at least the front ranks — held on like grim death, and there were not twenty feet between the two clubs. But the hill was a "corker," and it is possible —

barely possible! — that some in the rear may have dismounted — perhaps to "oil up"! .. There are rumors of an all day run by the Massachusetts within a few days. Join us, Brother Gilman, and start from 194. MASSACHUSETTS.

BOSTON, 11 November, 1881.

WALTHAM BI. CLUB. — The Waltham Bicycle Club held its third annual dinner 13 November, and eighteen happy wheelmen sat down to mine host Nesmith's table, to arise again with the inner man replete with good things. This was the closing exercise of the season, the club having voted at the last meeting, 8 November, to adjourn till spring, when the club will reorganize, and an effort be made to reproduce the Waltham Bicycle Club of 1880, — which, it will be remembered, ranked among the first in the country, and as a racing club took first place among the New England clubs. The membership has fallen from fifty to thirty-one, a number of the members having fallen off for want of interest. Mr. Rivard, the merry bugler of the club, shows signs of becoming a "flyer," and next year will probably do much toward replacing Messrs Sewall and Stall, the former of whom has resigned with the intention of going to Florida, and the latter now hailing from the Bostons, although still holding a membership in the Walthams. Mr. Colby, after a year's enforced absence from the road, will probably appear on the wheel "in the spring," when also "Old Steady" and "Dizzy Blonde" will, it is rumored, again bestride the festive bike. We hope they will also consent to accept the executive cuffs, and allow their genius to expand in the direction of club drills, etc. The Waltham Bicycle Club now bids its friends farewell till Jack Frost has passed the judge's stand on the last lap, when they will again appear "on deck," with the "dead men" all below.

P.

CHAMPION CITY BI. CLUB.—*Editor Bicycling World:*—Although your readers have not heard much from our section of late, I can assure you there is at present poor prospect of the so-called "wheel fever" dying out in our city. "We've got it too bad." The boys all vow "it has come to stay." By courtesy and kindness we have won the good-will of our people, and no ordinances have been enacted against us. We have the full liberty of the streets and even the sidewalks; yet this latter, if persisted in, will no doubt soon be declared a nuisance, as it certainly is, and it is sincerely hoped no member of our club will allow himself to be caught riding on the walks of any of our principal streets.... During the past few months the club has received several propositions to attend and give exhibitions at county fairs, some of which have been accepted; the trip to Greenfield, perhaps, being the most enjoyable one. The condition of the track was something like a freshly ploughed field, and of course racing must be dispensed with. A sham race was gotten up and some fancy and trick riding indulged in, all of which was hugely enjoyed by the audience, many of whom had never before seen a bicycle. In the midst of the fancy riding, one of our members successfully performed the very difficult feat of dismounting directly over the handles in front of his machine, and while *en route* entangling the seat of his pants with the head-gear of his wheel. About this time a profuse display of handkerchiefs was observed among the ladies of the audience. Our hero has since donned the cognomen, "Fig-Leaf Will." ....The Champion Citys now claim the largest active membership of any club in the State. Regular monthly meetings will be kept up during the winter, and to assist in making them interesting, entertainments of a social character are proposed.....At our last club meeting the matter of bicycle racing was brought up, and after considerable discussion it was pretty generally agreed that racing is not only detrimental to health, endangers machines, creates envy and ill-will among those who engage in it, but also tends to degrade bicycling in the estimation of the better class of the community, by placing it on a level with horse racing and other similar sports, in which money is freely used to win the result. With this view, the following resolution was adopted: —

Whereas, The Champion City Bicycle Club was organized for the purpose of obtaining increased facilities for, and enjoyments in, the pursuit of bicycling as a manly and healthful pastime, and for the purpose of demonstrating the bicycle to be a practical vehicle; and

Whereas, We believe the practice of racing has a tendency to defeat the objects for which we are organized: therefore be it

Resolved, That we, as a club and individually, refuse hereafter to enter any races, and that we use our influence to discountenance bicycle racing in others.

SPRINGFIELD, OHIO, 14 November, 1881. B.

MANHATTAN BI. CLUB. — Monday, 7 November, the regular monthly meeting was held. The resignations of Wm. D. Hobart and Francis K. Grain were read and accepted. Mr. Grain desired to be placed upon the non-resident list. The new By-Laws and Rules were formally adopted. As provided in the new code of rules, the date of the annual election was changed to 1 November, and the following board of officers were elected: President, Randolph Hurry; captain, Fred. G. Bourne; secretary, F. A. Coleman; treasurer, Edward H. Jewett; first lieutenant, Fred. Jenkins; second lieutenant, Charles J. Howard; bugler, H. H. Meyer; club committee, president, captain, secretary, *ex-officiis*, Charles W. Minor, H. H. Walker, Fred. Jenkins, Ed. H. Wales. Among the new provisions in the By-Laws is the establishing of an annual ten-mile race for the championship of the club, to be run probably in September. —*Wheel.*

RACES

BALTIMORE, 1 OCTOBER. — The Oriole bicycle races of the Baltimore Club, which were to have been run during the Baltimore Oriole celebration, and which have been postponed from time to time, owing to the inclement weather, came off Saturday last. The course was around Druid Lake, in Druid Hill Park. The track was not in first-class order, being soft in places and much cut up. A bleak, cold northwest wind was blowing, which made it rather uncomfortable for spectators and racing men. The judges were Messrs. A. Frye and Ernest Price; timekeepers, J. Lord and J. D. Chesney; starter, Capt. Clymer Whyte. A start was effected at three o'clock, and the entries and events, with the result, were as follows: Half-mile dash, open to all members of the Baltimore Bicycle Club: prizes, two gold and one silver medal. The entries were Herman H. Duker, Frank S. Fisher and Samuel T. Clark. Fisher withdrew, and Duker won in 1.47½, Clark second. The second race was a mile dash, open to all amateurs; the prize a gold medal, for which George Cook and Warren Seeley of the Capital Bicycle Club, and Samuel T. Clark of the Baltimore were entered; but the first two not appearing, Clark went over the course alone. The third race was for members of the Baltimore Club who had never won a first prize, one-mile dash; prizes same as in half-mile dash. C. H. La Cote won first, Samuel T. Clark second; time not taken. The fourth race, open to all amateurs, was three miles, for a gold medal. George Cook, Warren Seeley, and J. McKee Borden of the Capital, and Clark of the Baltimore were entered; but only the latter appeared and went over the course, taking the medal. The fifth race was one and one half miles, open to the members of the Baltimore Club, for a silver cup, presented by the Merchants' and Manufacturers' Association, and valued at $50, and a silver medal. Only Duker and Clark came to the scratch, and each contestant appeared determined to win the valuable cup. It was work from start to finish, and resulted in Clark winning in 5.27½. After the races the members rode out to Halsted's (League hotel), and had supper and a smoking concert. The day's entertainment was wound up by a moonlight run in the park.

NO NAME.

AT the fall games of the Schuylkill navy, held at Stenton, 5 November, the three-mile bicycle race was won by Woodside of the Manhattan Bicycle Club in 10m. 54½s. Powell of the Germantown Bicycle Club was second, in 10m. 57½s. The others came in in the following order: Dyson, Smith, Miller,— all of the Frankford Bicycle Club.

(From Bicycling News.)

HOWELL *v.* COOPER, FOR THE ONE-MILE CHAMPIONSHIP. — This important event was decided Monday, 31 October, at the Belgrave Road Grounds, Leicester, and resulted in a victory for Howell, after one of the finest and most genuine races ever witnessed. The path was, perhaps, never in better condition, and all that was wanted to make things pleasant for the onlookers was a glimmer of sunshine in place of the bitterly cold wind that was blowing across the track. Several well known 'cyclists were on the ground, including Messrs. Lacy Hillier, C. D. Vesey, and H. Osborne. Mr. G. W. Atkinson (*Sporting Life*) officiated as judge and timekeeper. A full description of the race follows: — The bell rang for the course to be cleared at a quarter-past four, and immediately afterwards the two rivals came upon the course, and each was lustily cheered. Cooper was attended to by Tommy Sheppard, of London, and Howell by Enoch Wedge, of Willenhall. The toss for choice of sides was won by Cooper, who selected the inside. Frank White, of Wolverhampton, was appointed pistol firer, and the start was made from stools, neither man being allowed a push off, in accordance with the Wolverhampton rules of racing. All being in readiness, the customary caution was given. Then, after a slight delay, the pistol was fired, just as Howell was moving from his block. The Wolverhampton man has never had the credit of being a quick beginner, but he was away like a squib. Cooper faltered, and pulled up slightly, and called out as he moved off that it was not a fair start; but, not being called back, he went after Howell, who had at least five yards to begin with, and before Cooper settled down into his running, the Wolverhampton man was quite fifteen yards ahead, and about a score separated the pair at two hundred yards; but, spurting, Cooper caught Howell before the quarter was finished, though not without an effort. Their positions varied but little afterwards. Cooper flung on to Howell's back wheel easily throughout the second lap, and in the third his front wheel and Howell's back wheel occasionally overlapped; but passing the post, a length separated the pair. Entering the last quarter Howell put all in; but no daylight appeared between the two bicycles, and two hundred yards from home they overlapped, and again at one hundred and fifty yards. The excitement was now intense, for it was anybody's race. Finally, fifty yards from home Cooper made his effort; but Howell, served by the inside position round the bend, just held the lead to the end, and won on the post by six inches, amidst a scene of wild excitement. Cooper lodged an objection against the winner on ground of a false start, but afterwards withdrew it. The lap times were: —

HOWELL.

LAPS.			M.	S.
1	..	..	0	45
2	..	..	1	27 1-5
3	..	..	2	10 1-5
4	..	..	2	55

COOPER.

1	..	..	0	45 1-5
2	..	..	1	27 2-5
3	..	..	2	10 2-5

Racing Notes.

AMATEUR American Champion Smith, of the Bristol (Eng.) Bicycle Club, wants to race Lewis T. Frye.

THE *Courier* (N. Y.) says Woodside has twenty-four medals, and will sail for Europe on 6 December.

R. HOWELL, the English young professional bicycler, rides a 56-inch wheel, and Fred. Cooper bestrides a 54-inch.

A RACE between Elsa Von Blumen and a Chicago bicyclienne (that 's our word — all rights reserved) is talked of for a winter attraction at the Chicago bicycle rink.

A HALF-MILE RACE at Salem, Ind., 3 November, was won by Jenkins of the Falls City (Louisville, Ky.) Club, with Glover of Bedford, Ind., second, and Henderson of Salem third.

THE New York election-day bicycle races were postponed to Thanksgiving day, as was also the projected run to King's Bridge. The *Wheel* says the "fizzle" was all owing to the drizzle.

T. W. SQUIRES, of Seneca Falls, N.Y., has issued a challenge, which has been accepted, for a twenty-seven hour ride. The contestants are to start at 8 P. M. Thanksgiving day, and ride until 11 P. M. the following day.

THE *Spirit of the Times* states that the report of Smith's time in the two-mile race at the Polo Grounds, 8 October, was wrong; and that instead of 6m. 8½s., it was really about 6m. 33s, — which does not come down to Clark's by 9½s.

THE San Francisco Bicycle Club are arranging for a grand tournament at the Bay District track, Thanksgiving day, in which the Oakland Club will participate. There is to be a one-mile scratch race, and two well-known experts will give exhibitions of fancy and trick riding.

FRENCH NOTES. — Mr. Devillers, editor of *Le Sport Velocipedique*, thinks it is n't all fun to edit a bicycling paper. He says: "After long a bicycle ride, you get home at midnight, completely tired out; you retire promptly and are even more prompt to fall asleep; suddenly you are awakened from your slumbers by the violent ringing of your door bell. Thinking the house is on fire, you hastily throw open the door; a telegraph boy is there; believing then that some great evil has befallen you, you feverishly tear open the envelope and read: 'Lyons. — Magnificent races. Will send full particulars tomorrow. Z.'" Editors in this country sometimes receive telegrams of almost equal importance at just as convenient an hour, only an additional line is usually seen, reading: "Ten words. Collect twenty-five cents." ...Two new bicycling papers have recently been started in Europe. One, a monthly, published in German, at Berlin, by T. H. S. Walker; the other, *La Velocipedie Belge*, published in French, every fortnight, by E. Van Berendouck. We wish these new ventures much success, and trust they will do much to extend and increase bicycling interest in the old world.

S.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED. — Buel G. Tallman, Batavia, N. Y.; V. C. Place, Sandy Lake, Pa.

ROCKINGHAM BI. CLUB. — Additional: Geo. O. Girard, Portsmouth, N. H.

ENTIRE MEMBERSHIP OF THE PEORIA BI. CLUB. — Steven H. Tripp, captain, 206 Main street; N. H. Tallman, subcaptain; Library Building; Fred Patee, bugler, 117 Adams street; H. G. Rouse, sec. and treas., 110 S. Washington srreet, already member L. A. W.; Geo. Willcox, 106 Flora avenue: Wm. Gulick, 702 Jackson street; Chas. Vail, 202 Montague street; John F. Coykendall, 408 Laveille street; Harry J. Ross, 312 Fayette street; J. H. Hoch, Pekin, Ill.

CONSULS APPOINTED. — OHIO. Columbus, 219, H. B. Hutchinson, 727 N. High street, Buckeye Bicycle Club.

DELAWARE, 220. Wm. Mitchell.

SPRINGFIELD, 221. F. M. Bookwalter.

PENNSYLVANIA. — Wilkesbarre, E. W. Sturdevant.

EXCURSIONS, RUNS, ETC.

A Run out of St Louis.

THE tower clock was striking nine, when two wheelmen left the club headquarters at the Court-House Square, and proceeded westward at a ten-mile gait. The contrast between the two was marked, as one strode a fifty-four, and the other a forty-six. Two miles of hard work, over sticky mud and high crossings, and Lindell Hill was reached, where a halt was made to oil up. As we coasted down the grade, a man in a buggy casually remarked, "Good job if you get your neck broke"; but we loftily ignored him. Two miles of gravel and some new macadam was passed over without a stop, and the St. Charles road lay before us, white, hard, and hilly. Coté Brillante and Rinkleville were passed in short order, and a mile house went past every five minutes until a bed of new macadam was struck on a down grade, demoralizing the forty-six to such an extent that he let his machine drop, breaking the pedal shaft near the inside cone. Words cannot express the feelings of those two 'cyclers, but being church members, nothing is said; and the country people for the next two miles are gratified at the sight of an individual with one leg over the handle bar, and the other frantically pushing the machine along. An original idea soon struck the unfortunate, however, and he screwed the cone up on the remainder of the shaft, slid it through the crank slot, and placed the washer and set-nut on the other side, and carried the pedal in his pocket. At 11.15 the Missouri River was reached, but no ferry could be found. Upon inquiring for the road to the ferry, an ancient dame informed us that it was "about a mile, but ye 'll never get there wid them things." We differed from her, however, and reversing our wheels, walked for three quarters of an hour among the weeds and briars that skirted the sides of the "road," aforesaid road being apparently a bottomless pit of mud. A corn-colored darkey on a small mule was met; and after imparting the cheering intelligence that the road was a little better beyond, he asked, "What is them things for, boss?" Being, as I have before said, members of the church, we adhere strictly to the truth, and told him they were sewing machines. Deep silence reigned during the next half-mile, and was only broken by the fifty-four's proposition to divide the work more equally, and do the grunting while the other shoved both bikes. The offer being declined, the trundling business was resumed, and the ferry reached at 12.15, just as the ferry boat was being tied up on the other side. I leave the next two hours to the reader's imagination: think of looking at a first-class hotel, not four hundred yards away, and not being able to get there, at least until some time after the dinner hour! We managed to live, however, on ginger snaps and soda water; and at 2.30 the boat came across and took us over. The captain, after studying his tariff, and not being able to classify us, passed us over free, and we succeeded in getting away with the remains of what was, two hours before, a good dinner. After dinner, the town was taken in on the bike, and at 4 P. M. we stepped on board the ferry boat; and the captain having arrived at the decision that a "pleasure carriage, with two wheels, drawn by one animal," about covered our case, we were charged ten cents. On the ferry boat a newspaper reporter interviewed us; and though we did not have the club liar along, in justice to the talents of my friend I must say that we did not suffer for want of him. The mud road was passed in thirty minutes; and though the last ten miles was made in the moonlight, the road being overshadowed by trees, the town was reached at 6.45 P. M. The whole distance was something over forty-eight miles, and the roads, with the exception of the mud-hole in the Missouri bottoms, were in fine condition barring sundry loose rocks. The club will probably take a run this month down the Manchester to the county line and back, something over seventy miles. Those who weaken on the run down will be left and picked up on the return. "626."

ST. LOUIS, MO., 7 October, 1881.

Chicago and Boston. (*Discontinued.*)

Monday, 17 *October*, 1881. — I remained in Wheeling from the first of the month up to the date of my writing, in order to see the West Virginia State Fair, and also as it rained hard nearly every day for eleven consecutive days. At 8.45 A. M., on this cloudy and sultry day, I left the Stamm Hotel in company with Capt. Hoge and two other members of the club, and wheeled to Ten-Mile House, where my friends left me and returned to Wheeling. So far, the road had been comparatively level for the whole ten miles, with the exception of the first hill leading out of Wheeling, which was a mile long and very steep. After cooling off for a few minutes, I resumed my labors and reached West Alexander, Pa., at 11.55 (sixteen miles), having stopped twenty minutes on the road. Here I took dinner, and had a chat with "mine host" about the country and the people. I was then in the famous "Gretna Green" of America, where old Squire Mayes has married 1,922 couples in the last fourteen years, — the last knot having been tied a day or two previous to my arrival. At one o'clock, I left this most sacred ground and wheeled and walked away to Claysville, six miles, arriving at 3.20; stopped on the road to sew on some buttons. Road from Ten-Mile House is nothing but hills, though at the same time the road itself is very good, — though once in a while you will find some very rough places. One mile out from West Alexander, I stopped to sketch an odd little toll house, one of the first erected on the National Road. Left Claysville at 3.45 P. M. for Washington, Pa., ten miles, arriving at 6.35. Walked last three miles and many of the hills both up and down. Day was very close and warm, fully as much so as any day of the trip. Registered at Fulton House just half an hour ahead of a severe thunder storm that lasted all that night and into the following day. Washington, Pa., is not by any means a pleasant place for a wheelman to stop; and for a town boasting the seat of learning that it does, the growing generation can certainly take the palm on their ill-breeding and general depravity.

Tuesday, 18 *October*. — Rained all day, and bid fair to keep it up all the week, so I very wisely concluded to give up the mountain trip and return to Wheeling by rail that afternoon at 4.45.

Thursday, 20 *October*. — Took the train on Baltimore and Ohio road at 8.50 A. M. for Washington, D. C., arriving at 9.50 P. M., after one of the most exciting and enjoyable trips that I ever took on a railroad. By the way, the Baltimore and Ohio road charges nothing for carrying a bike from Wheeling and Washington, D. C.; and the baggage master, who was the best natured and courteous of his class, said "I could give him just what I wished," so I gave him fifty cents, and thanked him heartily. What "Telzah" says about screw-eyes and rope for securing your "wreck" to the car is very good, and I advise all to follow it. There was no place in the car except between the doors or the side, and therefore the scheme was of great service to me. I registered at the St. James on my arrival at Washington, and there ran across Mr. Carpenter, who left nothing undone in the way of entertainment.

Saturday, 22 *October*. — In the afternoon took a run all over the magnificent avenues around and about the Capital, with several of the members of the C. Bi. C.

Sunday, 23 *October*. — A run having been called for this day at 9 A. M., twenty-three of us were in line, and started for a jolly run out into the country, where we stopped at Capt. John's, ten miles out, and ordered dinner to be ready at 2.30 P. M.; and on we went to Great Falls, six miles beyond, where we stopped for some time and strolled through the woods to the falls on the Potomac. The run to the falls from Capt. John's is very picturesque. The first mile or so is very rough and difficult to ride, but after that the road is quite smooth; and running side of the canal, it certainly makes a beautiful run for the sportive bikler. At one o'clock we started back for our dinner, and found a steaming hot repast awaiting us, to which we did justice in the best manner possible. After dinner, we sauntered down to the big arch, which I think is the largest in America, having a single span of 220 feet. It carries the conduit of the Washington aqueduct. At four o'clock, we were again in the saddle and spinning back to the club house, where we dismounted in line after a most enjoyable run.

Tuesday, 8 *November*. — These intervening days have been passed very pleasantly in and about the city, always on the wheel. Washington can certainly take the prize over all other cities of the Union for its magnificent streets and avenues, for there is hardly a block in the whole city that does not afford superb riding. My trip from Chicago virtually ended at Washington, Pa., making in all 570 miles, and a never-to-be-forgotten pleasure. The Capital Bicycle Club is certainly well named, for not only are they a jovial and hospitable set of fellows as a club, but their individual attention to visiting wheelmen is unsurpassed.

CROOKSHANKS.

CORRESPONDENCE

Scranton.

Editor Bicycling World: — I do not feel satisfied unless I send you my budget of bicycle notes at least once a month. I feel that interest in the WORLD, its contributors and readers, that I would not be deprived of the pleasure and satisfaction they afford, under any consideration. Some of my friends imagine I am 'most too much interested in the art. I admit I am an enthusiast; the more time I devote to riding and study upon the subject, the more fascinating it becomes, and the more fully I appreciate its wonderful benefits. Wherever I go, I find the same opinion prevails, and the wheel is coming more in favor all the while. Last week, having occasion to visit Binghamton, N. Y., and vicinity, I took my "Light Harvard Roadster" with me, and my experience was such that in the future my wheel shall be my companion; for I have surely become wedded to it, and although, like all bicyclers, I fully appreciate the young ladies and enjoy their society very much, yet they must now take up less of our attention, especially when everything is favorable for bicycling. The roads in and around Binghamton I found very good, and was surprised to find so few riders. However, I found those who had machines very agreeable, as usual, and my stay there was most pleasant. From Binghamton to Union the road was in excellent condition; the distance (ten mil s) I made in fifty-five minutes, with a single dismount. This ride was very enjoyable, being a rare treat after last month's experience in Scranton and vicinity, where, on my last tour, inspecting the roads in company with the captain and guide of our club, we made, as our guide put it, four miles without a mount. I merely mention this as a matter of contrast with the run mentioned above, and do not wish the readers of the WORLD to think our roads are all like this, although they are by no means the best. After visiting Union and returning to Binghamton, my next trip was to Susquehanna, Pa., upon the invitation of Capt. T. A. Hayward, whom I met on my tour to Milford in September. My visit here was one I will always remember. Wheelmen who visit here will find in Capt. Hay ard and President Miller most agreeable and gentlemanly 'cyclers; and in this connection I must mention the fancy and trick riding of Mr. Hayward, which should be seen to be appreciated. I am confident he is one of the finest riders in the country. Besides performing most of the tricks done at the Boston meet, he has many that are original with himself, and he is sure to create an interest at future meets. Upon my return to Binghamton I was accompanied by President Miller, in whose company the ride proved unusually pleasant. The recollection of this, my second bicycle tour, will ever be cherished, and has made me more than ever anxious for longer and more extended trips. F. C. H.

SCRANTON, PA., 3 November, 1881.

Cleveland.

Editor Bicycling World: — Alas! from the outlook at present it seems as if our riding season was about over; for as I write, a furious *snow storm* has taken hold of things, and there is an inch of snow on the ground. This, in the face of a club run to-day, with club races for next week Friday, is slightly discouraging, and some of the men talk of slaughtering Vennor for saying we were to have a mild November and as our club punster, Mr. D., would undoubtedly say "it 's *snow* use to have a club run to-day."....After looking over the back numbers of the WORLD preparatory to sending them to the binder, and seeing reports of races and times made at various distances, why would not the following table be correct?

Date.	Place.	Rider.	Distance.	Time.
8 Sept., 1880	Louisville	W. B. Sale	¼ mile.	37¼ s.
4 July, 1879	Boston	C. Sharp, Jr.	½ "	1 m. 27¼ s.
17 Aug., 1880	"	W. W. Stall	1 "	2 m. 58¾ s.
8 Oct., 1881	New York City	W. Smith	3 miles.	9 m. 41¾ s.
7 Feb., 1880	"	W. S. Clark	3 "	13 m. 20 s.
" "	"	"	4 "	18 m. 46¾ s.
" "	"	"	5 "	35 m. 29 s.
31 Jan., 1880	New Haven	C. P. Wurts, Jr.	10 "	
8 June, 1880	"			

....After seeing such a long list of members for the Suffolk Bicycle Club in your first number (15 November, 1879), their not joining the L. A. W., nor being in the League parade on 30 May, makes me wonder if they have disbanded..... Took a run to Elyria on 31 October, returning 1 November; and while there met a young fellow with a 48-inch "Star," the only 'cycler of any kind in the place, and on my return he rode as far as Ridgeville with me. ...The club have decided to have races on Friday, 11 November (weather permitting), for three events, probably — half-mile and quarter mile dashes, and a hundred-yard slow race; in consequence of which every member is practising assidously, one man riding out last night by pale moonlight, and to-day in the snow storm, for exercise. The following conversation by telephone explains itself; Mr. D., club punster, on one end and "Relcycib" at the other: R. — "Hello, D." D. — "Hello." R. — "Going to be on hand for club races, are n't you?" D. — "Say, cheese it, or I 'll climb on to your standing collar!" R. silently steals away.....He came into the office the other day, and said: —

"There was a wheelman of New York
That thought he could ride to old Cork,
But —"

we corked him up, and revengefully sent him to D.....Mr. E. Q. Norton, Cleveland Bicycle Club, has started for Boston, and Mr. H. Glidden, our affable bugler, has gone off for a week's hunting in the wilds of Hancock County. ... What has become of your talented correspondent "Knick O'Bocker?" we would like to hear more from him.

RELCYCIB.

CLEVELAND, 4 November, 1881.

Toronto.

"MUD, mud everywhere, and not a place to ride." is the cry of the poor unfortunates in this city who sit astride the wheel. Bicycling matters are slack; and well they may be, since we have had wet weather unceasingly for the last eight or nine weeks. The only thing we can do to keep up our muscle is to get up early in the morning and take a run on the (whisper it) sidewalks, and we can ride for miles without dismounting; but it does not do to come into too close proximity to the *guardians of the peace*, or down goes my gentleman's name, and he stands a chance of appearing before his Worshipful Majesty the police magistrate.....We have been trying to induce our genial president to learn to ride the bicycle, and having procured him a boneshaker, offered the services of the whole club to come and hold him up at his practice; but he preferred to "*go it alone*," and shutting himself up in his stable, worked away with a will for about half an hour with very little result; and when he found out afterwards that his wife had been watching him through a knot-hole, he gave it up in despair, and determined to wait for a "more convenient season." CHALLENGE.

TORONTO, 12 November, 1881.

Kankakee.

Editor Bicycling World: — "Steno," your accomplished correspondent at Chicago, must revise his data respecting large wheels in the West. A Kankakee county man, not Mr. Conklin of Chicago,

is entitled to the credit of being the first rider of a 60-inch in Illinois, if not west of the Alleghanies. Noel Cantway has ridden a 60-inch "Harvard" since the spring of 1880, and contested with it at our fair that fall, against a 48-inch "Columbia" and a wooden bicycle. All three riders were "plugs." Cantway does not use his wheel on the road, I am told, but as a side show to pedestrian matches in which he and his brother are professionally engaged. A. B. H.

KANKAKEE, ILL., 12 November, 1881.

The Bicycle and Pluck.

Editor Bicycling World: — Ralph Waldo Emerson, in his essay on courage, after stating how much more precocious certain animals are than man in developing courage, and illustrating how helpless man begins life and how slowly he comes to any power of self-protection, — "how every moment the babe is awake he studies the use of his eyes, ears, hands, and feet, learning how to meet and avoid his dangers; and how soon this education stops," — a large majority of men, he says, "bred in families, and beginning early to be occupied with some routine of safe industry, never come to the rough experiences that make the Indian, the soldier, or the frontiersman self-subsistent and fearless. Hence the high price of courage indicates the general timidity." Now, I take the ground that the reason so few men mount a bicycle is because of this inherent timidity. But further on my author says, "Knowledge is the antidote of fear, — knowledge, use, and reason, with its higher aids. The child is as much in danger from a staircase, or a fire grate, or a bath-tub, or a cat, as the soldier from a cannon or an ambush. Each surmounts the fear as fast as he precisely understands the peril, and learns the means of resistance. Each is liable to panic, which is exactly the terror of ignorance surrendered to the imagination. Knowledge is the encourager, knowledge that takes fear out of the heart, — knowledge and use, which is knowledge in practice. They can conquer who believe they can. It is he who has done the deed once who does not shrink from attempting it again." I don't believe Mr. Emerson had ever learned to ride a bicycle when he wrote this essay, and yet I do believe every one who has learned to ride one will admit that Mr. Emerson has told the truth about the terrors attending the first lessons. All one needs, to learn, is pluck, courage; and what the man of little imagination who does not anticipate the dangers, but waits until they come, attempts to ride, he generally succeeds in a short time. I have in my mind such a one in our town, — a Mr. Burt Skinner, who on 7 September, 1881, bought a Columbia bicycle, and without any previous practice or instruction took it home that night, and without any fear mounted it and rode at once. I saw him the next day, and he had ridden many miles, and a fortnight later met him out on the road, and led him down some rough hills. To my surprise he put his feet up over the handles, and rode down as fearlessly as an old rider. I asked him how he had learned so quickly. He said he did not know; he did not care whether he fell or not, — did not think of it. Tuesday evening, 6 October, he went out to ride with the intention to direct home Mr. Fred. G. Richards, of the firm of Wm. B. Richards & Son, livery-stable keepers, at No. 19 Main street, Haverhill, Mass., who had driven down to Malden to find a stolen horse and team, and started to return to Haverhill in company with Mr. James A. Cogswell, of 105 Fulton street, Boston, Mass., in a buggy. Mr. Richards playfully offered to wager $10 with Mr. Skinner that he would drive to Haverhill before Skinner could ride there on his machine. Skinner, who works in the Boston Rubber Shoe factory, and had done an extra day's work, having made thirty-six pairs of shoes that day, accepted the wager. This was about eight o'clock in the evening of Tuesday, 6 October, 1881, a bright moonlight night; the moon fulled on the 8th. Skinner reached Haverhill a full half-hour before Richards and Cogswell, having to go three miles out of his way, on account of a bridge at Andover being out of repair. Richards paid the bet, lodged, breakfasted and paid Skinner's fare to Malden on the next morning's express. Skinner says he rode through three miles of deep sand, but he was determined not to be beaten, and the grit carried him through, — this within a month of mounting a bicycle. This example leads me to think that what men need to appreciate the inestimable value of a bicycle is simply the small amount of courage needed to brave the danger of falling from a height of three or four feet. I think my experience in riding has helped my courage; for instance: I have just returned from a visit to New York and Brooklyn, and while there received an invitation to cross the temporary bridge across the East River, above the permanent bridge. The foot-path is three feet wide, composed of slats fastened to two wire cables, with two half-inch cables supported at the sides to take hold of by the hands. The bridge is swung over the tops of both towers at a height of two hundred and seventy-eight feet above tide water, rising at one hundred and thirty-five feet to the top of one tower, and sagging to two hundred and fifteen feet in height above the middle of the river. I started once, and my companion retreated and backed out; but I tried again, and recollecting my experience on the bicycle, I went on and on, until having surmounted the first tower, all my fear had passed away, and all was delight afterward; and I have reckoned the passage across this bridge among the most delightful of all my experiences during my visit. A bright lad, son of the gentleman I was visiting, was quite interested in my passage, and also in my bicycle (in fact, all bright little fellows are getting interested in bicycles). This young man said, "Uncle Charlie, would you dare ride on your bicycle across the foot-bridge?" I took to the water on this bold question, and said, I did not think I dared — alone. If the Middlesex Bicycle Club should visit New York next season, and should ride across (which I doubt), I might go with them; and I venture to assert that if the club should do so on their elegant wheels, clad in their new uniforms, under the leadership of Capt. Russell, they would attract as much attention as they have done when spinning in the suburbs of Boston.

C. N. BARNARD,
Secretary Mid. Bicycle Club.

Another View.

Editor Bicycling World: — All the accounts of the trouble between the Attleboro' Farmers' and Mechanics' Association and the bicyclists, on Oct. 6, that I have seen in the Boston papers, and especially Mr. Stall's version as published in the WORLD, have so grossly misrepresented the situation and the position of the Association, and were so clearly written in the interests of bicyclists, that in the interest of justice merely, I ask space to present "another view." It is generally known that the origin of trouble was the regulation which charges the wheelmen thirty-five cents at the gate. I do not desire to consider here the special justice or injustice of that regulation. It is sufficient that it was a regulation, and that in printed form it had been sent to every club in New England. How many men are stupid as Mr. Stall claims, and considered the "N. B." on the circular as intended for the public, I do not know; but this I do know, that most if not all of the sixteen entries were made with a full knowledge that the thirty-five cents was one of the conditions, and further, that many of the entries were made in the judges' stand *after* the thirty-five cents had *been paid*. I also give the expression of more than one member of the Columbia Club, when I state that with them and "most of the boys" the charge was understood, and that there would have been *no trouble* but for Stall.

On reaching the grounds Mr. Stall at once assumed the rôle of leader to the wheelmen, and of dictator to the Association, and immediately set at work to create dissatisfaction among the former. He so far influenced them as to get all who had promised to ride *under a given regulation* to sign a paper that they would *not* ride unless that regulation was revoked; and this before any notice to the managers. Then in a most arrogant manner he demanded of Mr. Draper, who was managing the races for the Association, the return of the thirty-five cents, and followed with the threat that unless the demand was complied with, the races would be broken up. Mr. Stall was informed that the regulation established would be adhered to. Mr. Draper's words were: "We wish you gentlemen who have entered here on this book to race; we shall be very glad to have you: but if under this regulation you choose to stay out, the races must go on without you." With this understanding, Mr. Stall went back to his men, and carried out his rule-or-ruin policy, though I have it from members of the club here that there was some rebellion against his arbitrary measure. I give in effect what a member of the Columbia Club told me. Mr. Stall, holding the signed paper before them, said, "You have all signed this paper not to race; now if you go on and race, you will not keep your word" Mr. Stall did not refer to the entry book and say, "You have all agreed to race; if you don't, you do not keep your promise." To this he added the argument that by racing under this regulation they might be considered professionals by the L. A. W, and made many stand in fear of losing their claim to being amateurs, though I do not think he believed it himself. This, then, was Mr. Stall's position in the matter. It was because *he said so*, and not because "the boys felt justified," because of poor arrangements and incompetent judges, that they refused to race. What was Mr. Draper's position, as representing the Association? There were just two ways open to him: to meet this demand of Stall's, in making which there was not the slightest tinge of justice, as it was met, and thereby sustain the regulations and maintain the dignity and character of the Association; or to concede it, thereby bend the knee, and allow a stranger to assume control of its affairs, thus establishing a reputation for weakness and indecision. I am content to leave with the understanding public the question, Who was to blame for breaking up the races and disappointing the public? As to Mr. Stall's claims to ill treatment, to a gentlemanly and quiet conduct on part of the bicyclists, to the general sympathy with the riders, of the spectators, there are differences of opinion. I will simply say that so far as I know, whatever of sympathy there was at the first with the wheelmen was changed to contempt, when the facts were fully known. There are many misrepresentations in Mr. Stall's statement, which I have not space to correct; but there is a strange and seemingly wilful one contained in the following: "Knowing that the competitors had refused to appear, and that he could not fill out his programme, Mr. Draper allowed the people to fill the grand stand (at fifteen cents each)," etc. Now, first, Mr. Draper did not know the competitors had refused to appear; he had only Mr. Stall's threat that there would be no races. No other rider had been before him or made any protest. It was not until the call for the half-mile race that Mr. Draper or any of the committee had the least suspicion that Mr. Stall's influence had extended beyond the strangers present, and included "our boys." At that time the grand stand contained all it would. Mr. Stall forgets, or wilfully omits, to state that when Mr. Draper did find that he could not give any return for the "fifteen cents each," he ordered checks given to all on the grand stand which gave admission to the stand for the afternoon horse races. Could anything have been fairer? The riders were expelled from the track on the same principle that a horse and driver are expelled when, after making an entry, they fail to pay the entrance fee or come into the race. Mr. Stall makes it appear that great injustice was done to the Columbia Club; but that perhaps is a matter between the club and Association, and need not be referred to here.

There is just another point to which I would like to call attention. Mr. Stall appears to make much of the fact that the Columbia Club men were "left out in the cold, though they offered assistance in managing the races and providing judges." I have seen this alluded to several times. Mr. Stall further complains of the judges. In his article this appears; it did not enter his protest before the committee. No objection to the judges was ever made at the time. As to the first of these two grievances, let me state that in making the arrangements for the races and in preparing the programme, Capt. Bell of the Columbia Club was invited, and was in full and free consultation with the committee. Will Mr. Stall please show why courtesy even demanded that the club should have the management of the races, or any part in the management? They were to be of the races themselves; were to be managed instead of managing. The committee having this matter in charge, of which I was myself a member, felt fully competent to conduct a few races, governing which there are no established rules and regulations beyond a few general ones adopted by a few of the clubs. At all events, will Mr. Stall show to me or the public the "requirements of bicycle races, of which the judges provided" were so ignorant? And now to Mr. Stall's closing paragraph. I most sincerely hope the matter will be brought to the attention of the League; and when the "insults received" are "fully ventilated," I trust that some one besides W. W. Stall will be called upon to testify. I agree with him that "it is time the L. A. W. took hold of the matter of race meetings officially." But while the L. A. W. makes provision "to protect racing members against loss of time and money expended in attending such fizzles," etc., it should also make provision to protect associations against the imposition of racers who evidently care more to make themselves conspicuous and notorious than they do for equity, the League, or even brother wheelmen.

ELIOT HUNT.

ATTLEBORO', 26 October, 1881.

A MONTREAL correspondent writes: "At the exhibition recently held in Montreal, the first prize for bicycles was taken by a magnificent full-nickelled 'D. H. F. Premier,' specially manufactured by Hillman, Herbert & Cooper, Coventry, England, and exhibited by their agent, A. T. Lane. The machine is fitted with their adjustable ball bearings to both wheels, patent double-action spring, patent adjustable step, patent ball pedals, Cooper's double burner, hub lamp on springs, and Hill & Tolman's automatic gong; and it is without doubt the handsomest bicycle ever imported into Canada. Mr. C. Delmege, a recent acquisition to our club, has since become the possessor of it. The second prize was taken by a Coventry machinist company, 'Club,' also a very highly finished machine."

MR. WILLIAM WINTER, of the New York *Tribune*, is an enthusiastic wheelman, having caught the fever from his son, Mr. Preston Winter. The latter laughingly complains that his father has "taken his machine away from him," and insists on riding all the time. Father and son intend making a tour of England on the wheel next season. Mr. Winter, Sr., will describe the trip in a series of letters to the *Tribune*, and also work it up for a magazine article — his son, who has artistic talent, making the sketches. The latter is now agent for Miss Genevieve Ward.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.

THE ARAB. — Can any American wheelman who has tried this machine give me his opinion of it? Its quality as a roadster, rigidity, ease of running, and durability, are special points of inquiry.... Is there any cyclometer, either English or American, except the "Excelsior," that is so constructed as to make inaccuracy impossible?.... Have we any American roads as slippery as English oölite? IXION.

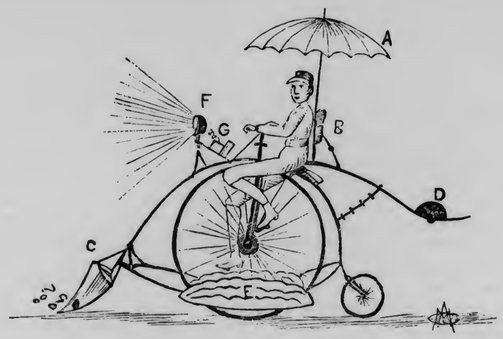
NEW YORK, 7 November, 1881.

E. J. T. will find "Telzah's" and "L. W. S.'s" explanations of the useful "stand-still" feat in the BICYCLING WORLD, of 18 March, 22 April, and 13 May; or if he prefers personal instruction to pen and ink descriptions, he can call "across the river" to our lieutenant and consul, Chas. A Davis, who has lately removed to Auburn, where he is pursuing his studies with the principal of the Auburn High School. When he has captured the ordinary "stand-still," he can, if he hankers for the ornamental as well as the useful, advance to the following: While sitting at stand-still, swinging his bicycle "around the circle," by lifting the rear wheel from the ground; standing astride the handles with feet on the pedals or spokes; standing with both feet on rubber tire; sitting with feet in spokes with arms folded; and sitting "legs over handles," maintaining his balance by moving wheel forward or back with one hand placed on the tire behind him, — all of which and others are performed by members of our club, one of whom is a new rider but twelve years old. TELZAH.

PORTSMOUTH, N. H., 11 November, 1881.

Editor Bicycling World: — In regard to "Cyclometer's" call for experience as regards the best cyclometers in the market, I would like to say that the writer has used nearly every style introduced in this country. My experience with the original Pope instrument and Thompson's is, that they are not reliable, and in rough roads are worse than useless. The new magnetic cyclometer is an improvement, but very delicate, and not only rattles very badly, but is not always accurate. Lately I have used the "Excelsior," and in comparing logs with other riders, find that distances coincide in every case. I should like to ask "1,007" how he knew which of the two used were accurate. I used a magnetic cyclometer on a run, with four Excelsior cyclometers, which gave the distance twenty-one and three fourths miles, while mine registered twenty and one eighth. AN OLD TOURIST.

NEW YORK, 14 November, 1881.



(Engraved expressly for the Times from designs by our own artist.)

The Bygoshispeed.

ETYMOLOGY — *by gos* (Latin verb), passes everything else; *hispeed* — great velocity (from high and *speedo*, Latin verb — I move rapidly with my legs).

Respectfully dedicated to the Canandaigua Bicycle Club.

THE improvements figured in the above cut are intended to promote the comfort and safety of riders; and if adopted by bicycling clubs, will be sold in township rights to the highest bidder.

EXPLANATION. — *A.* Hoistable sun and rain protector. *B.* Adjustable back supporter, umbrella holder, and knapsack with liniment and court plaster compartments. *C.* Cowcatcher for preventing "headers" by removing loose obstacles, and switching deaf people and dogs off the track. *D.* Adjustable balance to cowcatcher. *E.* Inflatable side cushions to prevent lateral falls and running off narrow bridges. These being filled with hydrogen gas will overcome the entire weight of the machine and rider, leaving just enough bearing on the ground to supply the necessary running friction. With these attachments the rider is expected to outstrip the wind, and even ride to Naples *via* Canandaigua Lake. *F.* Electric headlight. *G.* Electric reservoir with motor for operating the various attachments, applying automatic brake, and containing also machine oil, crackers and cheese, cigars, and *benzine*.

This valuable invention is the conception of a practical and adept bicyclist, — the hero of the dog-killing episode at the Naples Tournament last week. His experience on that occasion enables him to appreciate improvements of the character shown in this new and only original bicycle. Attention is called to the graceful form of the improved machine, which resembles the skeleton of a fossil bird found in the triassic formations, associated with the dinosaurus of the Ontario shale period. — *Ont. Co.* (*N. Y.*) *Times*, 24 *August*.

BOOKS AND PAGES.

OUR LITTLE ONES for November commences the second volume of this beautiful little monthly; and the publishers announce that that other favorite serial for very small children, known as *The Nursery*, is to be combined with it after the December number, making one magazine, but keeping both titles. The current number of *Our Little Ones* is as fresh and bright in text and illustration as any of its predecessors; the best picture, we think, being the frontispiece, "Little Miss Sonnet," although there are so many others charmingly drawn and as finely engraved that one will have to look them pretty thoroughly over before being able to pronounce a preference. The very "little ones" of to-day are fortunate in having so handsome a magazine for them exclusively, instead of being obliged to share with their bigger brothers and sisters, and then only enjoy it second hand. Russell Publishing Company, 149 Tremont street, Boston.

THE WYOMING LITERARY MONTHLY is a new serial published by C. Wells Moulton, in Buffalo, N. Y., to be devoted to the study of literature: original literature, current literature, and college life. Its appearance is clean and neat typographically, and a glance through its pages reveals a great variety of interesting matter for both reader and student; and we doubt not it will prove a valuable acquisition to current literature of the higher class. $2.00 per annum.

AN ELASTIC LACQUER. — A patent has been taken out in Germany for a new description of elastic and flexible lacquer, which will not peel off, and which is suitable for the coating of carriage-cloths, plans, and other articles to be folded up, as well as for wood and iron work, walls, etc., but which may also be employed as an isolating layer for damp rooms, as a means against dry-rot, and in rendering stuffs waterproof. To produce the lacquer, fifty kilogrammes of linseed-oil varnish are heated up to boiling point. In another vessel about fifteen kilogrammes of lime are slacked in twenty kilogrammes of water. As soon as the lime boils, about fifty kilogrammes of hot melted raw caoutchouc are added to the lime-water, and the whole is then stirred until it has become thoroughly mixed. This composition is poured into the boiling varnish, the whole being stirred all the time. Further stirring takes place until a homogeneous mass is formed, which is afterwards strained or filtered, and left to cool. After cooling, the lacquer has a pap-like consistency. To apply the lacquer, it is diluted with the desired quantity of varnish, and put on with brushes, either in a warm or cold state; but it is said to be better to apply it warm, as then no varnish is required for diluting it. In rendering linen waterproof, the lacquer may be put on by means of brushes or rollers. After treatment, the linen or other stuffs, paper, etc., are hung up to dry. Stuffs are perfectly dry and ready for use in two days. The product is stated to be lustrous, elastic, not sticky, and perfectly waterproof. — *English Mechanic*.

EDWARD AMES was, in the Middlesex Superior Court, last week, acquitted of the charge of assaulting Mr. Parker, near Spot Pond last summer, an account of which we published at the time.

MR. S. CONANT FOSTER, the well-known and energetic manager for Mr. W. M. Wright, resigns that position and goes into the manufacturing business.

THE Illustrated Bicycle Primer, which is advertised elsewhere in the WORLD this week, promises to be a very humorous addition to bicycling literature, and the trifling cost should insure it a ready sale.

THE firm of Cunningham & Co., which, under the firm name of Cunningham, Heath & Co., were virtually the first parties in this country to establish the business of importing bicycles, have, as will be seen by their announcement on first page, emerged from a private corporation to a joint-stock company.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

Bicycling World and Scientific American.

THE regular yearly subscription to the SCIENTIFIC AMERICAN is $3 20. We will furnish a year's subscription to both that and the BICYCLING WORLD for $4.50. The regular subscription to the SCIENTIFIC AMERICAN SUPPLEMENT is $5.00. We will furnish that and the BICYCLING WORLD for $6.00. The regular subscription to both SCIENTIFIC AMERICAN and SUPPLEMENT to one address is $7.00. We will furnish both these and the BICYCLING WORLD for $7.75. All postpaid.
E. C. HODGES & Co.

ILLUSTRATED BICYCLE PRIMER.
READY ABOUT DEC. 1, 1881,
PRICE - - - - - - - - 10 CENTS.
Illustrated by CHAS. M. CLARK. Agent, J. R. HEARD, Parker House, Boston, Mass.

GOY, The Athletic Outfitter,
21 Leadenhall Street, } LONDON,
22 Leadenhall Street, } ENGLAND.
54 Lime Street, }
Any make of English Bicycle or Tricycle can be purchased of Goy at a very liberal discount off makers price-lists.
Club Uniforms, and every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing, and all Athletic Sports. Also, Billiard and Bagatelle Tables, Lathes and Fret Saws, Home Trainers, Boats and Canoes.
Goy's Calendar of Sports and Price-Lists forwarded free.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention
A. J. PHILBRICK & CO.,
SALEM, MASS.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

PATENT LAW OFFICE.
THOS. WM. CLARKE, F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
96 WORCESTER STREET, BOSTON.
Has returned from Europe with a full line of the latest sundries and leading makes of BICYCLES and TRICYCLES.
N. B. — I will receive orders for any makes of machines at the manufacturers' list prices.

STODDARD, LOVERING & Co.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.
Then may I set the world on wheels. — *Shakespeare.*
36 pages, crown quarto, printed on best paper and ably and tastefully edited
By WALTER D. WELFORD,
66 Grey Street, Newcastle-on-Tyne, England,
Hon. Secretary of the Bicycle Touring Club.
Full of original articles, practical suggestions, touring reports, and all the foreign advices.
Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.
E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.
Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from
E. C. HODGES & CO., 8 PEMBERTON SQ., BOSTON, MASS.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER.
Edited by — CHARLES CORDINGLEY.
HAMMERSMITH, LONDON, W.
Subscriptions received at this Office.
One year.....$2 25
Six Months..... 1 15
Three Months..... 60
Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.



WESTERN TOY CO'Y.
MAKERS OF
Bicycles, Velocipedes,
ETC., ETC.
We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in. front wheel, inclusive.
For illustrated Catalogue and Price-Lists, address
WESTERN TOY CO.,
495 to 503 N. Wells Street,
CHICAGO, ILL.

The Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

DIRECTORY
OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
Addresses inserted in this department, $12 per year.

CALIFORNIA.
SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.
HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.
CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.
BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.
HELENA. W. E. Norris.

NEW HAMPSHIRE.
PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.
NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.
LIMA. Gale Sherman.

PENNSYLVANIA.
PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

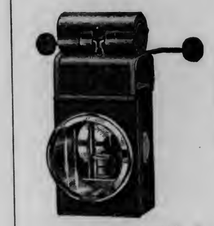
RHODE ISLAND.
PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

THE PETITE TRICYCLE, FOR GIRLS,

Is an elegant little vehicle with suspension wheels, rubber tires, spring seat, front steering, etc It is light and well suited for girls of five to fourteen years. We have them now in stock at prices varying from $25 to $35, according to size. We have also a larger and more varied stock of large

TRICYCLES FOR LADIES AND GENTLEMEN

than ever before. Prices from $100 to $150. A full stock of SUNDRIES for bicyclers and tricyclers.



OUR NEW COLUMBIA LAMP,

Large size, with wide wick, large reflectors of new design, safety fastenings, special suspension, etc.; contains more improvements and desirable qualities than any other bicycle lantern in the market. Price, plain, $4; nickelled, $4.50. Bown's BALL PEDALS, with rubber or rat-trap bars, price $12. English and American novelties of value constantly on hand.

COLUMBIA BICYCLES.

Full descriptions in our illustrated catalogues and circulars, sent to any address on request, with 3-cent stamp enclosed. Address,

The Pope M'f'g Co., 597--601 Washington Street, Boston, Mass.

Tricycles and bicycles make valuable and often the most acceptable

HOLIDAY GIFTS.

LEARN to WALTZ at WALKER'S PRIVATE DANCING ACADEMY, 24 Dwight St. Please send for circular.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.



FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — One 52-inch "Standard" bicycle, in perfect repair, including patent stand, for $70, a rare chance. For particulars, address W. V. B. TOPPING, Ashland, Ohio.

54-INCH ENGLISH BICYCLE, just imported, all burnished, ball bearings, cradle spring, suspension saddle, gong, valise, never ridden. Price, $75. A. T. Lane, P. O. Box 1196, Montreal, Canada.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —
BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.

We have a few copies left. Prices sent, postpaid, to any address according to size and style, $2.50, $2.00, $1.00. Address,
E. C. HODGES & CO, 40 WATER ST.,
BOSTON, MASS

THE BEST WAY TO KEEP
Your Bicycle from Rust
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address
A. B. BROWN & SONS, WORCESTER, MASS.
CUNNINGHAM & CO., Boston Agents.

WILKINSON'S
SILVER TONE BICYCLE BELL.



This is the loudest yet has the sweetest tone of any Bell yet produced. I will send a sample of large size free on receipt of $1.25, or smaller size on receipt of $1.00. Trade supplied by JOHN WILKINSON, Sole Manufacturer of the WILKINSON BICYCLE, **77 State St., Chicago, Ill.** Chicago Sales room for the COLUMBIA BICYCLES and proprietor of the Chicago Bicycle Riding School and Gymnasium. Send stamp for large Illustrated Catalogue.



MONOGRAMS
FOR
Bicycle Clubs,
J. V. WALDRON & BRO.
40 Sudbury St., BOSTON.
We are manufacturing Monograms for Clubs at prices that will give satisfaction and we offer special terms for large orders. Estimates furnished.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 25 NOVEMBER, 1881.

THANKSGIVING WEEK.

THIS is Thanksgiving week and we have much to be thankful for. We thank our readers everywhere for the kindly interest which they have continued to manifest toward the BICYCLING WORLD, in many ways, since we assumed its conduct. We thank many of them for individual expressions of commendation or good-will to the editor personally. We thank our many excellent correspondents for valuable and interesting contributions to our paper, and for their prompt, intelligent, and comprehensive reports of local races and events in their several sections. We thank the press for its uniform courtesy and occasional friendly notices. We thank our stars that we have n't taken a header (from the bicycle) nor torn our breeches but once the past season. We thank those clubs that have invited us to meets and annual gatherings, and are especially thankful that we were enabled to accept some of them. We are thankful that the assassin, Guiteau, escaped the bullet of the other assassins who attempted his life since his arrest. [We may add that we shall be thankful if a way is devised and put into execution for legally killing Guiteau and all other assassins and would-be assassins.] We are thankful that we have told no lies, worth mentioning, since we have been a bicycler — not even journalistic ones. We are also thankful that, no matter how strong the temptation, we have stolen nothing (except, perhaps, an item now and then from our contemporaries) during the year now drawing to a close. We are thankful — but we will say no more about it, and can almost fancy as we come to that conclusion that we hear our readers exclaim, — Thank Heaven!

WHEEL CLUB DOINGS

OAKLAND (CAL.) BI. CLUB. — The regular meeting of the Oakland Bicycle Club was held at their rooms on Saturday evening, 5 October. Dr. God ard tendered his resignation as secretary and treasurer, which was regretfully accepted. Mr. E. Booth was elected to fill the vacancy. The views of members as to the proposed events for Thanksgiving day were listened to with apparent interest. Capt. Strong, who occupied the chair, gave notice to those present that a special meeting would be called on the following Saturday, to consider and act upon arrangements which are being made by the Garfield Monument Fund Committee.

SAN FRANCISCO BI. CLUB. — The regular meeting of the San Francisco Bicycle Club was held at the Windsor House, on 6 October, President Waterhouse in the chair, a very large gathering of members being present. The usual formal business was gone through, — reports, etc., read and received, and a committee appointed to arrange for a day's sport on Thanksgiving day, either in conjunction with the Olympic Athletic Club or independently. When the regular business was disposed of, Mr. A. M. Warschauer, the host of the Windsor, invited the club to visit the dining-room, where a very sumptuous supper awaited them. President Waterhouse once more assumed the post of dignity, and presided over the feast in his usual jovial manner. After the cloth had been removed, toasts, speeches, and stories, appropriate to the occasion, were given by Messrs. Waterhouse, De. Clairmont, Hobe, Butler, and the host. One of the younger members of the club delivered an epic poem, after the manner of Goldsmith. At an advanced hour the festivities were brought to a close by the guests drinking the health of the host in bumpers, and with "three times three!"

PROVIDENCE BI. CLUB. — The annual meeting of the club was held at headquarters on Saturday evening, 19 November; the president, Albert G. Carpenter, in the chair. After the usual routine business had been attended to (in the course of which the by-laws in relation to annual dues was amended so as to make the amount eight dollars instead of four dollars, and the secretary and treasurer read his annual report), the club proceeded to the election of officers for the ensuing term, with the following result: President, A. G. Carpenter; captain, J. A. Cross; secretary and treasurer, C. T. Howard; lieutenant, W. W. Bridge; guide, C. T Grammont; buglers, C. T. Howard and M. Chandler; executive committee (with the board of officers), E. C. Danforth and W. J. Burton. At the conclusion of the election, the club adjourned, and at the request of the president, proceeded, accompanied by several invited guests, to the Hotel Dorrance; and what occurred there will be fully explained in our next issue.

HUB BI. CLUB. — We recently announced the organization of a new club at the West End, which had christened itself the Hub Bicycle Club. We have since been reminded that there is already a club in Boston bearing that name, which was organized last April. In view of that fact, would it not it be well for the new club to revise their cognomen?

BOSTON BI. CLUB. — The Boston Bicycle Club is receiving a large number of applications for associate membership. It is intended to have some sort of an entertainment about once a month, and to discuss questions which will be of interest to both riders and non-riders. This will afford an opportunity for its members to ventilate their ideas on the construction of machines, etc. There is no club in the city which can offer so many advantages as the Boston Club, which grows in wisdom and strength as it grows in years. Its policy is extremely liberal, and it is fast becoming an institution of which Boston may well be proud.

RACES

OAKLAND, CAL., 17 SEPTEMBER. — The managers of Golden Gate Fair invited the Oakland and San Francisco Bicycle Clubs to give an exhibition drill, and take part in a race at the trotting park on the closing day of the fair, promising a good track and ample time for the different events. Hence on Saturday, 17 September, about thirty wheelmen mounted their silent steeds to carry out their part of the programme. Ten of the San Francisco riders went on the one o'clock boat, and were met at Centre and Peralta Streets by the Oakland men, under Capt. Strong. Several evolutions were gone through, and the company rode leisurely to the park, where they arrived at 2.30 P. M. Here an unexpected disappointment awaited them. The

managers of the fair had promised ample time and a good track, and agreed to run only two races on that day. This agreement they failed to keep; for, in addition to the regular programme, two hold-over events from the previous day were run, and three extra races sandwiched between the heats. The long "horse" programme delayed the bicycle riding until nearly six o'clock, and cut up the track so badly that it was both unfit and unsafe for quick riding. By the time the wheelmen appeared, many patrons of the fair were compelled to leave. This lessened the interest in their performances, and compelled the curtailing of their programme. The policy adopted by the managers of the fair was, to say the least, *unfair*, and will doubtless prevent our bicyclers from making any further efforts to promote the interest of those gatherings. The first event was a handicap race of one mile, with H. C. Eggers, scratch; McNear, seventy yards; H. Finkler, Smith, and Wedgewood each two hundred yards. Standing start from report of a pistol. An excellent start was made, but it was soon apparent that the handicappers had been too liberal to Messrs. Smith and Finkler. McNear kept up well for half a mile, when Eggers overhauled him rapidly, and at three quarters passed him, McNear easing off. Eggers made a desperate effort to catch the leaders. Wedgewood having given up at the three quarters, a splendid race between Finkler and Smith ensued, the latter leading until nearly home. When one hundred yard from the finish, Finkler steadily gained upon his competitor, and in the last ten yards passed him with a bare lead of two feet. Eggers ninety yards behind. Time: Finkler, 3.13¼; Eggers, 3 26½: the latter coming at a fine pace, and doubtless had the race been a quarter of a mile longer he would have won, as both the first and second men were very much used up. Considering the rough condition of the track, the time is excellent. Mr. C. L. Leonard then gave an exhibition of fancy or trick riding, in which he showed what a thoroughly finished and accomplished rider can do with a bicycle. Every movement with marked with ease, grace, and absolute confidence. He was awarded a gold medal amidst well-earned applause. The trick riding was followed by a drill, twenty-four wheelmen taking part, under direction of Capt. Strong, but owing to the rough condition of the track and the lateness of the hour, the movements and evolutions, which are usually very interesting, had to be very much curtailed. — *Olympian.*

SACRAMENTO, CAL., 24 SEPTEMBER.— A mile race took place at the State Fair between H. C. Eggers, of San Francisco, Russell Flint, of Sacramento, at scratch, and H. C. Finkler, of San Francisco, at 95 yards. A standing start was made from the sound of the bell, and Eggers at once led his immediate competitor, Finkler holding his handicap distance splendidly. At the quarter and half-mile the positions were unchanged, but immediately after passing the half, Flint stopped, assigning as a reason that a treadle had become loose. From the half to the three-quarter posts Eggers gained steadily on the leader, and in the straight, lessened the gap to about fifteen or twenty yards, and in this order the race came to an end, Finkler's time being 3.26½, Eggers, 3.29½, three seconds slower than over the Oakland track on the previous Saturday. Considering the heavy track and strong breeze, the time is good. In future, Finkler will doubtless have his handicap cut down to seventy yards.

SAN JOSE, CAL., 5 OCTOBER. — On 5 October, Messrs. H. C. Finkler and J. A. McLaughlin, of the San Francisco Bicycle Club, and Dr. Rabe, of the Oakland Bicycle Club, proceeded to San Jose, to take part in a race for medals offered by the San Mateo and Santa Clara Counties District Agricultural Association. The track was in the usual condition of race tracks at fair time, but rather better than either at Oakland or Sacramento. The race was started at the appointed time, the three gentlemen above named being the only entries. The result was: H. C. Finkler, scratch, first; Dr. Rabe, one hundred and fifteen yards, second; J. A. McLaughlin, one hundred and fifteen yards, third. At the quarter-mile Finkler began to overhaul the leaders, and when the half-mile was reached he was close up, the excitement running high until he passed them both, and came in an easy winner, — the doctor being one hundred and fifty yards behind, and McLaughlin still further in the rear. Time, 3.36. The medals have recently reached the contestants. In the Association programme they are valued at $75, $50, and $25 each. The first is gold, and is perhaps worth $10; the second silver, and may have cost $2.50; the third bronze, and looks as if fifty cents would be a high price for it. Thus $150 worth of medals dwindles down to $13 worth of metal. Very valuable prizes (?) for three gentlemen to journey one hundred miles to win, and pay their own expenses, which cost three times as much as the prizes. This may be intended for sharp practice; if so, it has succeeded, but we may inform the directors of the Association that they have seen the first and last of amateur bicycle racing at their fair. — *Olympian.*

AT Bridgewater, Mass., 23 September in a one-mile race, best two in three G. W. Field won first and third heats, W. E. Holmes winning the second. In a slow race, G. Johnson won, with M. Bixby second and Field third.

AT Montreal, 20 October, in the fourth contest for the one-mile championship of the Montreal Bicycle Club, F. C. Holden won in 4m., A. T. Lane second in 4m. 5s., and A. Arthur third in 4m. 57s.

AT Elm Park, Natick, Mass., the third weekly race of the Framingham Bicycle Club was won by W. A. Norton in 3m. 25s.

AT St. Catherines, Ont., 29 October, a one-mile race was run, best two in three. J. Moodie, of Hamilton, won first and second in 3m. 55½s. and 3m. 58½s; W. J. Morgan, of St. Catherines, winning second place. Morgan also rode two thirds of a mile against the trotting horse Fulton's one mile, winning in 2m. 35s.; the horse second in 2m. 41s.

CORRESPONDENCE

Dean Right Again.

Editor Bicycling World: — Allow me to congratulate Consul Dean on the wisdom of his remarks concerning hotels, as shown in his letter to Mr. Hazlett, which you published last week. What the touring wheelman wants of the country tavern keeper is not a "reduction of rates," but an increase of comforts. The next edition of the League Hand-Book should contain a list of such hotels as are known to be "the best," in the smaller towns visited by bicyclers; and the proprietors thereof should be made to pledge themselves, in return for the advertisement thus given them, to provide "the best" in their power for the accommodation of wheelmen. They should be made to understand that these persons have a liking for bath-rooms, or, in lack of them, large wash bowls and pitchers, and plenty of towels; that they often want their damp clothes dried, or their dirty clothes washed in very short order; that they prefer to sleep in large and quiet rooms, to which the air and sunlight have ready access; that they all can appreciate good food, and that most of them consider good milk the best drink wherewith to satisfy their raging thirst.

If inn-keepers could be convinced that the attraction and retention of wheelmen's patronage depended upon paying attention to things of this sort, they would soon get into the way of providing better accommodations than are now usually met with. If "reduction of rates" is sought for at all, it should only be in the large cities, where an "increase of comforts" is not a crying want. I have heard that the noble army of "drummers," or commercial travellers, confine their patronage to a definite list of hotels, whose landlords either give them better accommodations than ordinary guests, or else accept a lower rate for the same accommodations. If this is true, it seems plain that landlords will be glad to make a similar bid for the official recognition of the L. A. W. If the League should thus be the means of ultimately raising the grade (rather than lowering the price) of a series of country hotels, it would perform for the general public a not insignificant service.

I call the attention of "Meteor" to what "Steno" says in your paper of today, on the subject of ball bearings for pedals, in order to add that "Crookshanks" told me, in Washington, a few days ago, that he considered such bearings a great improvement on the old kind. He said that if he could n't have them on the little wheel and pedals both, he would even dispense with them on the little wheel rather than lose their advantage for pedalling. His long tour from Chicago had confirmed his faith in this respect, and also his liking for his corduroy suit. He could n't imagine what "Meteor" meant by condemning corduroy; no more can I. KOL KRON.

WASHINGTON SQUARE, N. Y., 11 November.

Fort Edward.

Editor Bicycling World:—I would gladly state, for "Kol Kron's" information, that the incline at Sandy Hill, the mounting of which he thought was so creditable a feat, is *commonly* taken by us in our trips to Glen's Falls and Lake George, and none of us find any trouble whatever in the mounting of this ordinary hill. Our riders of only two months' experience mount this hill with apparent ease. He would have found a hill more to his credit, and more adapted to his mettle, if he could have taken the hill just at the outskirts of Glen's Falls, called Green's Hill. On the whole, "Kol Kron" seems to have obtained poor and insufficient information from bar-room loungers, men who absolutely know nothing in regard to bicycling; for in the first place, he obtained information from this most reliable source that none of the local wheelmen of this section *dared* to ride *down* that wonderful incline at Sandy Hill. Not even our poorest rider ever thinks of going *down* that hill other than on a full coast, and never of walking. In the second place, the "floor-like hardness" of the canal embankment between Whitehall and Fort Edward is a thing of the imagination; sand and sott dirt is the stern and bitter reality. "Kol Kron," don't depend quite so much upon the statements of men who know nothing about what roads are adapted to bicycling. Should he ever come in this region again, and he has the time, we shall be very glad to show him some hills that are hills for bicycle. AJAX.

FORT EDWARD, N. Y., 12 November, 1881.

From Washington.

THE CAPITAL BICYCLE CLUB MAKES THINGS LIVELY — A THEATRE PARTY AND A UNIFORM BALL — A GO-AHEAD CLUB.

Editor Bicycling World: — Bicycling matters are never dull at the national capital; but the ordinary activity was broken during the past few days by a series of events that will never be forgotten by the wheelmen of this city. The programme, which originated with and was under the exclusive management of the Capital Bicycle Club, was as follows: On Saturday evening, 12 November, the club with its invited guests were to attend the theatre in a body; on the two following days most of the time was to be devoted to riding; on Monday afternoon a grand dinner was to be given the visitors, and in the evening the climax was to be capped by a uniform *soirée dansante*. The preparations for the entertainment had for more than two weeks been under the supervision of a committee, which labored arduously to perfect the arrangements, and the results fully proved that their efforts were successful, although the weather just preceding the 12th was of such a discouraging character as to prevent the attendance of many wheelmen who had signified their intention to be present.

The four private boxes at the leading theatre were secured for the club. One of these boxes is always reserved by the proprietor, and is frequently occupied by some of the high government officials, and in fact was for this very occasion desired by General Sherman; but his application was made after the Capital Bicycle Club had been tendered its use. The entertainment was by Herman, the prestidigitateur, but the interest of the "biklers" was centred especially in the velocipede performance of Mlle. Addie. Just before eight o'clock the party, in full uniform, and numbering twenty-five, entered the theatre, and passing through the audience was greeted with applause. The boys made a fine appearance, and as the papers had announced that they were to occupy the boxes, many persons were attracted who might not otherwise have attended. The front of the captain's box was handsomely decorated with the club's silk flags. Between the acts, many of the boys accepted an invitation to go behind the scenes and be introduced to the fair rider, who very charmingly expressed her gratification at the interest shown in her, and talked enthusiastically about bicycling. Her performance consisted principally in circling around and through about one hundred bottle torches, and in carrying a young girl on her shoulders. When the disadvantages of an old-fashioned "bone-shaker" and a slanting stage are considered, the exhibition was creditable. After the conclusion of the entertainment, the party assembled at the railway depot to meet a delegation from the Germantown (Pa.) Club. The large crowd which had gathered to witness the arrival of President Arthur by the same train divided its attention about equally between him and the "biklers" An excellent oyster supper closed the evening's festivities.

Sunday was a clear, cool, calm day, and it would require a lightning calculator to figure out the number of miles of satin, concrete, and velvet roads that the unrestrained wheels "swiftly and silently" rolled over. Much of Monday was spent in the same way, and in the afternoon there was a special dress run with their visitors, who represented the Boston, Germantown, and Columbia College clubs. The long line passed along the principal thoroughfares, and the crowds of spectators showed evident signs of their pleasure and interest in the handsome appearance of the procession. The *soirée dansante* had long been a leading topic of conversation in society circles, and was looked forward to with eager anticipation. Elaborate and extensive arrangements had been perfected, and a thousand invitations were issued, even that number being unequal to the demand. Marini's Hall, the finest and most popular in the city, was the scene of the event. The decorations consisted of a colossal *fac-simile* of the club badge, produced by the monogram C. B. C., in appropriate colors, red, white, and blue, with a 54-inch nickelled wheel for a background, on the lower rim of which was the club's motto, "Swiftly and Silently," in gold; the whole being placed in the centre of the arch at one end of the ball-room. At the opposite end of the hall were the embroidered silk flags, and on either side on high platforms were a number of dazzlingly bright machines. The Capital Club has an active membership of nearly forty, nearly all of whom attended in full uniform. Of the many styles of bicycle uniforms, that of this club is one of the few which are specially noticeable for beauty and taste and adaptability, both for use on the wheel as well as off. It consists of dark blue, throughout, with silver buttons; and for dress occasions, silk stockings and patent-leather pumps.

That the Capital Bicycle Club is popular, and holds a high social as well as wheeling position, was thoroughly attested by the large and select attendance at its *soirée*. The beauty of the ladies and their elegant dresses, the gliding dancers, the enchanting music, the novelty of the uniforms with the glittering badges, medals, and officer's stars, and the handsome hall, formed a picture that will long linger in the memory of the hundreds that helped to make it up. The supper was such as only Washington's famous caterer can prepare. To the Capital Bicycle Club must be accredited the first regular full-dress uniform bicycle ball that has been given in this country, and its success will doubtless cause many other clubs to follow its example. The club is full of life and push, and never goes half-way in anything it attempts. C. G.

WASHINGTON, D C., 15 November, 1881.

Cleveland.

Editor Bicycling World: — Bicycling weather in this vicinity is gradually breaking up, and the roads from here in all directions have gradually assumed that condition which makes cyclers and teamsters inwardly curse. Our two inches of snow of two weeks ago was dissipated in as short a time as it came, and yet we are not happy. Why? Because of those "infernal" club races, as some are bound to call them. Friday, 11 November, opened up dark and gloomy, and as the clouds grew darker, the men's faces grew longer and blacker, but at the appointed hour, as snow had not yet fallen, everyone was on hand and ready; so we all

got in the large van, which our worthy president had furnished to take us over about two miles of awful cobble-stone and rotten wood pavements. After going about 'teen hundred feet, a light rain began to fall, but we courageously decided to go on, hoping it would stop before we arrived at our destination. After getting safely over the bad pavements in the wagon, we alighted, and ordering the wagon to follow us, hastily wheeled off to the track through the rain; when arriving there, we found that the driest place was under the railway embankment, and here we stationed ourselves, and by jumping around, managed to keep warm. After staying where we were about an hour and a half, we decided to start for home; but before doing so, Consul Sholes thought he would go around the track, and *sheep*-like, all but three of us followed him. Any one that has ever ridden over clay-mud two inches deep, at full speed, can easily imagine the looks of those machines and riders after going that half-mile. — they being one mass of soft, yellow mud, the sight of which, to the lucky three that had stayed behind, nearly sent them into convulsions. After cleaning up, we all got into the van again (about as sick-looking a crowd as any one ever saw). We tried to make matters more pleasant by blowing our two-barrel whistles, singing, etc., until we arrived at headquarters, where we hastily dispersed for our homes. This ends our first lesson; the second will be explained by the following, which has been sent to every rider in the city: —

CLEVELAND, 15 November, 1881.

The Cleveland Bicycle Club will hold their club races on Thursday, 24 November, and will meet for that purpose on that morning at eight o'clock, at the corner of Euclid and Case avenues. All unattached riders in the city are hereby cordially invited to meet with us at that time and ride out to see the races.

CLEVELAND BICYCLE CLUB.

We hope to have better success on Thanksgiving day than we had on 11 November. RELCYCIB.

CLEVELAND, OHIO, 17 November, 1881.

Detroit.

Editor Bicycling World: — The Detroit Bicycle Club shows little signs of life. This fall has been the worst known in years for constant rainy weather. The roads all over this State have been reduced to rivers of mud; and even the wood-paved streets of the city have been so slippery with mud and so plashy with water as to make the use of the wheel difficult and unpleasant. On account of the vile weather there have been comparatively few bicycle races this year at county fairs. The club, after several weeks of steady rain, got discouraged, and gave up club riding and meeting till we again have bright skies and fair roads, of which there is still small prospect. But we have not broken up, by any means; we are only waiting.

I desire to add my testimony to that of your other readers in commendation of the BICYCLING WORLD and its management this season. Its reliable and prompt advance notices of bicycle races, all over the country, and its careful reports of the same after their occurrence, have made it a high reputation as *the* bicycling *news* journal, more indispensable than ever to all American wheelmen. Its editorial expressions have been judicious and well argued; and I am confident that its influence has much increased. It certainly commands the respect and approval of all wheelmen of my acquaintance; and we all heartily wish it long-continued and prosperous success. B.

DETROIT, MICH., 16 November, 1881.

The Ohio League.

Editor Bicycling World: — I feel obliged, in a way, to make some answer to the editorial in the WORLD for 11 November, in regard to the Ohio League, and feel sure that after making a few statements about it, every one will see that organization in its right light. The object of the Ohio League, as set forth in a clause in their constitution, is to provide for an annual meeting of Ohio, wheelman in some centrally located, place. It offers no protection to members, nor does it in any way usurp the work of the L. A. W., with probably the exception of holding an annual meeting; and that, I am sure, in every one's opinion, has no more significance than the meets that are held every year in Worcester, Milwaukee, and other places.

ALFRED ELY, JR.

CLEVELAND, OHIO, 18 November, 1881.

Chicago.

Editor Bicycling World: — The following entertainment was given in the Natatorium Hall, Chicago Bicycle Club's headquarters, Wednesday evening: Orchestra; procession of bicycle riders; La Chelle act by H. F. Fox and A. M. Gillett, introducing new and novel feats, including double backward and double forward somersault; Chicago Bicycle Club drill and fancy evolutions; fencing by Profs. Olsen and Jacobs; exhibition mile against time, by the lady bicyclist, Mlle. Louise Almaindo; the brother act, by Thomas and S. Wood; illustrations of an awkward beginner on a bicycle, Prof. F. S. Rollinson, Champion of America; Indian club swinging by Geo. H, Benedict, champion; fancy triple act on the bicycle by F. S. Rollinson, L. W. Conkling, and A. M. Gillett; wonderful feats of skill and strength by the 12th street Turners; bicycle slow race, distance thirty yards; exhibition of trick riding by F. S. Rollinson; sparring between Geo. H. Benedict, champion middle weight, and Chas. Randolph; acrobatics by J. Coyle, W. H. Van Vleck, J. Redick, T. Wood, S. Wood, A. Gillett, T. Anderson, B. Andrews, and F. Albion.

The Chicago Bicycle drill was given in elegant style. The evolutions were circles and reverse circles, with standing pivot, wheeling double, standing still in twos, fours, and sixes, with company wheel and circle, with legs over handles; company front and mount from bugle signals. Everything went along smoothly without a balk, and elicited much applause from the audience, of which there was a full house. The lady bicyclist's mile against time was made in six minutes, sixteen laps to the mile. She fell twice on the sharp curve. Prof. Rollinson's exhibition of an awkward beginner on a bicycle was skilfully done, and much appreciated by those present who had "passed through the mill"; more so than by the uninitiated. The slow race was won by B. B. Ayres. Prof. Rollinson's trick, riding, on a 50-inch "Special Club," was loudly applauded. The other numbers on the programme were splendidly executed.

Wheeling, out of doors, is very good now. The weather is cold and mud packed down solid and smooth. ... There are indications that the "D. H. F. Premier," which has heretofore been king of the Chicago road, will have a rival. Mr. John Wilkinson, having assumed the agency for the 'Columbia" bicycle, in place of Mr. Fairfield, will bring out the "British Challenge," against Mr. Fairfield's "Premier." The "Challenge" will probably have a good run, if for nothing else but the novelty of it. People like new things, in the way of bicycles as well as in other things, and one may get tired of even a good machine like the "D. H. F.," and seek to vary the monotony by getting something else just as good, but different. There is also a desire on the part of individuals to get a machine the like of which no one else possesses. Of the various breeds o steel nags, we have the "Premier," with both double hollow, single hollow, and solid forks, "Columbia," "Harvard," "Success," "Challenge," "Club," and 'Special Club," "Invincible," "Royal Stanley," 'Tangent," and a host of others unnamed. ... We are to have a 61-inch machine in the spring. Mr. Ed. F. Brown will ride it. STENO.

A Few Ideas.

EVERYTHING has its unfavorable side, and the bicycle is not an exception. In the first place, there are the Sunday runs. Not that the use of the bicycle on Sunday for the purposes of transportation, or for a quiet spin down the drives, is at all bad, or with even a tendency to evil effects. Of course there are persons who would be shocked if you should offer to take them out riding in a carriage on the Sabbath. These people are what the liberal element call prudes. But it certainly is not good taste for a party of young gentlemen to rig themselves up in a rakish bicycle uniform — badge, colors, high-water pants and all — and start off on a Sunday tour. It is like a certain policeman we met one day while wheeling our machines on the sidewalk, as the road was bad; he ordered us off, not because we were infringing, but because he thought we would mount and ride on the forbidden ground as soon as he was out of sight, as the temptation was too great. It is thus with public opinion, whose respect for an institution whose character is not yet fully established, and with a reputation not yet made, is not increased by appearances of disrespect for the day; and putting the evidences of things seen together, they imagine all sorts of improper conduct to follow as a natural sequence, and sometimes they do not guess wrong. It would be much better to tone down the outward signs. Leave off the colors. Put the badge on the inside of the coat. Put on a vest and collar. The only change from ordinary dress necessary is the knee-pants, which always look neat and appropriate. Any further departure is quite unnecessary, except for a long tour. In fact, when a bicycler is well fitted on his machine, provided the same is of the narrow tread usual to the "Premier," "Harvard," or "Club," with five-inch cranks, the ordinary pantaloons do not look inappropriate or at all awkward, and are not inconvenient in the least. In fact, we have eschewed leggings, and wear knee-pants, not because the act of riding the bicycle requires it, but more for the novelty of freedom which these garments possess, not any more for bicycling than for common wear. Again there is no reason why the bicycle should cause one to neglect social relations, and seek to cleave into a society of itself; yet it is so, — not always, but generally. This, of course, applies to the first year only; and if the beginner be not disgusted with his period of learning and sell his machine the second week after purchase, having sufficient interest and courage to continue the abuse of himself and machine for one or two seasons, he will settle down and return to the old haunts. It is a fact that no one can appreciate the bicycle as it is until he has, if unused to aught but sedentary habits, rebuilt himself, as it were, in muscular arrangement. There is a bicycular millennium attained after a year or two of steady riding which will enable the graduate to experience calm and superb enjoyment in the wheel. At this period it ceases to become an exercise under six miles of moderate road gait. The physical organization ceases to become ruffled, the hand to become unsteady, the perspiration to flow, because the vital machinery, reconstructed, requires not its functions. The balance is unconscious and motion steady, and one alights from his trip all serene as from a buggy-ride, save that nervous exhilaration found only in the airy, rubber-clad motion of the bicycle. And at this stage his use of the wheel is normal. There are seasons when one can wheel it, and then there are times when it is wisdom to take a car or *walk*. A novice cannot draw the line between sunshine, rain, and mud. There can be too much even of a good thing. A judicious quantity of pie is wholesome, but it is not good policy to eat the whole bakery. With the wheelman who has attained the millennium (so to speak) the bicycle divested of its novelty, the sheen of romance dulled, and thoroughly mastered, stands upon its inherent merits, and is viewed in an entirely different light, used in an entirely different manner, and for a different purpose; and what is better, with a more reasonable yet deeper enjoyment than before.

STENO.

A SAN FRANCISCO correspondent says, under date of 7 November: — Mr. G. L, Cunningham has again taken to the wheel, his physician having advised it for his health's sake. .... George A. Aldrich, who has been East the past summer; has returned, and in speaking of the excellence of Eastern roads, says that were it not for the pleasant company of the local bicycler, the condition of our own roads would not be much of an inducement to ride very often..... One of the most successful moonlight meets of the season was that of last Friday evening, in which some eleven enthusiastic members of our local club participated. The call for the "run" was by Sub-capt. Chas. A. Butler. At the appointed hour the wheelmen started from Van Ness and Golden Gate avenues, reaching the Cliff House at 8.30, where a short stay was made. The return trip was made by the Cliff House road, and was mostly all "coasted."....Yesterday's "meet," which was captained by H. C. Finkler, was, in point of numbers, very successful, though, on account of the high wind and threatening fog, the "run" was not as pleasant as was at first anticipated.

"PACIFIC." — Another San Francisco correspondent, after commenting on the unsatisfactory treatment wheelmen received at the various California fair races, of which we publish accounts this week, says: "To sum it up, I think that we should have our own tracks, our own management, and our own audience (or visitors), and not allow ourselves to be made an advertising convenience for an agricultural "hoss-trot." Nevertheless, we are likely to become mixed again on Thanksgiving Day. The Olympic Athletic Club and the two bicycle clubs intended to have a meeting and games upon that day; but the Garfield Monument Fund people have secured the only good track in this vicinity, and they now offer to join with us, we to have our games in the morning at eleven, and they to have the horse part of the programme in the afternoon at 2 P. M. We shall meet them, and have a little talk about their programme. If satisfactory, we may join them; if not, we shall look elsewhere for a track. The San Francisco Club has shown considerable activity lately, through the exertions of some of its enthusiastic members; and moonlight rides through the park, and Sunday-school classes at the Cliff House have been the result. On the 6th, the Oakland Club made a very pleasant run to San Pablo, twelve miles, for lunch, returning in the afternoon.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2 00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

APPLICATIONS. — John W. Bowers, Charles H. Cleaves, Saco Bicycle Club, Saco, Me.

DIRECTORS. — Mr. Albert Trego, 230 Wayland street, Baltimore, Md., has been appointed director for Maryland, to fill the vacancy caused by the resignation of Director Tomlinson.

EXCURSIONS, RUNS, ETC.

Essex Rambles, VI.

THE many pleasant rides taken together by Messrs. Brown, Smith, and Jones finally resulted in a most lamentable state of affairs. This surprising condition was not due to an abatement of the delights of the wheel: all three hastened on their knickerbockers with the same energy and slid into the pigskin with the zest of old. It was not that their companionship began to tire; three more congenial spirits never cycled together, every revolution of their wheels twisting them into closer friendship. No, it was

none of these. The fact was that they had exhausted the cycling resources of Orange and its neighborhood, and were pining in unison for new worlds to conquer, new countries to invade. Their usual place of meeting was at Jones's residence, on a fine macadam street. Smith generally put in an appearance first, and wheeled thoughtfully up and down with an abstracted expression upon his fiercely bearded features. Next, Brown, a cheerful hopelessness upon *his* benevolent countenance, would turn the corner. Then the two wheelmen would dismount, exchange greetings, mention the weather, speak of the condition of the roads perhaps, but abandon that subject hastily as leading to the dreadful one of routes, and plunge into an earnest discussion of the comparative merits of Arab, Harvard, and Invincible; in the midst of which Jones sauntered upon the scene, trundling lazily his 57-inch "D. S. H. R." A desultory conversation would then ensue, until some one mildly suggested a "move." The extraordinary politeness of these club-mates, and their courteous deference to each other's opinions and preferences, was shown then by each one's evident determination to take the rear position and follow obediently the leader's little wheel. That this unanimity must result disastrously is evident; Jones generally broke the deadlock by flying off down some smooth avenue in desperation, while Brown and Smith — the subject being no longer ignored — pitched into it, and overtaking the fugitive, announced a route for their run.

It was finally determined to make the attempt to ride to Pompton. The distance was said to be about twenty miles; and the run to Little Falls, half-way, has already been chronicled in the WORLD. Our wheelmen knew the first half of their journey, therefore, to be a very good road; but what could they expect for the last ten miles? Sand, mud, ruts, or gravel? Of course macadam was out of the question, and it was not with very high anticipations that they started off one bright morning to make the attempt. However, it was supremely blissful to realize that they were actually taking a brand-new excursion, and it was with the lightest hearts they rolled through Montclair and Verona to the Falls. Here a short stop was made for "imbibatory relaxations," as Jones put it; then on the wheel again and over a rather treacherous piece of sand to Syngack, at which hamlet the cyclists' acquaintance with their route ended. An obliging old "synner" showed them the road; they rambled over the Passaic on a shaky bridge and plunged boldly into the wilderness,— that is, Smith on his 52-inch did, by turning on a narrow path, scraping under a lot of branches with his nose almost touching the rubber. Jones did not follow him; he bumped serenely along in the road, quoting somewhat after this fashion from "The Pedaller's Primer": "See the Boy and the Branch. The Boy's Big Bicy-cle does not Both-er the Branch. He is a Sun-day School Schol-ar, so he has no Sin. The Boy will not Hurt a Hair of the Branch's Head. Nei-ther will the Branch Dam-age the Boy's Scalp. He is not a Damp-hool." This severely shocked those orthodox christians, Brown and Smith, who never were known to desecrate the Sabbath by staying away from church and going bicycling. *They* were both good little boys!

As the riders passed the powder works near Pequannock, the road gradually improved, until it almost rivalled the gravel pikes of Long Branch. Here they struck a twelve-mile gait, rolling off the miles without incident until the reverberating clang of the ch——, ahem! school bells, swelling down through the valley warned them that the end of their journey was not far away, and that a good dinner was near at hand. But this they were fated to delay; for the rustic nags which they now met by dozens (the country people for some reason were all out driving) kicked up such a hippodrome that it was necessary for our wheelmen to dismount and lean their steeds against the fence. Brown facetiously dubbed himself and comrades "ring masters" in the circus, casting a glance at his glittering felloe. He was promptly laid in the gutter, his handle bar stuck through him, and his back wheel tire knotted about his neck. At one o'clock sharp, with appetites corresponding, they rolled up to the Norton House at Pompton, quickly dismounted, and were welcomed by the genial proprietor, Mr. Ransley, who, after showing them to the wash-room, led our ravenous 'cyclers to the dining table. There they had, at a charge of seventy-five cents each, the following *menu*: —

SOUP.
Oyster.
BROILED.
Spring Chicken.
ROAST.
Sirloin of Beef.
VEGETABLES.
Mashed Potato, Sweet Potato, Stewed Tomatoes,
Green Corn, Turnips, Apple Sauce.
RELISHES.
Pickles, Catsup, Lea & Perkins.
PASTRY.
Apple Pie, Custard Pie.
DESSERT.
Ice Cream, Apples.
Tea.

If any B. T. C. hostelry in Great Britain will get up a better dinner than Brown, Jones, and Smith enjoyed that day for three shillings, those gentlemen would like to know it for use on their European ride next summer.

After dinner, an immediate return was manifestly impossible, so they sauntered up to the lake, took the pretty little gypsy from its house and floated lazily away, past undulating lily pads, dotted with their pure blossoms, under the shade of a maple grove reaching away up the hill, listening now to the shrill chipper of an angry squirrel, then to the sudden splash of a little pickerel. The day was warm and sunny, the water cool and inviting. After a proper interval had elapsed after dinner, Brown proposed a swim; the gypsy was moored to the bank, suits doffed, and an impromptu race instituted between Brown and Jones. This, as is usually the case with swimming matches, resulted in a great deal of jockeying, turning short of the mark, etc. Smith, as umpire, decided it a tie, and called all bets off. At half past four, when the clumps of beeches sent their shadows far across the waters of the lake, our wheelmen bade their host good by, with many promises to return, and spun the dust of Pompton from their little wheels. As their steeds bore them swiftly away under the leafy arches of the shady road, a familiar chorus came floating back: —

Good by, Pompton;
By by, Pompton;
So long, Pompton;
We 're going to leave you now.
Merrily we roll along, roll along, roll along,
Merrily we roll along, 'neath the elmwood tree.

IXION.

Philadelphia to Staunton.

Editor Bicycling World: — A party of three of the Philadelphia Bicycle Club, Messrs. King, Stokes, and Lewis, have just returned from a trip through the Shenandoah Valley, from Hagerstown, Md., to Staunton, Va.; and having had such fine riding, we want to recommend to wheelmen both the road and the scenery, and to give some idea of the hotels and highway. We left Philadelphia by rail for Hagerstown on Wednesday, 19 October. The next day we took the pike to Williamsport, six miles, and crossing the Potomac by ferry, rode to Martinsburg, thirteen miles, where we remained over night. From Williamsport to Martinsburg the road is what the Virginians call a dirt pike, or what we would call a hard clay road, but it is in almost as good condition as the pike proper. From Martinsburg to Staunton runs the Valley Pike, as it is known through that section of the State, and is in nearly its whole length the finest road in the East, excelling the pike from Philadelphia to Bryn Mawr, or the roads in the suburbs of Boston, over which we wheeled last May. The second day we rode to Winchester, twenty-two miles, for dinner, and to Strasburg, eighteen miles, for the night. The third day's run was to Mt. Jackson, twenty-four miles, for dinner, and thence to Newmarket, nine miles. From Strasburg to Mt. Jackson is the hilliest portion of the road, the rise being about four or five hundred feet between the two points. This ascent, coupled with a ten-mile breeze from the south, made us work hard, and we were obliged to walk up a few of the hills, particularly where cracked stone had been recently placed on the road. Upon arriving at Newmarket we felt like resting a day; but not wishing to spend Sunday in such a small place, we determined to push on to Staunton and remain there until Tuesday. We arrived in Harrisonburg, eighteen miles, at noon; but learning that about fifteen miles of the twenty-six to Staunton had been freshly metalled, we decided to remain there over night, and go by rail the next morning to Staunton. It was fortunate that we did so, for rain set in about 3 P. M., and continued showery until Monday night. We had intended going to Natural Bridge, about fifty miles farther south; but we learned that the road was not very good, and the latter part was extremely hilly, so we abandoned that part of our plans. The southern portion of the Shenandoah Valley is divided in two by the Massanutten Mountains, the eastern valley being called the Luray Valley. We wanted to visit the Luray Caverns, and finding that the road was not ridable, we took the train again from Staunton to Luray. The cave, though not as large as Mammoth Cave, Ky., is much finer, and the accommodations at Luray Inn are first-class. Wednesday morning we rode by train to Front Royal, in order to get a road leading across the valley to the pike. We should have continued by train to Riverton, for we had to ride three miles over a bad road to that place before reaching the road to Middletown, distant from Front Royal thirteen miles. This road is an ordinary dirt road, but ridable, except a few steep hills. After a miserable dinner at Middletown, we rode on to Martinsburg, thirty-five miles, covering it in four hours, which we consider good after the hilly work of the morning. The next morning's ride to Hagerstown finished our trip by bicycle. The following list of hotels embraces the best in each place: Hagerstown, Newcomer House; Martinsburg, Grand Central or Continental; Winchester, Taylor House; Middletown, only one hotel here and abominable at that; Strasburg, Chalybeate House; Mt. Jackson, Wilson's Hotel, at the station; Newmarket, Central Hotel; Harrisonburg, Spotswood House; Staunton, Virginia Hotel. The living expenses are, with one or two exceptions, fifty cents each for meals and lodging. Our entire ride, including a seven-mile trip out of Harrisonburg, figures up one hundred and eighty-four miles; and actual time, including short stops for milk or water at farm-houses, was thirty-two hours forty-six minutes. We did not hurry ourselves, and only rode once for time, as before mentioned. As the prevailing winds during the riding season are from the south and southwest, and the grade descending from Staunton northward, it is much easier to ride from Staunton this way. We were informed that no bicycles had ever been seen south of Newmarket; and many were the conjectures as to what we were, when walking about the streets of Staunton, and innumerable the questions when dismounted by our steeds. Several times, when resting by the roadside or pushing our wheels up-hill, the passing native would inquire, "What air you doin' with them tarnal things"? and when riding by fields where men and boys were shucking corn, they would run to the roadside with shouts of laughter, to see us pass by. We were quite as much amused, but from a different cause. I must here praise the people of this valley for their universal kindness and courtesy toward us; for notwithstanding that most of the horses frightened at our wheels, and frequently obliged us and them to dismount, the drivers were always angry with their horses instead of us, and on being signalled always turned aside for us to pass, whether we were going in the same direction or an opposite one. We found that our multums, which weighed six and a half pounds, added very much to the labor of riding up-hill, or pushing them either, and so we expressed them on Thursday morning from Martinsburg to our stopping place for the night; but the Baltimore and Ohio Express Company must have thought we could do as well without them, for we did not see them again until Monday night at Staunton. Taken altogether, the trip was a success, and will be made again next year by two of the party, so far as we now know.

BUCEPHALE.

PHILADELPHIA, 29 October, 1881.

The Massachusetts Club's Visit to Concord.

IT is almost cruel to remind the bicycling world, outside of Boston and its suburbs, that we have not only the best roads and the most of them of any American riders, and the most varied and picturesque scenery, but also, within easy riding distance, many places of great historic interest, which it is a privilege to be able to visit; and such an object in view (or *to* view) adds much to the enjoyment of the ride. Plymouth Rock itself is just a comfortable day's ride from Boston; a two-hours' run to Winthrop brings us to the old house built by Gov. Winthrop in 1641; and a few hours takes one to the oldest church in America, at Hingham, or the famous old Fairbanks house at Dedham, or the older house at Medford; while Bunker Hill, Cambridge, Lexington, and Concord, are full of patriotic memories.

The Massachusetts Bicycle Club resolved itself, last week, into a sort of antiquarian-historical-genealogical (and part of the way *geological*!) club, and visited — on the wheel, of course — the notable buildings and spots in Concord and Lexington. It is one of the legends of the Massachusetts Club that Capt. Pope is not on good terms with the clerk of the weather, who spitefully furnishes a rain or a wind whenever the good captain calls a run; but evidently they have "made up," for a finer day for bicycling never dawned than Thursday, 17 November, and promptly at eight o'clock, sixteen members in full uniform gathered at the new headquarters (No. 194 Columbus avenue) in answer to the captain's summons, and with a few outside riders, rolled out into the country. At Newton a call was made upon Col. Pope, who cordially welcomed the party, furnished a liberal supply of the club drink, — milk, — and, with a distinguished clergyman, wheeled into line for the day's run.

Through Newton, Newtonville, Waltham, and Weston the party rode, avoiding the sandy roads of Lincoln, to Concord, where the Concord monument and the Minute Man,

"By the rude bridge that arched the flood,"

"the Old Manse" of Hawthorne, the homes of Emerson, Thoreau, and Alcott, the Concord School of Philosophy, and other points of interest, tempted to a longer stop than could be made; and with a hasty view of these famous spots, the company turned their faces toward Lexington, and dinner at the Massachusetts House. A little girl of Concord astonished the bugler with the inquiry, "Mister, is there going to be another war?" as the last notes of his "assembly" rang out on the quiet air. Had the *World* of last week, with Mr. Brnard's interesting and suggestive letter, been read before the run, the club would no doubt have called upon Mr. Emerson to thank him for his essay on courage, so applicable to bicycling.

More than a century ago, a little party which had gone out to Concord from Boston rued the day that took them over the road to Lexington; and *our* party found it "a hard road to travel." Champion Parkhurst was just explaining to Mr. Ed. T. Ide, of the Elgin, Ill., Bicycle Club, who gave us the pleasure of his company, how much better our roads were than Western roads, when he struck a sandy rut, lurched off to the left, lost control of his machine, and actually rode nearly over a stone wall before he recovered himself. After a few such experiences as this, the club mostly dismounted and *walked* bravely into Lexington, where a good dinner, kind attention from all, from landlord to porter and brush boy, and a long rest at the Massachusetts House, put the party in good condition for the run home.

This house, which was the Massachusetts building in Fairmount Park during the Centennial, and was taken to pieces and put up here, makes a most delightful inn, and every effort is made to add to the pleasure of guests. The party were shown about the town, the historic buildings, the monuments and the noble Memorial Hall, with its collection of relics of 1775, and was sorry to leave the hospitable place; but the sun was sinking, and at 3.30 P. M. wheels were taken, and over fine roads, through Waltham and the Newtons, the return trip was made, headquarters being reached at a little after five, the cyclometers scoring forty-two and one half miles for the day.

The club set it down as one of their most enjoyable runs, and were glad to find that the captain and first and second lieutenants had not forgotten their duties if they *had* been unavoidably absent from runs lately, and that Bugler Dyer had not lost his "lip" in his long absence.

CHAMPAGNE.

Worcester to Providence.

ON Saturday, 12 November, after having waited two weeks for a fair day, the secretary of the Worcester Bicycle Club and the president of the Æolus Wheel Club started for a run to Providence. The day was cold and raw, with a northwest wind blowing. Starting at 7.30 A. M., we reached Millbury, seven miles, at 8.08, a good part of the distance being made on sidewalks. Passing through Sutton, Saundersville, and Farnumsville, over fair roads, we reached Northbridge, thirteen miles, at 8.50; thence through Whitinsville to Uxbridge, nineteen miles, arriving at 9.39. From Uxbridge to Millville, the five miles of road was sandy and full of wide and deep ruts, the only place ridable being on the sides of the road, and an attempt to cross from one side to the other quite often resulted in the rider getting along faster than his wheel. However, we succeeded in getting over the distance in forty minutes, arriving at Millville, twenty-four miles, at 10.19. About this time, the wind shifted into the east, and blew cold and strong in our faces. Passing through Blackstone and Waterford, over passable roads, we arrived at Woonsocket, twenty-eight miles, at 11.10. A stop of thirty-five minutes was made here, during which time we got outside of some hot oysters, which tended to take the chills out of us. At 11.45 we again mounted, accompanied by Messrs. Miller and Burt, of the Woonsocket Club, who kindly offered to see us on our way.

Knowing that the roads along the line of the railroad were sandy, we took the route over Cumberland Hill. For the first mile, the riding was fair; but the following three miles was sandy and hilly, and in some parts unridable. Thence to Valley Falls, six miles, the wheeling was better, and arrived there, thirty-eight miles from Worcester, at 1.23. The distance from there to Pawtucket was covered in fifteen minutes, mostly on sidewalks; and without stopping, we bore away for Providence in the face of a chilling and strong wind. Soon after leaving Pawtucket we were unfortunate enough to miss our way, running in on Pawtucket avenue instead of the right road, which I think is Eastern avenue; and in consequence we found some poor riding, finishing up with a mile of cobblestone pavement. We rode up to the depot at 2.20, forty-four miles from Worcester, just as it began to sprinkle; but on coming out, after having left our wheels in the baggage room, we found it had settled into a drenching rain. Having secured the clothing which we had sent forward by express, we were soon busily engaged in the dining-room of the Hotel Dorrance. The "feature" of the trip was the attempt of the president to cross one of the large ruts near Ux bridge; and but for some alder bushes which there skirt the banks of the Blackstone, he would have taken a straight dive into its turbid waters. The other feature was the attempt of the secretary near Pawtucket to instruct the president how to ride on both sides of a fence at one and the same time, which resulted in his going over the head, and taking one of his handles along with him, breaking it short off. The ride was enjoyed despite the wind and chilly atmosphere; but the roads as a whole cannot be classed even as "fair," and a run from here to Boston would be much easier. F. W. B.

A Ride in Italy.

[*Translated from* LE SPORT VELOCIPEDIQUE, *by* CARL]

WE could not leave Genoa until Tuesday, 3 May, for the roads were still wet from the rains of the preceding days. The rails of the car track, hidden beneath the mud, made the way quite dangerous; twice I was forced to dismount to dislodge the mud that slogged the forks of my machine: but the road improved, and at nine o'clock we stopped at Pegli, six miles, for coffee. Here the road became magnificent: the rain had only served to make them hard and smooth; the air was fresh, and gaily we rolled over the many hills, ornamented with villages, until we reached Savona, twenty-one miles, at about noon. At two o'clock we started again at great speed, not across the plain itself, but over that part of it which borders the sea. Our rapid gait was surprising even to ourselves; only a quarter of an hour's stop at Final-Marina, fourteen miles, and before five o'clock we were at Albenga, twelve miles, and then decided to ride to Alassio, five miles, to pass the night. Total distance for the day, fifty-eight miles.

Wednesday, 4 May, the sun shone brightly, a gentle breeze fanned our faces, and nothing foretold us of the three terrible "headers" that were to come, or of the breaking of one of our machines, and the necessity of my finishing my journey alone. We got started at half past seven o'clock: stopped at Oneglia, twelve miles; San Remo, sixteen miles; Vintmiglia, nine miles, where we arrived at half past twelve. Stuffing our pockets full of cigars, we set out once more. Just before reaching Oneille, my friend met with misfortune No. 1. In crossing a little stream on his bicycle he war thrown just as he reached the opposite side, while trying to get up the slope. Let me explain here, parenthetically, that in Italy bridges are rare, and the brooks and streams flow over the roads. Generally a little foot bridge of a single arch is found on one side, and its width, less than two feet, is considered sufficient for foot passengers; the smaller streams have great rocks which stick up above the water and serve as stepping stones. We were still laughing over my friend's mishap, when he fell a second time on a hill covered with new-laid stones. The pace at which we were going was so slow that I did not think it possible the fall could be serious; but not seeing my friend arise from the ground, I dismounted, and found he had injured his right leg. We rested for a quarter of an hour, but the pain continued, and he decided to walk to Mentone, as there were several very steep hills to descend. Picking up his machine, my friend found the head completely smashed, and he was obliged to push it along, holding the little wheel in the air. I remounted and accomplished two thirds of the distance to Mentone, and stopped at the Italian Custom House to wait for my friends. I again remounted, but the descent was so steep that in spite of all my efforts my machine ran away with me. Upon reaching the line between Italy and France, a French custom-house officer ordered me to stop, but for very good reasons I could not obey; he seized hold of my large wheel, as I was passing, to stop me. I made a jump of thirty feet, and flattened myself out in a watercourse, luckily dry. I was furious. Seeing my hands covered with blood, the foolish officer tried to excuse himself; my friend rejoined me, and we kept on, —the gallant officer, who stopped me to see if I had any cigars about me, forgetting all about the motive that had prompted him. At Mentone we took the cars to avoid a bad road, and save a climb of 3,000 feet. At Eze I got out in a hurry, for I had made a wager with my friend that I would reach our home in Nice before him. The train got started first, as I was delayed by another train across the road. At last I was away, over the first hill and through the tunnel; climbed up St. John hill before reaching Villefranche; there a carriage tried to race with me, but I rode the third hill, nearly a mile long, with such celerity that they gave up the chase. Excited by this success, I pounded on with all my might, and made the descent at a tremendous pace, as I knew every inch of the way. In the Rue Cassini I easily passed a horse-car, thanks to the flat paving, ran through several other streets, and was at home. I seized my machine in both hands, climbed up two flights of stairs, pulled the bell, and — the servant slammed the door in my face, not recognizing me covered with dust, perspiring and blowing so that I could not speak. However, my machine was recognized, and I was admitted. Ten minutes later my friend arrived, pretending that he had lost ten minutes at the railway station. No matter, I won the bet.

GOY, The Athletic Outfitter,

21 Leadenhall Street, 22 Leadenhall Street, 54 Lime Street, } LONDON, ENGLAND.

Any make of English Bicycle or Tricycle can be purchased of Goy at a very liberal discount off makers price-lists.

Club Uniforms, and every requisite for Camping Out, Yaching, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing, and all Athletic Sports. Also, Billiard and Bagatelle Tables, Lathes and Fret Saws, Home Trainers, Boats and Canoes.

Goy's Calendar of Sports and Price-Lists forwarded free.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO., SALEM, MASS.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

PATENT LAW OFFICE.

THOS. WM. CLARK F. F. RAYMOND, 2D,

Attorneys, Counsellors and Solicitors,

Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.

29 Pemberton Sq. - - - BOSTON, MASS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES & TRICYCLES

96 WORCESTER STREET, BOSTON.

Has returned from Europe with a full line of the latest sundries and leading makes of BICYCLES and TRICYCLES.

N. B.—I will receive orders for any makes of machines at the manufacturers' list prices.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*

36 pages, crown quarto, printed on best paper and ably and tastefully edited

By WALTER D. WELFORD,

66 Grey Street, Newcastle-on-Tyne, England,

Hon. Secretary of the Bicycle Touring Club.

Full of original articles, practical suggestions, touring reports, and all the foreign advices.

Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.

E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

ALL BICYCLERS SHOULD READ

THE 'CYCLIST,

Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by

HENRY STURMEY, Author of "The Indispensable,"

And C. W. NAIRN, Author of "The Bicycle Annual,"

PUBLISHED EVERY WEDNESDAY.

PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST or by $3.50, from

E. C. HODGES & CO., 8 PEMBERTON SQ., BOSTON, MASS.

THE TRICYCLING JOURNAL

—AND—

MANUFACTURERS' ADVERTISER.

Edited by – CHARLES CORDINGLEY.

HAMMERSMITH, LONDON, W.

Subscriptions received at this Office.

One year.....$2 25
Six Months.....1 15
Three Months.....60

Specimen copies sent from LONDON.

Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.

E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.



WESTERN TOY CO'Y.

MAKERS OF

Bicycles, Velocipedes,

ETC., ETC.

We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in. front wheel, inclusive.

For illustrated Catalogue and Price-Lists, address

WESTERN TOY CO., *495 to 503 N. Wells Street,* CHICAGO, ILL.

The Indispensable"

BICYCLIST'S HAND-BOOK for 1881

IS NOW READY! 300 pages. 150 Illustrations.

THE INDISPENSABLE

Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**

The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. R. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.

E. C. HODGES & CO.,

40 Water St., Boston, Mass.

DIRECTORY

OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.

Addresses inserted in this department, $12 per year.

CALIFORNIA.

SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.

HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.

CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.

BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.

HELENA. W. E. Norris.

NEW HAMPSHIRE.

PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.

NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.

LIMA. Gale Sherman.

PENNSYLVANIA.

PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.

PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

THE PETITE TRICYCLE, FOR GIRLS,

Is an elegant little vehicle with suspension wheels, rubber tires, spring seat, front steering, etc. It is light and well suited for girls of five to fourteen years. We have them now in stock at prices varying from $25 to $35, according to size. We have also a larger and more varied stock of large

TRICYCLES FOR LADIES AND GENTLEMEN

than ever before. Prices from $100 to $150. A full stock of SUNDRIES for bicyclers and tricyclers.



OUR NEW COLUMBIA LAMP,

Large size, with wide wick, large reflectors of new design, safety fastenings, special suspension, etc.; contains more improvements and desirable qualities than any other bicycle lantern in the market. Price, plain, $4; nickelled, $4.50. Bown's BALL PEDALS, with rubber or rat-trap bars, price $12. English and American novelties of value constantly on hand.

COLUMBIA BICYCLES.

Full descriptions in our illustrated catalogues and circulars, sent to any address on request, with 3-cent stamp enclosed. Address,

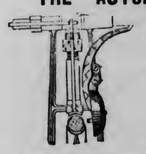
The Pope M'f'g Co., 597--601 Washington Street, Boston, Mass.

Tricycles and bicycles make valuable and often the most acceptable

HOLIDAY GIFTS.

LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St.
Please send for circular.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.



FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — One 52-inch "Standard" bicycle, in perfect repair, including patent stand, for $70, a rare chance. For particulars, address W. V. B. TOPPING, Ashland, Ohio.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —
BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.

We have a few copies left. Prices sent, postpaid, to any address according to size and style, $2.50, $2.00, $1.00. Address,

E. C. HODGES & CO., 40 WATER ST.,
BOSTON, MASS

THE BEST WAY TO KEEP
Your Bicycle from Rust
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS, WORCESTER, MASS.

CUNNINGHAM & CO., Boston Agents.

WILKINSON'S
SILVER TONE BICYCLE BELL.



This is the loudest yet has the sweetest tone of any Bell yet produced. I will send a sample of large size free on receipt of $1.25, or smaller size on receipt of $1.00. Trade supplied by JOHN WILKINSON, Sole Manufacturer of the WILKINSON BICYCLE, **77 State St., Chicago, Ill.** Chicago Sales room for the COLUMBIA BICYCLES and proprietor of the Chicago Bicycle Riding School and Gymnasium. Send stamp for large Illustrated Catalogue.

ILLUSTRATED BICYCLE
PRIMER.
READY ABOUT DEC. 1, 1881,
PRICE - - - - - - - 10 CENTS.
Illustrated by CHAS. M. CLARK. Agent, J. R. HEARD, Parker House, Boston, Mass.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 2 DECEMBER, 1881.

Volume IV. Number 4.

[Vol. IV. **CONTENTS.** No 4.]

Editorial Spokes. — Mlle. Louise Almaindo . 38
Editorial: Club Socials 39
Excursions, Runs, etc.: Boston to New York; Keystone Club Meanderings 39
Wheel Club Doings: Providence Annual Dinner; Keokuk; Boston; Oakland; New Orleans . 41
Notes, Queries, etc.: Aries; An Old Rider; Meteor 42
Correspondence: About Tires; Halifax; Providence; Scranton; Buffalo; Abroad . . 42
Glances Abroad 44
Races and Miscellany 45
Personal 46
The Bicycle 46
Books and Pages: The Century; St. Nicholas; Geyer's Stationer 46

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

"LAMSON'S LUGGAGE CARRIER,"
Or BICYCLE SHAWL STRAP,

(Patent applied for). Pronounced by the most experienced riders to be the "cheapest, lightest, neatest, and most convenient bundle carrier for attachment to the handle bar ever invented." It may be put in the pocket when not in use. Sent by mail for 75 cents, by C. H. LAMSON, Portland, Me. Also for sale by the principal bicycle dealers.



THE NEW
LEAGUE BADGES
Will soon be furnished to order by the design patentee, C. H. Lamson, Director L. A. W., Portland, Me.
Particulars as to prices, etc., will be published later.

COLUMBIA, HARVARD, AND YALE BICYCLES
SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.
Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for *Illustrated Catalogue and Terms.*
W. H. HERVEY & CO.,
5-UNION STREET-5
BOSTON.
Furniture and Carpet Warehouse.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.
G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,
Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)
THE "HARVARD,"
ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)
THE "YALE,"
ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)
THE "SHADOW,"
LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

Reasons Why

THE BICYCLING WORLD IS AN EXCELLENT MEDIUM FOR ADVERTISING ANY BUSINESS.

THERE are 10,000 bicyclers in the United States already, and the number is rapidly augmenting. Bicyclers, as a rule, are intelligent, educated, and connected with the best classes, socially, in their respective communities. They are not, to so great an extent as many non-wheelmen suppose, minors, but are largely men of political, social, and business influence. They read, they think, they vote, they are active participants in all the legitimate pursuits of life. There are few idlers in their ranks, either mental or physical. In no other recreative pastime or sport are these characteristics so exceptionally prevalent. It is among this class of readers that the BICYCLING WORLD circulates. It has now at least 6,000 regular readers weekly. These readers are nearly all enthusiastic wheelmen, and deeply interested in all that pertains to their favorite pastime, at home and abroad. They *read* the BICYCLING WORLD *through*, — advertisements and all, — and, as is not the case with the ordinary newspaper, after reading they *preserve* instead of *destroying* it, with the view of binding the completed volume of numbers; and the paper is so arranged that the advertisements must be bound with it, thus securing these business announcements in a permanent form in private and public libraries. For these various reasons, if for no others, we have no hesitation about inviting all who think their business is increased by advertising (and what legitimate business is not?), whether bicyclers or non-bicyclers, to make the columns of the BICYCLING WORLD a medium for the announcement of their wares, whether mercantile, mechanical, or professional. E. C. HODGES & CO.

Bicycling Literature.

WE have a supply of the following bicycling literature, which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Handbook, 1881	30
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Wheelman's Year Book, 1881	30
Cycling Sketches, cloth	1 00
" " paper	50
Wheel World Annual, 1881	30
Photographs of Wheelmen at Newport..$2.50 and	2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly),	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

WE have for sale a handsome 56-inch "Xtraordinary Challenge" bicycle, nearly new, and in complete order; nickel-plated throughout, except felloes; ball bearings to both wheels. It is furnished with extras as follows: Cradle Spring, Handy Tool Bag, Wrenches, and extra Spokes, Pedal Pins, Caps, Lubricators, etc. It should be understood that with this style of machine the size of the wheel makes no difference in the ability of any one to ride it. Its original cost, with extra furnishings, was about $200; we will sell it for $140. Address BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

THE "Indispensable Bicyclist's Hand-Book" has arrived, and we can now fill orders promptly. Fifty cents, postpaid. E. C. HODGES & CO., 8 Pemberton Square.

Boston Amusement Record.

BOSTON THEATRE. — "Michael Strogoff" all this and next week.....BOSTON MUSEUM. — "Patience" all this and next week.....GAIETY THEATRE. — Emelie Melville Opera Company all this and next week.....GLOBE THEATRE. — Abbey's Comic Opera Company this week. Next week the Vokes family.....HOWARD ATHENÆUM. — Variety this week.....PARK THEATRE. — Lotta this week. Next week Edwin Booth.....WINDSOR THEATRE. — Mr. and Mrs. George S. Knight all this and next week.

EDITORIAL SPOKES

WINTER is here, or the calendar lies.

KAISER WILLIAM'S objection to tricycling is based wholly on its "social" tendencies.

THE Czar objects to bicycles because they always have a couple of "cranks" about 'em.

THE snow proved a damper on the hopes of many wheelmen of this vicinity who were reckoning upon a jolly morning spin Thanksgiving day.

OHIO had a snow-storm, too, Thanksgiving day, and the projected races at Cleveland, our correspondent informs us, were postponed until next season.

WHY could n't a double triocycle be utilized for coasting when the snow comes? We reckon it would knock the spots out of double runners, — especially if they got in its way.

NOW is the time for those who are storing up bicycles for early spring riding to diligently apply A. B. Brown & Sons' non-corrodent, and so laugh rust and meddlesome fingers to scorn.

IN the New York *Graphic's* cartoon of "cranks," last Saturday, the artist omitted (or the publishers suppressed) the "crank" of the *Graphic's* idiotorial staff, whose disease is always so greatly aggravated at the mention of a bicycle.

WHEN "Madeline" does any more bicycling stories for the illustrated papers, she 'd better sketch the illustrations herself, for not one artist in forty ever gets a bicycle or a yacht ship-shape. Too much Chinese perspective in 'em.

THE Hartford *Globe* says more bicycles are ridden in that city than in any other in the State. Yet it is very seldom that we hear anything about Connecticut wheelmen. We thought a lively, wide-awake club started in New Britain a while ago; but

"Vhere ish dot barty now?"

WE have received no remuneration from the Massachusetts Club for our *lapsus pennæ* last week, by which we made it appear that the elegant club house just leased by the Boston Bicycle Club was to be the headquarters of the former club, whose rooms are in the Hotel Lafayette, and were described by us in the previous issue.

WE see by the report of the Charitable Mechanic Association Fair Committee, that an "American Star" bicycle *exhibited* by a Newton man was awarded a silver medal, while the Pope Manufacturing Company's "Columbia" got only a bronze medal. We pity disappointed exhibitors of other inventions, if the committee brought the same degree of intelligence (?) to bear upon their exhibits.

WE have been too busy to read the revised edition clear through, but the *old* Scriptures say that "A prophet is not without honor save in his own country." We were forcibly reminded of the accuracy of this pious aphorism while looking over our subscription list, by perceiving that out of a list of nearly one thousand regular subscribers to the BICYCLING WORLD, only about fifty were Boston wheelmen.

TWELVE picked men of the Crescent Bicycle Club will give an exhibition of drill and fancy riding at the Soldiers' Home bazaar, in the grand hall of the Mechanics' Fair building, on the evening of 13 December, on which occasion they wear for the first time publicly their new uniform. This will consist of cadet gray breeches and jacket, with navy-blue velvet collar, jet buttons, navy-blue stockings and black shoes, the whole forming a very neat combination.

PROF. F. S. ROLLINSON writes as follows concerning the Chicago bicyclienne, who is a pupil of his, and with whom it is said that Von Blumen is to try conclusions in that city some time this winter: "The lady rider, Mlle. Louise Almaindo, is by fame a pedestrienne. This same rider has accomplished the feat of walking seventy-five miles without getting off the track. She rides a 48-inch wheel; is very muscular in upper and lower limbs; can lift steadily a dumb-bell weighing eighty-five pounds above her head; was one of my first pupils on the opening of the school; learnt very quickly; rides in very fine form, — by far more graceful than Eliza Von Blumen; will make a stayer, if not a fast rider. The other day she attired herself in one of my ordinary suits, and with another rider (a gentleman) took a spin around the park in the open daylight; sat so erect and looked so much like an ordinary bicycle rider that no one took any notice whatever of her."

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 2 DECEMBER, 1881.

CLUB SOCIALS.

WE notice among our English exchanges a great many accounts of social entertainments, either past or projected, given under the auspicies of various bicycle clubs. These entertainments are varied in character, some being dances, some literary or dramatic, and some musical, or a combination of all or a part of these amusements. Now, we think these "side-shows" are excellent things in several ways. They tend to promote sociability among club members; they help to keep up a mutual interest between neighboring clubs; they do not interfere with riding, either by counter attraction or time encroachment, for they will be indulged in in the evening after riding hours; they bring the sexes together in pleasant and profitable communion, — and our own sex certainly acquires much from such intercourse, in the way of toning down those coarser characteristics of speech and manner which familiar, exclusive association among ourselves is too apt to develop. Then, in the winter season, when the wheel must be almost entirely laid aside, these club socials will be of the utmost importance in keeping interest alive and holding them together, and occasionally a public entertainment can be given for the purpose of refitting or improving the club-rooms without drawing upon the regular income of the club. It is to be presumed that most of the older clubs are now provided with headquarters, and these will need to be made doubly attractive during the winter months; and we know of no better way to make them so than to unite to provide some such entertainments as have been suggested. The ordinary inducements of cards, chess, checkers, and the like, will not bring more than half a dozen or so together, on an average, in a club of fifty, although these should not be despised; but by establishing a course of entertainments where ladies and gentlemen may enjoyably participate, a club will build on a sure and prosperous foundation, and win a powerful influence in its favor which its exclusiveness has hitherto had a tendency to alienate.

EXCURSIONS, RUNS, ETC.

Boston to New York.

SOME years ago, when I first went to Boston to attend school, I was very much taken by the bicycle, and urged my parents to purchase me one; and finally I was given one, which I was overjoyed to receive, it being at that time a great novelty. Very soon after this, my vacation came to hand. The idea struck me that I should like to ride to my home in Baltimore on my bicycle, but was told I could not do so on account of the poor roads I would encounter at that time of the year, it being the middle of January. I course abandoned the idea for the time, but resolved to try it in the dim future. That has since taken place, as at this time I had finished my course at Technology and was ready to return home, and concluded to do it on my bicycle. I then made all my arrangements, such as laying out the roads, noting every town, also where I would encounter poor roads, and concluded that I should make it purely a pleasure trip.

Mr. Woodward, of the Crescent Club, very kindly consented to accompany me part of the trip. I decided to start 19 September, at 6 A.M. Finally the morning came and I found I had overslept myself, but succeeded in getting ready in just ten minutes. As I started from the door it began to rain, which made me feel gloomy for the time being, besides taking a header on Dartmouth street bridge, which was caused by the *multum in parvo* slipping between the wheel and backbone. I finally reached Trinity square (my starting point) where I was met by members of the Crescent, Massachusetts, and Boston Bicycle Clubs, and started promptly at 6.20 A. M., by way of Dartmouth street. Here I realized that I was to leave the Hub, probably not to return for some years, and felt sad at the thought of it; but the clearing away of the clouds soon made me forget this and settle down to business. After crossing the Mill Dam we were joined by Mr. Woodward, and started over the Brighton road, and halted at the corner of Washington street; here several returned to the city, but before doing so I was presented with a very handsome gold chain by members of the Crescent Club, of which I have so long been a member, and it grieved me to think I should no longer enjoy the rides and company of so sociable a club. We again started and rode through Newton, Newtonville, West Newton, Newton Lower Falls, Grantville, Wellesley, to South Natick, eighteen miles, without a dismount; here we sat down to breakfast at Bailey's Hotel. After this we were weighed: my weight was just one hundred and forty pounds. We again started through Natick, twenty miles; here the last of the party, Messrs. Stall and Eaton, bade us adieu, wishing us a pleasant ride. We next passed through South Framingham to Framingham, twenty-three miles; called on Consul Wilmot, who kindly started us on the direct roads full of information. Until here the roads were in excellent condition; but here they were a little poorer, to Southboro'. Here we halted about twenty-five minutes to partake of some Rock apples (don't know if that was the correct name, but I thought it might be), after which we passed over some good roads to Northboro', then some tremendous long hills to Shrewsbury; here the roads were very good, but hilly. On nearing Worcester the roads were quite bad, and almost unridable, and it was real work getting into Worcester; besides the sand, there was a road full of dust to breathe, — sort of a smoky dust. Finally we reached the city of Worcester, forty-six miles, and stopped at the Continental House, where we received the kindest attention of any, on our trip. Actual time on road, nine and one half hours; time in saddle, five hours. During the afternoon we called on Messrs. Hill and Tolman, who very kindly gave us points about the roads. After a good rub we retired at 9.30.

Second day, 20 *September*. — Promptly at 5 30 A. M. we started, escorted by the Æolus Bicycle Club, over some of the hills we read about, through to Leicester, to Spencer. The latter part of the ride was all down-hill through sand, real sand, some four to six inches deep; real fun too — for the Worcester boys, but not ourselves. Here, after a good wash-up, we breakfasted at the Massasoit House at 7.50, fifty-seven miles

from Boston. After breakfast all the Worcester riders returned home, except Mr. Blacker, whom I was very glad to have go with me. We again mounted our iron steeds, and sailed through Brookfield on to very mean roads; then fair roads to the left of Quaboag river through East Brookfield to West Brookfield, arriving at 10.40, seventy-two miles; then to Warren, seventy-five miles, over sandy roads, to West Warren. Soon after we halted in a convenient place and took a bath in the river on our left, which was thoroughly enjoyed, and felt much refreshed. Again mounting, we encountered some very mean roads, — in fact, the meanest I ever passed over, — and took numerous rests, and ate all the apples we could find in the surrounding orchards, and reached Palmer at three o'clock, eighty-seven miles. Here we immediately ordered dinner for four at the Weeks Hotel, but only two to partake of, for which we were not sorry: we were as hungry as aligators. Soon after, Mr. Blacker returned by train; not before receiving my heartfelt thanks for his, and the Æolus Club's kindness in accompanying me. From here to Jenksville the roads grew better. Through Indian Orchard (especially fine was the Indian Leap Hotel), to Springfield, arriving here after dark; time on road, 12½ hours; walked about fifteen miles; one hundred and four miles from Boston, covering fifty-eight miles during the day. Here I met Mr. Woodward at the Massasoit House. After tea we retired at 9.30, feeling very nicely, with only a few boil bearings.

Third day, 21 *September*. — We left Springfield promptly at 6.30, taking road to right of the depot over Agawam Bridge, then to regular Hartford turnpike over fair roads and side paths to Thompsonville, one hundred and fifteen miles. Here we took breakfast, but were obliged to cross the river in order to reach Thompsonville, which delayed us fully one hour. After being fairly started, Mr. Woodward kindly offered one of his melodies, which I reluctantly accepted; and when about half-way through he stopped short, straightened his limbs, and at an angle of forty-five degrees he went for the road faster than I ever saw any one go, and all in a heap, and reminded me of something I read some time since, as follows: "But at last, like the happy bobolink who perched upon a twig (Bi), views the beautiful meadows, and flies away with song to catch its sweetness; but in the midst of his journey becomes intoxicated with his own melody, and sweetly turns to the nodding grasses." To Windsor Locks over very good roads and side paths. The roads in this section would compare with any in the country, only for the want of rain, which had not fallen for two months. Then through Windsor, over fair side paths to the Alford House, to take — well, I need not say what. While busily engaged packing crackers in our M. I. P.'s, we met the smiling glances of a couple of young ladies in Hotel Windsor. I of course gave my share to Mr. Woodward, as I was to busy to give them any attention. We again mounted; when arriving at what we thought a well-stocked apple orchard, we halted to eat our lunch, which consisted of crackers and apples. Again mounting, we passed over some fair roads to Hartford, one hundred and thirty-five miles, stopping at the Pope Bicycle Manufacturing Company. We were entertained by Mr. Day, who kindly showed us through the whole factory, besides repairing our wheels and straightening handle bars, caused by machines lying down suddenly. Mr. Bendell very kindly started us on the right road from the city, besides stocking us with information. We had fair side paths to Wethersfield, then poor roads to Rocky Hill, where we halted and took dinner, starting again at 6 o'clock; then we worked hard to reach Middletown before dark, and were within four miles of it when darkness set in. Here I took several headers, trying to ride in the dark. This was anything but pleasant, but we finally reached Middletown at 7.50, one hundred and forty-nine miles. This ended the third day's ride, being on the road thirteen hours and twenty minutes; time in saddle, six hours; walked during the day ten miles. We soon after retired.

Fourth day, 22 *September*. — Oversleeping ourselves, we did not start until 8.30. We were soon spinning over sidewalks, and when some two miles out, my valuable friend Mr. Woodward bid me good by, for his ride ended at Middletown. I did not like the idea of starting on alone at all, and was almost tempted to stay over that day; I very reluctantly parted from him, and pushed on alone, encountering some mean, sandy roads, but shady, to Durham, one hundred and fifty-six miles. On the road I was invited to take some fresh cider, which they were making, and drank all I could; then moved on slowly, over poor to fair shell roads, to Fair Haven; then New Haven, one hundred and seventy-seven miles, calling on Mr. S. A. Marsden, director L. A. W., who kindly rode with me over good side paths to Savin Rock, five miles, in twenty-three minutes. We then took to the shore road, where Mr. Marsden left me. Again mounting, riding over fair roads to Milford, one hundred and eighty-nine miles. Could have taken regular turnpike from New Haven; but this being the pleasanter of the two, I preferred it. Then over fair roads to Stratford, one hundred and ninety-four miles, and over good roads, through darkness, to Bridgeport, Conn., one hundred and ninety-nine miles, stopping at the Atlantic House; riding fifty miles during day. Actual time on road, ten and one hours; time in saddle, eight hours; walked four miles; condition about same. After writing several postals, I retired at 9 P. M.

Fifth day, 23 *September*, 1881. — I started alone promptly at 5.30 A. M., through Fairfield, 203 miles. Here I intended calling upon Mr. T. B. Mott, but being so early, I doubted if he was up. Between here and Norwalk I encountered fair roads, and rested a number of times, besides stopping occasionally for some milk. One man requested me to wait until he had milked his cow, and started off on a run to do so. I was compelled to wait, but not very long. Perhaps this was the same farmer whom Mr. Eaton had the same experience with. Then I again mounted and wheeled over fair roads through Stamford, two hundred and twenty-two miles; then some few rests to take notes and sketches; through Portchester, two hundred and thirty-one miles Rye to Mamaroneck, over fair to middling roads, to New Rochelle, two hundred and forty miles. From here the roads are somewhat better, — the country being quite level, and the cool breeze all the afternoon made it quite pleasant riding. I patronized all running streams from the fields; in fact, whenever I saw fit drinking water I felt thirsty, and filled up on water, but it being rather thin, it was not very nourishing. The only objection to stopping at farm houses was the foolish and idiotic questions they would ask. Some wanted to know if the little wheel went first; others how much I was paid for riding that thing, and if I was insured, and for how much. I finally reached New York a little tired after my day's ride, two hundred and fifty-nine miles from Boston. Time on road, thirteen and one half hours; time in saddle, eight and one half hours; walked four miles. It was dark when I reached Hoboken, and decided to stop here for the night. I then took a short ride toward Elizabeth, but found the roads in such poor condition I returned to the hotel, rather discouraged at the outlook for Saturday's start. I met a few wheelmen on the road, who told me that the roads grew worse towards Philadelphia, and that they had never been poorer; so in the evening I considered this matter, and being rather undecided what course to pursue, I tossed up a penny to see if the train or the bicycle should carry me. The train winning, I took the morning train for Baltimore, thereby not fully carrying out my programme, but I hope some future day to sample the roads from here to New York. HERMAN H. DUKER.

BALTIMORE, 1 October, 1881.

Midnight Meanderings of the Keystone Bicycle Club.

IN the Smoky City reside three wheelmen, who by their reckless midnight riding have earned the *nom de plume* the "Reckless Three." On Tuesday, 8 November, as they were strolling down 5th avenue, the thought struck them to have a club run. It was but the work of a few minutes to don their uniforms and make a start from the business office of the 50-inch man, at 9 P. M. After riding over three miles of the roughest streets in America (for which Pittsburg is noted), they arrived at the "big Forbes hill." This hill rises one foot in every eight for the first one hundred and fifty yards; for the next quarter-mile it rises one foot in twelve, and for the remainder of the distance (not quite "one half-mile") one foot in five. About two hundred and fifty yards from the top of this hill there is a ridge clear across the street, between seven and eight inches in height, to get over which you must make a heavy spurt. 9.40 P. M. finds us at the residence of the "Funny Man," to whom we quickly communicated our plan for a club run, and he immediately wheeled into line. At 9.45 we started, the 50-inch man's "Excelsior" showing seven miles, and proceeded to the residence of the "Coming Man," who immediately procured his wheel and joined us. Proceeding a quarter mile, we aroused "Irish" out of bed, and made him also fall in line. One mile farther brought us to the residence of "Petsey," whom, by stratagem, we succeeded in getting out of bed, and compelled to follow (after he had scraped an inch of rust and mildew from his wheel). We then proceeded to the residence of our Honorable Captain, stacked wheels, and cast lots for who should notify him of the presence of the Keystone Bicycle Club. The lot fell on "Irish," who with much fear and trembling rang the bell. After several vain attempts, we finally saw the head of our captain appear at his chamber window; and his only words were, "Too late, good night." He then disappeared from view. With sorrowful hearts we mounted and rode down the avenue at a racing speed, when suddenly our 56-inch man struck a hole and came down with a terrible crash; but he soon remounted and was with us again, and we rode to the residence of "Flaxey" the bugler. After we had aroused the house by ringing the bell gently, we succeeded in getting him into line. As we now numbered eight, we started on our club run, it being midnight. We rode up Highland avenue, eight abreast, when the bugler sounded "by fours," and then "right wheel"; this last command was obeyed in such fine style he thought it should be repeated, and accordingly sounded "left wheel." Such a mixture of wheels, bent pedals, broken spokes, torn uniforms, and yells (all caused by the 54-inch man) was never before witnessed or heard of, it being very dark. After we had all picked ourselves up and worked half ant hour at Flaxey the bugler's wheel, we started to climb Highland hill, which is very steep. About half-way up the "Reckless Three" were side and side, and working hard for first place, when the 56-inch man took a header, his wheel falling on top of him, and the 50-inch man also took a "cropper," bending his ball-bearing pedals. After half an hour's work, it was forced into position by the muscle of the 56-inch man, and we were off again, it now being 1 30 A. M. After riding for over an hour in the East End avenues, we dispersed, and the "Reckless Three," with Flaxey the bugler, started for home. We reached the top of the hill without further adventure. The "Reckless Three" let their wheels drive (legs over) to the bottom of the hill, never touching their brakes except to cross the "bump," with Flaxey the bugler following slowly afar off. We rerode the three miles of cobble-stone, arriving at the office of the 50-inch man in good condition, and well pleased with our night riding. On examining the "Excelsior," we found it registered forty-seven and one half miles. We then adjourned to the residence of the 54-inch man, where we spent the rest of the night.

THE RECKLESS THREE.

WHEEL CLUB DOINGS

The Providence Bicycle Club.

THE THIRD ANNUAL DINNER OF THE CHAMPION PARADE CLUB.

ON Saturday evening, 19 November, after the business of the annual meeting was disposed of, the members of the Providence Bicycle Club, accompanied by several invited guests, repaired to the Hotel Dorrance to celebrate their third anniversary in a manner fitting that auspicious event. On arriving at the hotel, the company were ushered into a cosey little reception room, where mutual greetings and congratulations were interchanged during the brief space which elapsed before being summoned to the main business of the occasion. This business was opened by President Carpenter offering an arm each to two of the guests, and leading the way to the handsome dining-room of the hotel, which was tastefully decorated with cut flowers and potted plants; the table also being very prettily and invitingly laid. The company being seated and cordially invited by the president to participate freely and enjoy heartily, each at once turned to examine the "bill of fare"; when, lo! a surprise and delight to the æsthetic taste was presented in one of the most elegant of *cartes de menu* it has been our good fortune to see. It was bound in blue and white satin, gold-fringed, and illustrated with steel-engraved designs; that on the face representing the club seal, the device being a winged wheel, surrounded by clouds, traversing the globe, and urged on by lightning bolts. Between the covers were two leaves, one containing the names of the active members of the club, and the other offering the following *menu*: —

OYSTERS ON SHELL.

SOUP: Cream of Chicken à la Royale.
FISH: Boiled Salmon Trout, Lobster Sauce.

POTATOES A LA PRINCESS.

REMOVES: Fricandeau of Veal with French Peas.

STEWED TOMATOES.

ENTREES: Lamb Chops à la Provençale.
Asparagus.

ROMAN PUNCH.

GAME: Quail on Toast, Mayonnaise of Celery.
DESERT: Frozen Pudding, Ice Cream, Fruit, Cake, Coffee.

This beautiful souvenir was the work and gift of Messrs. Farmer, Livermore & Co., of Providence, the two gentlemen named being members of the club. Nothing further of public interest occurred for an hour or so, during which time the company were industriously engaged in thoroughly sampling and analyzing, for statistical and scientific purposes, the various features of the *menu*. This work accomplished, however, and the articles all properly classified and shelved, they resumed the interrupted enjoyment, President Carpenter and Capt. Cross alternately calling the guests to their feet in response to some appropriate sentiment or letters from invited absentees. In this connection we wish to state that we shall never — no, never — forgive him for calling upon the editor of this paper (just as we were enthusiastically experimenting on the effect of a judicious admixture of cream with a fresh cup of excellent coffee) to respond to a triple sentiment all at once; viz., "The League of American Wheelmen, the Chelsea Bicycle Club, and the BICYCLING WORLD." However, we put him off with some plausible apology set to a lot of wretchedly execrable rhymes, whose brevity won some applause at the close; and before popular reflection on their enormity could cause a reaction of howls and fragmentary food-missiles at us, the president discreetly called upon Capt. E. C. Hodges to respond for the Boston Bicycle Club, which that gentleman did with his accustomed grace, — his herculean but Apollo-like figure, as he arose, eliciting a buzz of admiration from the smaller members of the home club. Mr. E. C. Danforth responded for the Massachusetts Club, and he was followed by Mr. Robinson for the Crescent Club of Boston, who, with Mr. Woodward, of the same club, was also present. "The Bicycle Touring Club" called up its chief consul in America, Frank W. Weston, who briefly but concisely and clearly explained its working and objects, showing it to be the prototype of the L. A. W., but in more successful progress, and at the same time indicating the great possibilities of the latter for visible practical benefit to American wheelmen. Capt. Nicholson, of the Hermes Club of Providence, responded for that club; and in the absence of the mayor, who sent a letter of regrets, but expressing hearty sympathy and good-will towards the bicyclers, President Carpenter called upon City Clerk H. V. A. Joslin to speak for the city of Providence, which that gentlemen did in a most entertaining manner, — referring, among other things, to the early prejudice of some citizens against bicycling, and showing how, by the discretion and courtesy which the wheelmen had almost invariably observed, they had very nearly overcome all opposition. In response to a sentiment to the press, Mr. Day, of the Providence *Journal*, made a witty and complimentary address. Letters, also, were received and read from President Parsons of the Massachusetts, President Adams of the Worcester, President Blacker of the Æolus (Worcester), and Editor Fred. Jenkins, of the *Wheel*. By this time the wee small hours of morn-

ing were well advanced; but before forsaking the hospitable board, the president referred to the beautiful programme we have mentioned, and in behalf of the club, and with its thanks, tendered Mr. Farmer, for his wife, the magnificent basket of flowers which decorated the table's centre, which gift Mr. Farmer accepted in words fitting and brief. This closed the festivities here, and the company repaired to the reception room, where, after a social half-hour, mutual farewells and good-nights were uttered, and one of the pleasantest of bicycling reunions was ended.

THE bicycle club in Keokuk, Iowa, gave a public exhibition of fancy riding at their headquarters, Monday evening, 21st inst., the following being the programme, as announced: Drill and chase by John Hartel, Geo. Lourie, Geo. Delaplain, Jesse Eaton, Wells Sawyer, and Louis Hartel. Double act by J. Eaton and G. Lourie, — Lourie in the saddle and Eaton on the pedals in front. Double acrobat feat by John Hartel and Geo. Lourie. Slow race by Sawyer, Eaton, Hartel, Craig, Delaplain, and Lourie. Specialties by Geo. Lourie, Jesse Eaton, Geo. Delaplain, and Wells Sawyer. Triple, quadruple, quintuple, and sextuple acts by members of the club. Race of five laps with hands off handle by Sawyer, Delaplain, Eaton, and Lourie. Race of half mile by Lourie, Hartel, Delaplain, and Eaton.

THE secretary of the Boston Bicycle Club will transact all the business of the club at the new club house, where he can be found on Monday evenings. All letters and circulars for the Boston Bicycle Club should be addressed to J. S. Dean, Secretary, 53 Union Park, Boston, Mass.

AT the regular meeting of the Oakland (Cal.) Bicycle Club, Saturday, 12 November, a lively discussion was held in relation to the merits of racing, — resulting, however, in a nearly unanimous determination to participate in the Thanksgiving day events.

C. H. GENSLINGER has been elected president of the New Orleans Bicycle Club.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.

Editor Bicycling World: — In reply to "Ixion" in a recent WORLD, I would say that a 50-inch "Arab" has been used by Mr. Arthur Waite, of the Hartford Wheel Club, for nearly two years. It is certainly a light, staunch, easy-running machine, and as durable as any machine we know of. ARIES.

HARTFORD, CONN., 25 November, 1881.

Editor Bicycling World: — I would like to ask "An Old Tourist" how he knows which cyclometer was accurate; whether it was the "Excelsior" or the new "Ritchie Magnetic" Cyclometer. It would not be absolute proof that the "Excelsiors" were correct, because there were four or five of them against one of the "Magnetic." I have used the "Magnetic" nearly the whole season, and on many long rides. It has proved correct in every case, and I cannot see why it should ever be otherwise. Have tried it on a lathe run at a high speed, four or five times faster than any bicycle wheel could be run, and it always registered accurately. Have also tried it on the roughest roads with the same result. It is the only cyclometer ever made that is used so as to be perfectly dust and water proof, and also at the same time make the registering positive. Never noticed that mine rattled, although in time it might get worn so that it would, but it could be easily remedied. I have no doubt that the "Excelsior," when new and kept free from dust, is accurate; but it is made on the same principle as the M. D. R., which was used in England several years ago. This cyclometer registered accurately until it got choked up with dust or became rusted on account of water getting into it. The experience of English riders is that no cyclometer is good for anything unless it is dust and water proof.

AN OLD RIDER.

BOSTON, NOV. 25, 1881.

Editor Bicycling World: — "Kol Kron" nor "Steno" do not answer the question of "Ball pedals." What I would like to know is: Does it pay to have them at the present price asked by the manufacturers? that is, is it worth $12 to have them put on? I have, at present, plain bearings to the pedals, which are very easy. Now, is the advantage to be gained *worth* the investing? I would ask, as a question in answer to the corduroy controversy, What are its *advantages* over other kinds of material for uniforms? METEOR.

BOSTON, 26 November, 1881.

[We think it has, at least, the advantage of being stronger and having better *wearing* qualities than most materials used for either bicycle or equestrian small-clothes — EDITOR.]

CORRESPONDENCE

About Tires.

Editor Bicycling World: — One of the questions which must have suggested itself to many thoughtful wheelmen at times is, whether the round rubber tire now universally adopted, is the best form for all purposes. Why was that form adopted? Were other forms ever thoroughly experimented with? Was a flat form ever properly tried, or a form nearly flat? The round tire gives the greatest thickness of rubber between the wheel and the path. But is so much thickness a good thing? If great thickness is desirable, then an oval form, with its longest axes perpendicular, would be theoretically still better. Bicyclers know that on a fairly smooth, hard path, the narrower the rim and tire the easier the wheel runs; but for all roads in this country where there is considerable sand, the inch tire is claimed to be the best. Why? Because the inch tire, giving a broader base, though it is heavier, does not so easily bury in the sand. But why cannot a bicycle be driven over sand? Clearly, because even an inch tire sinks into the sand. Would not a tire two inches wide, or wider, flat or nearly flat, and one quarter to one third of an inch thick, be more easily driven over sand or mud? Is not a thick tire itself somewhat like sand, in that it spreads under the weight, and tends to obstruct the motion of the wheel? If an inch wide is best, would not a flat or nearly flat tire of that width, and only a third of an inch thick, run easier on all roads? Except to prevent slipping, and be a partial cushion for the machinery, what is the need of the rubber tire?

These are questions I would like to see answered by the manufacturers of machines. If experiments have not been tried sufficiently to settle these questions, it might pay some manufacturer to try an inch, and also a two-inch flat or nearly flat thin tire. Theoretically, a flat tire should stay in place when cemented, better than a round tire, and the wheel should run easier; and a broad thin tire should be better than a narrow round tire, for sand, mud, gravel, and all difficult roads. The steam road locomotives use flat tires, and consider them the best form. Will some one who knows shed light on this matter? B.

DETROIT, 18 November, 1881.

Halifax.

Editor Bicycling World: — Since my last the weather has been unfavorable for touring, and I have heard of none. Our riding now is confined to our park; and owing to the small amount of travelling done there this time of year, the roads are in good condition, and a ride can be enjoyed. One fine moonlight night, about the last of October, I was lazily strolling along enjoying a quiet ride around the shore road of the park, when suddenly my eye caught sight of a light in the distance moving slowly along. The sight of this put new life in my steed, and I went flying through the air in pursuit of this supposed rider; but the faster my wheel turned the faster the light seemed to go: but I still urged my steed on, which by this time had its nerves in good trim, and seemed to go with lightning rapidity. Presently the light grew nearer, and I could discern a bicycle and rider. I still urged my steed onward, and in the space of three minutes was by his side, and found that when I first caught a glimpse of his light, he was mounting, and the fast riding was an experiment; but had he known I was after him, no doubt he would have put on more steam, for it is in him. We then took a quiet stroll for the next hour and a half, and rode home, and found the clock had registered the hour of midnight.

On the 12th inst. I visited Windsor to take a run with the "Windsor boys." The first call I made was on Mr. C. H. Dimock, Windsor's genial consul, and found him at his office full of business, with his wheel close at hand. We then called on Mr. J. Fred. Carver, also a member of the League of American Wheelmen, and found him busy at his desk; but he was ready to meet a visiting wheelman, and postponed his work, which he did, and I was introduced to a tall and handsome man, and I must acknowledge he proved to be a most clever companion. He bestrides a 56-inch "Standard," and thinks for next season a 60-inch will feel more comfortable. In the morning the consul showed me over some of their principal streets, and in the afternoon we all we went for a spin. This was the first time I ever rode alongside of a 56-inch, and as I ride only a 48-inch, I felt as though I should "look up" to my companion, which I found I had to do. We enjoyed the ride throughout; not an accident occurring, or even a "header"

indulged in. The streets of Windsor are something rich, and the sidewalks (?) "simply immense." I envy them in this respect, for our streets are worn-out macadam, and much inferior to theirs. I can speak in the highest praise of the treatment visiting wheelmen will receive from the "Windsor boys," judging from that received by me. My first visit to Windsor I will ever be able to look back upon with pleasant recollections; and to what do I owe it? The wheel.

By a would-be wheelman (a divinity student) I was shown through Kings College and grounds, and introduced to a number of students, all of whom expressed their desire to become bicyclists, and I would not be surprised if next season King's College opens with a bicycle club, and I hope to see it; for as well as competing with them in other sports, Halifax could compete with them in bicycling. At present our riding is done; for only yesterday riders were enjoying themselves on the wheel, and while I am now writing what do I hear? Sleigh bells? I look out to find it true, the ground covered with six inches of snow; and the first friend I recognize enjoying himself sleigh driving is one whom I met on the wheel yesterday, and according to our weather prophet "Vennor" we are going to have a continuation of it. It is not fair that he should be predicting and sending us such weather. Wheelmen will have to request him to "ease up." Thank you, sister city, for the information extended to us through the columns of the WORLD; we take an interest in *you*, we do, and next season we will have an invitation for you. BLUENOSE.

HALIFAX, 19 November, 1881.

Providence.

Editor Bicycling World: — You want notes: bicycling notes, personal notes, and, in fact, notes of any kind except notes of hand. I have n't many, but as it is Thanksgiving night, I don't know how I can do better than by sending what I have. At our club supper I thought I had caught an inspiration of the poetic muse of one of the guests present; but as I begin to write, it appears to be only prose.... The new uniform of the Hermes Club not having arrived, they have postponed their benefit exhibition, which was to have taken place to-night, indefinitely. ....Capt. Cross, of the Providence Club, was scouring the city Tuesday to get all the men out for the run this morning, but "Old Prob." stepped in, and they concluded that snow rising would not be pleasant; meanwhile Consul Handy came down this morning on his tricycle (a "Salvo") and wondered why the boys were n't out, as he had no trouble in riding. He has just fitted over his rink into a general headquarters for those who love sports, having a fine rifle range and two very good bowling alleys; and with his sale of bicycles, he has very few leisure moments.....And now a few words about our new officers. The president, Mr. A. G. Carpenter, is too well known to need any praise; his unanimous re-election for the fourth term speaks more than I can express. The captain, Mr. J. A. Cross, has been before the wheeling public the last few months as our secretary and treasurer; and the very satisfactory manner in which he filled those positions, contributed largely to his elevation to his present office, and large hopes are forming that under his leading, the club will be among the first in club riding and club courtesies. The pleasant face of Dr. W. W. Bridge, as lieutenant, will always keep up the laggards without much talk, and we expect that the rear will always be well looked after. Our secretary and treasurer, Mr. C. T. Howard, as secretary and treasurer of the Providence Telephone Exchange, has had so large an experience in his department, that we expect our books to be the model club books at the end of this coming year. Mr. C. T. Grammont, as guide, although a new member of the club, has, by his attendance at club runs, warranted the belief that he is the right man in the right place. The first on the executive committee, Mr. E. C. Danforth, is probably better known to the Boston readers of the WORLD than to the writer, his connection with the Massachusetts Club having given him an extended wheeling acquaintance in Boston. One incident will show his "grit." At the time of our meet, about a year ago, he rode from Boston here the day before, the ride from Mansfield being in a driving rain. Mr. W. J. Burton, the second on that committee, is one of the old members, known to some as "Doc." and other as "Open all night," and he will probably work in harmony with the other members, in promoting the best interests of the club..... President Mauran, of the Hermes Club, having resigned, the vacancy was filled by the election of Mr. Alonzo Flint..... Providence boasts now of two of the best club captains in the country, Cross and Nicholson.....Unless some of the members change their minds, the Providence Club will soon have a majority of married men, as three or four are engaged; and unless reports are false, Cupid is making some some very good shots at the hearts of others of the susceptible single ones.

THE CLUB FOOL.

P. S. Ernest, the handsome, was looking up his friends to-day. T. C. F.

PROVIDENCE, R. I., 24 November, 1881.

Scranton.

Editor Bicycling World: — I have just completed what has become to me one of the most pleasant pastimes; viz., the careful perusal of the BICYCLING WORLD, which is now looked for anxiously each week. I am pleased to note its increasing popularity with wheelmen generally, which is as it should be; it is just at such times as this, after reading the interesting accounts of club doings, runs, etc., that one feels in the humor for writing. Each issue contains so much information of value, so many hints, and not infrequently good-natured sallies and characteristic rejoinders, all of which go to make up a collection of the most interesting reading. An interesting feature in the last issue was the glowing account from the Capital Club, of Washington, D. C.: it made us regret our inability to participate in the festivities, to which we received an invitation through Secretary Seeley, of this most excellent club. Knowing their hospitality, and appreciating the great pleasure a visit would give us, we expect some time in the future to realize this hope....During the past week we have had in this city an event which has caused an awakening interest in the art, which will no doubt have a good effect upon the members of our club. Through the invitation of the Ezra G iffin Post, G. A. R., we were invited to give an exhibition at their annual hop, at the armory, on Thanksgiving eve; and in order to make a creditable appearance we invited Capt. Hayward, of the Susquehanna Club, also Messrs. Charles and F. A. Miller, of the same club. Besides these were Mr. F. B. Ward, of the Wilkesbarre Club, and Capt. Kolp and Messrs. Pentecoast and Hand, of the Scranton Club. After going through various evolutions as a party, to the excellent music of Prof. Cogswell's orchestra, the floor was given up to Capt. Hayward, whose performance was the feature of the evening, and his wonderful trick and graceful fancy riding was witnessed by a large and delighted audience. It is difficult to give such an account of his riding as his merits call for; it must be seen to be fully appreciated. While at the Boston Meet last spring, he made a note of all the tricks done by the best experts, all of which he has since learned, besides some twenty others original with himself. All are executed with such artistic skill, that he at once wins his audience and receives their liberal applause. He is sure to make a sensation at future meets. Master Charles Miller, also, gave exhibitions of fancy riding, and displayed wonderful skill for one so young; as a bicyclist he will yet be heard from. The club have received the inspiration from this event necessary to keep up the interest during the winter, and the prospect is good for a large increase in our membership.

F. C. H.

SCRANTON, PA., 26 November, 1881.

Buffalo.

Editor Bicycling World: — Thanksgiving passed off quietly in Buffalo. However, we managed to get out eight of the enthusiasts, which was doing very well considering that the weather was something like only 15° above zero, with indications of a snow-storm. We had the pleasure of having Mr. Mason, of Boston, with us. We made a run of some twenty miles around the park and asphalt pavement. .. The club here now numbers about fifty members, with indications of a pleasant time this winter and a large club next summer. "58."

BUFFALO, N. Y., 25 November, 1881.

Abroad. II.

[*From our Bicycling Correspondent.*]

Editor Bicycling World: — Here I am again. All right as before.

My last letter was dated at London.

Since then I have been everywhere.

Well, 'most everywhere. I and my wheel.

Or courteously putting it, my wheel and I.

When I left London and the Queen, I rode leisurely along for several hundred miles or less in a fit of abstraction, scarcely glancing at, and still less heeding the path, so that I got several pretty smart jolts at intervals.

However, feeling confident of my skill in handling the machine in any emergency, I heeded them not.

I still rode on.

The scenery as I passed was lovely and magnificent in the extreme, but I noticed it not.

The purple foliage of the trees, bending beneath the weight of the pomegranate and the mushroom, or waved gently 'neath the light zephyrs stirred from time to time by the passing of some huge, ungainly bat, or the milder whirring of the mocking-bird's plumage, was all that disturbed the brooding silence of the hour.

Still I rode on, when —

Suddenly I discovered that I was taking a header! — that I was actually pitching from my machine!

I recovered instantly from my abstraction, and coolly glanced about to see where I was to strike.

To my horror, I found that I had ridden off a precipice, and was falling headlong into the sea.

Looking back at the precipice, I perceived that it was composed of white chalk. The truth flashed upon me at once. I had reached Dover unawares, and had inadvertently wheeled over the cliffs.

My presence of mind never deserts me in the most trying circumstances. It did not now. One look was sufficient to take in the entire situation. Across the channel I could see the dim, blue outline of the French coast. Behind me were the famous cliffs of Dover. At my feet was the deep blue water of the English Channel, — or rather, it would be at my feet in a few seconds. Far away on the broad bosom of the channel I could discern many a white-sail, interspersed with an occasional sea-gull; while nearer still were several tugs and light fishing smacks, one of which seemed to be tacking and heading directly for the spot where I would most probably strike.

Of course, I took this all in in much less time than I have described it.

My mind was speedily made up. I saw in an instant what to do. Hastily but carefully noting the positions and distances of various points, and allowing for the current, I marked the spot in the water where I should land when I reached the bottom.

Then by a powerful effort I righted the machine in mid-air (you understand, I had not relinquished my hold of the steering-bar nor left the saddle), and pressing steadily on the brake held it there and calmly waited the result.

It was just as I expected.

Casting another glance at the fishing boat, I perceived that I was seen, and that she was hastening to the rescue with the proverbial promptness and generosity of a true Briton.

At this moment we struck the water and disappeared beneath the surface.

It was just as I expected.

The water was pretty deep, and the force of our plunge was checked a few feet below the surface, so that we sank to the bottom with very little shock; and I instantly dismounted, and opening the saddle-bag, took out the ball of twine I always carry with me when touring, and securely tied an end to the machine. I then ascended to the surface, unwinding the cord as I went.

I saw that the fisherman was fast approaching, and would reach me in a few minutes, and I waved my wet handkerchief to him, encouragingly, but still beating against the current to keep as near the spot as possible.

But why prolong the tale?

In a few minutes I stood upon the deck of that gallant craft.

Requesting the skipper to splice the brace of his mainmast and heave the anchor, which he did, I took a coil of clew-line, and giving directions to the crew to pull me in at a signal, again plunged beneath the wave.

Following, like Dædalus, my trail of twine, I readily found the machine, and attaching the buntline, gave the signal; and we were soon all safely aboard again, the anchor was hauled in, the top-hampers braced, the fore-and-aft mizzen squared, the back-yards cleared away, the bowsprit put hard-a-port, and we bowled along merrily toward *terra cotta* — I mean *terra firma*.

Meantime, I had carefully wiped the bicycle dry, so that when I was put ashore I was all ready to mount and away. I did n't care for my own wet condition, having become accustomed to being saturated with the dampness of London fogs.

I thanked the fishing skipper for his kindness, bade him good by, and gave him a quarter of a dollar for his trouble.

I never do anything by halves — when a quarter will answer as well.

I stopped but a few minutes in Dover, as the steamer was all ready to start; so got aboard, and in due time reached Calais in safety, and in good health and spirits.

It was here that I first realized the great advantage of being the accredited representative of the WORLD. I had studied and thoroughly mastered the French language, you know, before I left home, and could converse as fluently as a native with all the members of our class.

But I 'll be hanged if these thundering ignorant Frenchmen could understand their own language in its purity, as *I* had been taught it; nor could I understand a word of their wretched jabber, either.

However, when I showed my card, with the BICYCLING WORLD imprint on it, they fairly yelled with delight, escorted me at once to the best hotel, and treated me like a king, — or rather, like a new president.

But I have n't time to tell you all the things that occurred here: how Gambetta, Grévy, Jules Verne, and other eminent statesmen visited and invited me to drink with them.

Of course I declined all these offers, until I should get permission from the home government to accept them.

However, I was impatient to get on; so after a suitable rest I remounted, and did not again leave the saddle until I arrived here, some two months or more ago.

My route lay through France, Switzerland, Austria, Bulgaria, and several other small towns, — a good many hundred miles, — and I covered them before dark, and wheeled into the palace yard just as the porter was about to close the gates for the night.

This is a great old country.

And I've had some great old times in it since my arrival.

I'll give a detailed account of it some time, as it will help you to fill up your paper.

The Sultan received me in right royal style, which I 'll tell you about in my next. I 'd do it now, but I 've got to take a little run over to Cabul this evening, and ought to start now if I want to return in time to get any sleep.

Bicyclingly yours, NOAH COUNT.

CONSTANTINOPLE, 1 December, 1881.

GLANCES ABROAD

TWENTY-MILE MATCH BETWEEN F. DE CIVRY (Champion of France) and H. O. DUNCAN (Champion of Middlesex). — This match, which was postponed from Saturday, 5 November, on account of wet weather, was decided on Saturday, 12 November, at the Botanical Gardens, Sale, near Manchester. The race should have commenced, according to the programme, at 3.30, but it was quite 4.15 before the men were on their marks. De Civry made the pace for the first three miles, then Duncan went to the front for a few miles. At the commencement of the tenth mile De Civry flew past Duncan with a splendid spurt; but Duncan seemed fully equal to the occasion, and amid the applause of the spectators, the two went flying round the track for fully a mile, when, finding he could not shake his opponent off, De Civry settled down to a steady, slogging pace, with Duncan at his hind wheel until three laps from home, when the latter made his effort to get past; but De Civry answering to the spurt, and having the inside position, managed to hold his own, and just won by a foot. Time, 1h. 15m. 6s. The last five miles were run in almost pitchy darkness. The

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention
A. J. PHILBRICK & CO.,
SALEM, MASS.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

PATENT LAW OFFICE.
THOS. WM. CLARK F. F. RAYMOND, 2D,
Attorneys, Counsellors and Solicitors,
Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
29 Pemberton Sq. - - - BOSTON, MASS.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
Accessories, Parts, Stampings, etc., etc.
Office and Salesroom,
1291 Washington St., Boston, U. S. A.
Agents for HILLMAN HERBERT & CO., Coventry, Eng.; COVENTRY MACHINIST CO., Coventry, Eng.
Send 3c. for Illustrated Circular.

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.
Then may I set the world on wheels.—*Shakespeare.*
36 *pages, crown quarto, printed on best paper and ably and tastefully edited*
By WALTER D. WELFORD,
66 Grey Street, Newcastle-on-Tyne, England,
Hon. Secretary of the Bicycle Touring Club.
Full of original articles, practical suggestions, touring reports, and all the foreign advices.
Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.
E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.
Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from
E. C. HODGES & CO., 8 PEMBERTON SQ., BOSTON, MASS.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER.
Edited by – CHARLES CORDINGLEY.
HAMMERSMITH, LONDON, W.
Subscriptions received at this Office.
One year.....$2 25
Six Months.....1 15
Three Months.....60
Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.



WESTERN TOY CO'Y.
MAKERS OF
Bicycles, Velocipedes,
ETC., ETC.
We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in. front wheel, inclusive.
For illustrated Catalogue and Price-Lists, address
WESTERN TOY CO.,
495 to 503 N. Wells Street,
CHICAGO, ILL.

The Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

DIRECTORY
OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
Addresses inserted in this department, $12 per year.
CALIFORNIA.
SAN FRANCISCO. Osborne & Alexander, 628 Market Street.
CONNECTICUT.
HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.
ILLINOIS.
CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.
MASSACHUSETTS.
BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. K. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.
MONTANA.
HELENA. W. E. Norris.
NEW HAMPSHIRE.
PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.
NEW YORK.
NEW YORK. Wm. M. Wright, 701 Fifth Avenue; Schuyler & Duane, 189 Broadway.
OHIO.
LIMA. Gale Sherman.
PENNSYLVANIA.
PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.
RHODE ISLAND.
PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

THE PETITE TRICYCLE, FOR GIRLS,

Is an elegant little vehicle with suspension wheels, rubber tires, spring seat, front steering, etc. It is light and well suited for girls of five to fourteen years. We have them now in stock at prices varying from $20 to $35, according to size. We have also a larger and more varied stock of large

TRICYCLES FOR LADIES AND GENTLEMEN

than ever before. Prices from $100 to $150. A full stock of SUNDRIES for bicyclers and tricyclers.



OUR NEW COLUMBIA LAMP,

Large size, with wide wick, large reflectors of new design, safety fastenings, special suspension, etc.; contains more improvements and desirable qualities than any other bicycle lantern in the market. Price, plain, $4; nickelled, $4.50. Bown's BALL PEDALS, with rubber or rat-trap bars, price $12. English and American novelties of value constantly on hand.

COLUMBIA BICYCLES.

Full descriptions in our illustrated catalogues and circulars, sent to any address on request, with 3-cent stamp enclosed. Address,

The Pope M'f'g Co., - - 597 Washington Street, Boston, Mass.

Tricycles and bicycles make valuable and often the most acceptable

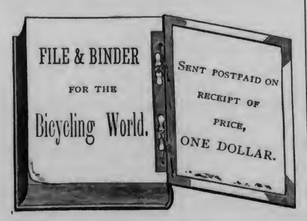
HOLIDAY GIFTS.

LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St. Please send for circular.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.



FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — One 52-inch "Standard" bicycle, in perfect repair, including patent stand, for $70, a rare chance. For particulars, address W. V. B. TOPPING, Ashland, Ohio.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —
BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.

We have a few copies left. Prices sent, postpaid, to any address according to size and style, $2.50, $2.00, $1.00. Address,

E. C. HODGES & CO., 40 WATER ST.,
BOSTON, MASS

THE BEST WAY TO KEEP
Your Bicycle from Rust

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS, WORCESTER, MASS.
CUNNINGHAM & CO., Boston Agents.

WILKINSON'S
SILVER TONE BICYCLE BELL.



This is the loudest yet has the sweetest tone of any Bell yet produced. I will send a sample of large size free on receipt of $1.25, or smaller size on receipt of $1.00. Trade supplied by JOHN WILKINSON, Sole Manufacturer of the WILKINSON BICYCLE, **77 State St., Chicago, Ill.** Chicago Sales room for the COLUMBIA BICYCLES and proprietor of the Chicago Bicycle Riding School and Gymnasium. Send stamp for large Illustrated Catalogue.

Bicycling World and Scientific American.

THE regular yearly subscription to the SCIENTIFIC AMERICAN is $3.20. We will furnish a year's subscription to both that and the BICYCLING WORLD for $4.70. The regular subscription to the SCIENTIFIC AMERICAN SUPPLEMENT is $5.00. We will furnish that and the BICYCLING WORLD for $6.20. The regular subscription to both SCIENTIFIC AMERICAN and SUPPLEMENT to one address is $7 00. We will furnish both these and the BICYCLING WORLD for $7.75. All postpaid.
E. C. HODGES & Co.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 9 DECEMBER, 1881.

Volume IV. Number 5.

[VOL. IV. **CONTENTS.** No 5.]

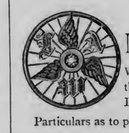
Club Uniforms. — A Study (Illustrated)	50
Prince v. Keen	50
Editorial Spokes	50
Personal	50
Death: R. C. Goodwin	50
American Exaggeration	50
Editorial: Tricycles	51
Correspondence: Brattleboro'; Poughkeepsie; Marblehead; Montreal; Rutland; Philadelphia; Chicago; And Another; Rubber Tires; The L. A. W.	52
Races: San Francisco, and Notes	56
Wheel Club Doings: Rutland; Omaha; Germantown; Harvard	56
Glances Abroad: De Civry; Tricycles	57
L. A. W.: Applications; Consular Work	58

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

"LAMSON'S LUGGAGE CARRIER,"
OR BICYCLE SHAWL STRAP,

(Patent applied for). Pronounced by the most experienced riders to be the "cheapest, lightest, neatest, and most convenient bundle carrier for attachment to the handle bar ever invented." It may be put in the pocket when not in use. Sent by mail for 75 cents, by C. H. LAMSON, Portland, Me. Also for sale by the principal bicycle dealers.



THE NEW
LEAGUE BADGES
Will soon be furnished to order by the design patentee, C. H. Lamson, Director L. A. W., Portland, Me.
Particulars as to prices, etc., will be published later.

STODDARD, LOVERING & Co.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.
G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,
Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)
THE "HARVARD,"
ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)
THE "YALE,"
ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)
THE "SHADOW,"
LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.



Club Uniforms — A Study.

THE bewitching smile a Crescent man wears,
Or the expression his face seems to lack,
Or his mincing walk, or his lah-de-dah airs,
Or the æsthetic curve of his back,
Is not a subject for unkind scorn, —
It's a part of his uniform.

The massive feet and spiritual limbs
A Massachusetts man rests on,
May result from too much singing of hymns,
Or perhaps from indigestion.
He has become so; he 's not so born, —
It 's a part of his uniform.

The lofty conceit of a Boston Club man,
Or the negligé of his clothes,
Or the bottle which *will* peep out, if it can,
Or his rosy and bulbous nose,
Is not natural, but must be worn, —
It 's a part of his uniform. M. M.

Prince versus Keen.

Editor Bicycling World: — SIR: The manly acceptance by John Keen of my challenge is the sort of talk I like to hear, and is a good example to some of the so-called (by themselves) "champions" in this country. I herewith hand you $100 as a deposit to be covered by Mr. Keen, and name Boston as the place for the race, and ten miles as the distance. I am told that the Boston Club talk of providing a track, and offering a purse for us to run for; but whether they do or not, if Mr Keen will deposit in your hands the money to cover mine, I will give him my views for the race at once, either by letter or through your columns. I should name the BICYCLING WORLD as stakeholder, and wish the race to be open to all who will cover our money. JOHN S. PRINCE, *Champion of America.*

Boston Amusement Record.

BOSTON THEATRE. — "Michael Strogoff" all this and next week.... BOSTON MUSEUM. — "Patience" all this and next week.... GAIETY THEATRE. — Grand Vaudeville and Specialty Company.... GLOBE THEATRE. — Vokes Family this week. Next week Mlle. Rhea.... HOWARD ATHENÆUM. — Variety..... PARK THEATRE. — Edwin Booth all this and next week.... WINDSOR THEATRE. — Mr. and Mrs. George S. Knight this week. Next week Jay Rial's "Uncle Tom."

EDITORIAL SPOKES

THE moonlight run of the Bostons, called for Saturday evening last, didn't come off because the moon was so wet.

THE club types so aptly delineated by our artist in connection with the verses on club uniforms represent the opinion each entertains of the others. He can't help it, — it 's a part of his uniform.

THERE is on exhibition this week at the Boston Bicycle Club rooms a new style of bicycle wheel which is said to embrace several improved features of construction. It is the invention of Mr. G. L. Dyer of Boston, and is secured by letters patent.

WE have made arrangements whereby in the future we shall be able to publish cuts and descriptions of all bicycles, tricycles, and their accompaniments, on which letters patent are granted. We shall publish these simultaneously with their appearance in the *Patent Office Gazette.*

CHICAGO and Milwaukee wheelmen are evidently of the wide-awake sort. Not only have they established splendid rinks and arranged for a series of club races, entertainments, and socials for the winter among themselves, but they are now arranging for some inter-club races in one of their cities.

PERSONAL

WOODSIDE has sailed for England.

ELSA is doing some pretty good riding in Pittsburg.

WILL "Lucile," of Milwaukee, send us full name and address?

HAS "K. K." muzzled the "Club Dawg" and gagged "Kanuck"?

SECOND LIEUT. A. L. WOODMAN, of the Boston Bicycle Club, starts this week on a business trip to Mexico.

THE office of the *Wheel*, Fred. Jenkins, editor and publisher, is removed to 187 Broadway, room 12, New York City.

WE are sorry to record the death of Lieut. R. C. Goodwin, of the Crescent Bicycle Club, of whom we made mention last week as improving.

BICYCLERS will be glad to see J. S. Prince's prompt and sportsman-like response to Jack Keen's acceptance of his open challenge, which response we received just before going to press, and may be seen in the preceding column.

"HANDY ANDY," in the intervals of leisure between business and baking Boston beans for the *Wheel*, practises the stand-still in his back office. He says he has a record of five minutes, but five seconds would probably stand still nearer the real figures.

LOUIS HARRISON, Capt. Hodges, Billy Bernhardt, and lots of others, "rastle" with the stand-still between the walls of the back basement entry at the Boston Bicycle Club headquarters; and the number of abrasions both plaster and shins have received up to the present time is something immense.

DIED. — At Hotel Brunswick, in Boston, 4th inst., ROBERT CARTER GOODWIN, first Lieutenant Crescent Bicycle Club, aged 19 years.

TO MEMBERS OF CRESCENT BICYCLE CLUB: — You are requested to wear the emblem of mourning on the left arm, when on the wheel, for thirty days from date, in memory of our late associate and member, Robert C. Goodwin.

Emblems can be obtained of the club secretary and road officers.

F. B. CARPENTER, *Captain.*

BOSTON, MASS., 6 December, 1881.

AMERICAN EXAGGERATION. — *Sir,* — In advocating the right of bicyclists to use of the Central Park of New York, the *Philadelphia Times* ends up a really sensible article by the following amusing peroration: "Who that has ever passed through European cities has failed to remark in the dense crowds of Piccadilly, Pall Mall, the Champs Elysees and the Bois de Boulogne, the Prater in Vienna, the Corso in Rome, the Thiergarten in Berlin, and every other famous promenade, hundreds, yes, thousands of bicycles winding decorously among the packed equipages? There is not a public or private park or highway in Europe closed to the bicyclers, and yet this [America] is called the 'land of freedom.'" To begin with, no one has ever seen "thousands of bicycles" in either Piccadilly or Pall Mall; in the Champs Elysees and Bois de Boulogne they are rigorously excluded and the gens d'armes immediately stop any rider attempting to break the rule. In Vienna, bicycles were unknown until the commencement of the present year, and there are now only about thirty in the city; in Rome one has never been seen; and the Thiergarten at Berlin, to my personal knowledge, is as strictly forbidden as the Champs Elysees. As to the last statement, we all have good reason to know whether or not the public parks of London are closed to us. — CHARLES R. MADDOX, *in Bicycling News.*

WE have had forwarded to us, through the courtesy of a correspondent, a copy of the "Textile Record," published at Philadelphia, U. S., and printed in that wonderfully clear and glossy manner which has been rendered familiar to English readers by Scribner's Magazine. In this journal (the "T. R.") is published a complete description, with engravings, of the only bicycle manufactory in the United States. It seems that in the summer of 1877, Col. Albert A. Pope, of Newton, Mass., learned to ride a bicycle from an English visitor, and was 'cute enough to see that a new trade had been inaugurated with the advent of the two-wheeler; and as a result, has built up one of the largest bicycle manufactories in the world, at Hartford, Conn. — *Cyclist.*

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume.* Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 9 DECEMBER, 1881.

TRICYCLES.

WE do not think manufacturers and dealers in this country have given that prominence to tricycling which its growing importance demands; that is, they have not made special effort to attract attention to its convenience and utility for street and suburban road-riding, nor to induce ladies, for whom it is more especially adapted, if not primarily designed, to look into its merits and learn to use it. The principal drawback at present to its popularity is its greater expense as compared with the two-wheeler, although this must necessarily be, so long as its material, quality, and finish are the same as the latter; but why need it be as expensive in finish and quality of materials used? It has been and is the pride and boast of our principal manufacturers and importers that they have put upon the American market only absolutely first-class bicycles; thereby maintaining not only a supremacy of excellent machines in use, but in a large measure restricting bicycling to a better social status than would obtain through an extensive introduction of "cheap" machines to meet the financial resources of the "great unwashed." But these considerations need not apply to the tricycle, for more than one reason. First, man is a selfish animal, even toward lovely woman, where the question of expense is concerned; for while according her every social courtesy, and very often to his personal discomfort and inconvenience, when feminine needs or desires are directed toward his pockets his features harden to a frown, or assume a far-away, dreamy expression, or perhaps soften to a regretful, apologetic air of momentary financial "shortness," — according to whether the fair beggar is his daughter, his sister-in-law, or his wife: and although he will not balk his own desire to possess a hundred-dollar bicycle, he is an exceptionally generous masculine who will "tumble" ungrudgingly to the feminine desire for a hundred-and-fifty-dollar tricycle. Therefore, the dealer should appeal more directly to the lady herself in order to dispose of his wares. Second, women generally do not have as much money as men; and this fact is recognized in the very common reduction made to them in many branches of business, especially those which supply the necessaries of life. Now, while tricycles are not *necessary* to women, if women knew and realized what beneficial and enjoyable things they are, they would desire them; and in fact, many do know this and desire them, but they either do not possess the means to purchase, or they lack the moral courage to avail themselves of such opportunities as they have for gratifying the desire. And here is where both difficulties may be met by manufacturers and dealers: A large portion of the expense of the bicycle is in the excellence of the material used in construction to secure strength and durability (as for instance, in the use of steel instead of iron, and steel of the best quality too, and nicely tempered) and in the finish; and men as a rule desire and need these qualities, and are willing to pay for them. Women, on the other hand, while they should have all the accessories and attachments for easy propulsion, do not need as much strength in the construction of the machine, because they are lighter, more careful, and less venturesome than men, will ride slower and not as far, and will subject the machine to less strain and injury from rough or reckless riding; and in the matter of ornamentation and finish of the machine, it will matter little to them or to observers, because more attention will always be given to the tricycleress than to the tricycle she rides, — which is not so apt to be the case with the bicycler. It will be obvious to the reader, from the foregoing remarks, that we wish to advocate the manufacture of cheap tricycles as one inducement to ladies to invest in them, or to their male friends to invest for them. The same "social" objection to the introduction of cheap machines will not arise here as in the case of the masculine bicycle; for, admitting that coarseness and brutality are more frequently characteristics of men among the lower or poorer classes than among the richer, these distinctions are less marked between the two classes of women, and neither sex would be annoyed by the appearance or company of respectable women of any station in life riding the tricycle. The Pope Manufacturing Company have just imported and offer for sale small and cheap, but entirely practicable tricycles for children. The prices at which these are offered indicate that their construction and material are much inferior to the "grown-up" machines; but why cannot grown-up machines a little superior to these in quality, and constructed on the same motive principles as the present costly ones, and as easy-running in all their parts, be manufactured and put upon the market at reasonable prices, say $50 or $60? Again, tricycling might be advanced even at the present cost of machines, if dealers would offer the inducement of free instruction and practice on certain days, or during certain hours of each day, to such ladies as would like to avail themselves of it. Of course some restrictions, such as the issuance of tickets, or the recommendation of parties known to be respectable, would be necessary to prevent promiscuousness on the part of visitors; but that is a matter easily regulated. This course would create an interest in tricycling among ladies, many of whom, having experienced the fascination of the exercise, would speedily become owners of machines; and once get the ladies to riding, it will stimulate and increase bicycling among gentlemen, many of whom now raise the objection that it is a selfish pastime in which their wives and daughters may not

share: whereas, if the price of the tricycle is so reduced as to conform to the superfluous cash in the masculine purse, he will not only keep a bicycle, but will also procure a tri. for his wife or his best girl, — whichever it happens to be.

CORRESPONDENCE

Brattleboro'.

Editor Bicycling World: — I have recently had the pleasure of visiting Washington; and for bicycling, I am sure it is better adapted than any place I ever visited. Through the courtesy of Mr. Carpenter, the agent of the steeds in that city, and whose hospitality will ever be remembered by a number of New Englanders on their return from Yorktown, I took half an hour's spin through some of the principal thoroughfares, much to my delight, and returned deeply sensible of the comparison between New England hills and Washington roads. Seventy miles of concrete pavement traverse the beautiful city; and with the numerous places of interest to visit, and excellent roads, I fail to see why it is not just the place for our next annual "Meet." I don't wonder at the appeals of Washingtonians, when our directors were trying to decide upon the place of our last Meet; it is as much nicer than Boston or New York as you can imagine, and a ride up around the Capitol, Treasury, Post-Office, Patent Office, Army and Navy, and other public buildings, and a visit to the same, would fully convince one of the fact. At the Meet last May in Boston, I thought the roads there were perfect; but they don't compare with Washington roads, in my judgment. Would n't a representative group of our national wheelmen look fine, though, photographed from the front of the Capitol? I was in the city several days, and in all my travels there was scarcely a moment I did not see some one mounted upon our steeds, enjoying the favorite sport; and I could only feel envious that I was not myself one of the city's residents. ....The first snow-storm has made its appearance here, and the Brattleboro' Club is in a dormant state. About the only satisfaction we get in the next six months is in perusing the columns of the WORLD. Yours for Washington for our next Meet, A. W. CHILDS.

BRATTLEBORO', VT., 7 November, 1881.

Poughkeepsie.

Editor Bicycling World: — To all appearances, the bicycling season in this vicinity is ended. The almost incessant rains which prevailed since the beginning of November have completely spoiled the roads in all directions; and now that cold weather has set in and we have had our first instalment of snow, we have little hope for any wheeling until the return of spring.... The number of "wheels" owned in this city at present is eighteen, an increase of five since my last communication: and we are not a little elated to be able to record the facts, that although these eighteen bicycles have been in almost daily use on our streets and the roads in the suburbs, there has not been a single runaway caused by "fright at a bicycle'; that although we have ridden *some* on the sidewalks, we have had no collision with pedestrians; and lastly, that none of the riders have sustained any serious injury from falls. Not but that *several* of us, in passing certain localities, will remember how "once upon a time" ground and lofty tumbling was executed upon that spot; but we have had no broken bones, and only one sprain of sufficient consequence to be noticed. It strikes me that taking into consideration the fact that nearly all of us were novices this season, this record will "stagger" some of the theories not only concerning the frightening of horses, but also concerning the alleged great danger of accident attendant upon bicycle riding. ....Those of us who have kept a record of our rides have now considerable satisfaction in looking back over the pages and recalling the many pleasant hours we have spent "astride the pigskin"; we can also recall some incidents not pleasant, but they are "few and far between," and as "Rip Van Winkle" says, "we won't count that." As a rule, we have had little or no attention paid to us when on the road, nearly all of the people we have met minding their own business, and evidently expecting us to do the same. Occasionally we would be the recipients of a "cussing" from some irate individual who was not sure who was master, he or his horse; but so long as they confined themselves to words, we paid no heed. Still more rarely we would receive some little acts of kindness, which, because of their rarity, were perhaps all the more appreciated. Once I remember on Sunday evening, 3 July, we dismounted near the beautiful country seat of Mr. A. (situated about four miles from the city), and stretched ourselves out on the grass by the roadside "bicycler fashion," discussing the dastardly assassination of President Garfield. And while we were "laying things down rather strongly," perhaps, we noticed a little domestic coming directly towards us from the house. Our first impression was that we were making too much noise, and that perhaps our room would be more appreciated than our company. But no, the message was of quite a different nature. Mrs. A. "wished to know if we would like some ice-water." Of course we accepted the invitation with thanks, and in a few moments were drinking as only thirsty "wheelmen" can drink. We departed for home a few moments afterwards, but the rembrance of that little act is a "green spot" in our memories, and I doubt if any of the three who were the recipients of her kindness ever passes within miles of the place with the kindliest recollections of it.... Our genial "consul L. A. W.," Dick Osborn, has sold his "Harvard." Next season he expects to have a larger one of the *same make*. By the way, it 's a curious fact about these men who ride "Harvards," — if at any time they do sell, they invariably buy a new one of the same kind I do not think it is so with those who have purchased some other makes. What can be the reason? ....From time to time recently there have appeared in the WORLD, statements in relation to alleged discrepancies in the registering of "Excelsior" cyclometers. If I understand it correctly, all that *any* cyclometer can do is to record the number of revolutions of the wheel to which it is attached; and how a *properly adjustea* "Excelsior" or any other cyclometer constructed on the same principle can fail in performing that duty, I cannot understand. Will some of the correspondents be good enough to explain their theory? as I must confess it has bothered me not a little. We have several in use here, and have thus far found them surprisingly accurate.

48-INCH WHEEL.

POUGHKEEPSIE, N. Y., 27 November, 1881.

The Wheel in Marblehead.

Editor Bicycling World: — For more than a year the graceful contour of the wheel has been seen winding in and out the crooked streets of this ancient town; and as the WORLD has been silent in regard to bicycling matters here, perhaps a few facts may be of interest to brother wheelmen. The first bicycle brought to town was a "Republic," which made its appearance something over a year ago. Previously the bicycle was not a total stranger to Marblehead, as a few summer residents and touring wheelmen would occasionally take a spin through the town. Not much interest was manifested in the "airy steed" until last spring, when a slight fever raged, resulting in an addition of sixteen more. They are of various sizes, ranging from forty-two to fifty-six inches, and include "Columbias," a few English makes, and a certain nondescript which the owner was informed was a "Duplex," — whatever that may be. (By the way, if "Steno" wishes a wheel entirely unlike any other, I would suggest that he correspond with the possessor of that "Duplex." It is possible he could be induced to sell, as he now has another more modern.) A club was formed in early summer, and the members have taken hold in earnest. Meetings are held regularly, and a uniform has been adopted, consisting of blue breeches and stockings, and gray shirt and helmet. Frequent runs have been made during the season and a few prolonged tours have been carried out. The club intends making application for joining the League in the spring. Notwithstanding that the *American Bicycling Journal* in an early issue credited Marblehead with fine roads for bicycling, they are vastly unfit for such a purpose, being both sandy and rocky, — in fact, there is hardly a good road in the town. The road commissioners, apparently, are not up to the times in the matter of road building, — thinking that by merely dumping a load of earth and stones in the street, and making a dash or two at it with a shovel, they are making a *road*. Oh, that our selectmen could be persuaded to mount the pigskin! then, I am sure, we should not enjoy the honor of keeping the poorest roads this side of Boston. Our streets are really worse than Beverly's, and every one knows that 's unnecessary. The local bicycler has had to fight against some foolish prejudice, and it was many months before our good people would "tackle kindly" to the "silent steed." It was thought to be *the* thing, among a certain class, to annoy a rider as much as possible, and the mounting of the wheel was generally the signal for insults from the spectators. I hardly know whether to attribute their rudeness to ignorance or envy, or both. But the determined bicyclers were not to be prevented from indulging in their healthful sport by the loud mouthings of idlers. They kept a "stiff upper lip," and literally rode down all nonsense, so that to-day the wheel has almost ceased to be a novelty to the towns-folk.... The *Messenger* office has done her part towards promoting the "cause" in Marblehead, five wheels belong to *attachés* of the office, including two ridden by the editors..... A meet was arranged for Thanksgiving day, and invitations were sent to neighboring clubs and many "unattached" wheelmen in the vicinity. A large number would in all probability have turned out, and the affair would have been the most notable bicycle demonstration ever held in the country. But alas for all our hopes! unkind nature upset all our plans, for who cares to kick a wheel through a couple of inches of mud and snow? However, the managers are resolved to have that meet, and it will come off Fast Day, if the gods are willing..... With the advent of colder weather, many of the wheels have been consigned to the attic for a winter's rest; but one enthusiastic rider says he intends using his bicycle every month during the winter, and he will..... By the foregoing, it will be seen that bicycling has got a start in this historic town; and as the interest is spreading rapidly, next spring will probably see the Marblehead Bicycle Club augmented to thirty or more members. "So mote it be!"

GEESEE.

MARBLEHEAD, MASS., 28 November, 1881.

Montreal.

Editor Bicycling World: — The season for riding has now, alas! drawn to a close, and it behooves each and all of us to cast a retrospective glance o'er our past enjoyments, with a view to their better development next season. I am not yet fully convinced that the fact of winter stepping in and putting a stop for a while to road riding is an unmixed blessing or the reverse; possibly it may contain a little of both. Certainly, some at least of our members "go in" for riding more heartily in the spring than later on, simply owing to their lying off so long; and yet I have known some men who could not be persuaded to commence riding in the spring, as they felt so rusty after their enforced idleness. However, I have yet to meet a bicycler, at least one worthy of the name, who does not embrace every opportunity of riding. Early in the season we tried an experiment with our club; and now, after a trial of about three months, I think it can justly be called a success. Our club is commanded, as perhaps you are aware, by seven officers, whose rank is, respectively: Captain, secretary-treasurer, first, second, third, fourth, and fifth lieutenants. The rank and file are divided into sections, five in number, and each lieutenant is appointed in command of a section. The duties of the lieutenants are to inform the members of their sections of any information received from the captain or secretary (thus relieving the secretary of a great deal of work, besides insuring a more speedy distribution of the news), hunt up their men and get them to attend rides, etc., and in short, generally to act as what might, perhaps, be called subsecretaries; and we have found this plan to give very good satisfaction in its working. I think we may congratulate ourselves on having, as lieutenants, five "good men and true?" As for our captain and secretary, they are both beyond praise; and if their efforts have not been crowned with the triumphant triple X success they deserved, why, that was not their fault.... There seems to be among some riders a surprising amount of ignorance regarding what constitutes the difference between a professional and an amateur. Why, sir, one of our men had actually arranged for some races to take place in a country town, open to all; and the prizes were to be $15, $10, and $7.50, for first, second, and third places. On being remonstrated with, he said he was not aware of the danger he was incurring by such conduct. I could readily understand this when I found out that he never had read the BICYCLING WORLD; but he does now. It strikes me very forcibly that we have quite enough of what might be styled "gentlemen professionals" among American athletes (I use the word "American" in its broad sense). I noticed in the BICYCLING WORLD of 22 September an article by "Practicable," in which the writer stated that he attended so many races, at which he had won some five medals, and that the intrinsic value of these medals was so much, while the expenses he incurred in attending these races had been a great deal in excess of the intrinsic value of the medals, and advocating the practice of giving jewelry, etc, etc., instead of medals. Now, sir, is this not very much like inserting the thin end of the professional wedge into amateur athletics? for what constitutes the chief distinction between professionals and amateurs, if it is not that, broadly speaking, one rides for *love* and the other for *money*? This matter of intrinsic value is, I think, altogether too much thought of. Why, sir, how many great and noble actions would have been left undone, had the only incentive to the possession of the Victoria cross been its intrinsic value? This is a matter, Mr. Editor, that will stand looking into, and certainly all must admit that it is of the very gravest importance "Practical" ridicules the idea of a man sporting a lot of medals, and I agree with him there, to a certain extent; but there are occasions when the more medals a man has won, just so much more honor does he reflect on his club. Some years ago, before I came to Montreal to live, I was down here on business, and I attended a united concert of the Montreal Lacrosse and Snow Shoe Clubs. They had the stage tastefully decorated with snow shoes, lacrosse sticks, tuques, sashes, etc.; but what took my fancy most were two enormous heart-shaped shields, covered with black velvet, to which were attached the medals that had been won by members of these clubs. A small table at each side of the stage held the cups and other trophies that could not be attached to the shields; and I thought at the time how proud of his club each member must be, whose efforts had helped to place one or more of these medals and cups in view of the large audience that was assembled that night; and not only the prize-winners, but I should think that their personal friends, and in fact, all the members of their clubs would feel proud to belong to organizations possessing members capable of winning such fine prizes. Now, sir, this system of prize jewelry, etc., will go a very long way to destroy this "*esprit de club*," if I might be allowed that expression, and I think all must admit that that would be a most undesirable occurrence. The objection to wearing the medals might be got over by the League taking the matter in hand, and granting a ribbon or some other decoration to the winner of a certain number of medals. This is, of course, a very crude suggestion, but it could easily be more fully elaborated. I think, sir, in conclusion, that this matter of "professional *v.* amateur" should be fully ventilated; and I would like very much to hear from other members of the League on this subject. K. K.

MONTREAL, 30 November, 1881.

Rutland.

Editor Bicycling World: — I desire to inform the readers of your valuable paper how bicycling is progressing in Rutland. Two months ago there were only two bicycles owned in town, and there are now seven machines, the owners having formed a club. We have secured a hall for practice three times a week, and are contemplating giving an exhibition of riding, some time next month.

On last Tuesday evening Messrs. Bagley, Knapp, and myself took a short run of about four mile north of the town. We made the run to Tan-yard Pond all safe, and the ice being good, we decided to try our machines upon it; but two of us came to grief in short notice, the result of our venture being two bent cranks. We then decided to return home before further damage was done, but the descent of the first hill (which was quite steep) resulted in a "header" for the writer. The only damage done, however, was the breaking of the brake handle, and without further incident we resumed our journey home, calling on C. G. Ross, our club surgeon, to doctor our machines; but he decided that we would have to bring them to him when he had access to his surgical instruments, the vise-like grip of his wrist being somewhat impared by a "header" a few days ago.

WILLIAM ROSS, *Sec. R. Bi. C.*

RUTLAND, VT., 2 December, 1881.

Philadelphia.

"Let go thy hold, when
A great wheel runs down a hill, lest it break
Thy nose with following it."
SHAKY KING LEAR, *Act 2d, Scene 4th.*

Editor Bicycling World: — In accordance with an invitation extended to all the bicyclers of Philadelphia to meet and have a run on Thanksgiving day, about 150 wheelmen representing the Germantown, Philadelphia, Pegasus, Centaur, and Frankford Clubs, and a number of unattached, assembled at Lincoln monument, near the entrance of our beautiful park, to enjoy this, the most beautiful, exhilarating, and captivating exercise ever devised. The proposed drill at the main building by the Germantown Club and subsequent run to Germantown was abandoned on account of the condition of the roads, caused by rain on the previous day, and a start was made for Bryn Mawr. About 9.30 the line of march was taken up through the park and past the permanent exhibition building, while the haughty, Pharisaical, utterly-too club "passed by on the other side." A few "headers" were taken by those pushing young men, whose brains are "abnormally previous," as we settled down on the Lancaster Pike, — for ten miles of the best prepared roads in this part of the country. Our progress was against an unusually heavy wind, and the club having come out for recreation, not hard work, was unanimous in wishing to return, concluding there was little wisdom in engaging in a battle with the wind, or opposing its strength against the forces of nature. Hum! Returning, we wandered around Horticultural Hall and through the admirable walks and drives of Fairmount, — second to no city park in this country or the world for natural beauty of scenery and extent and condition of its drives.... Does not the "beautiful and accomplished" reader think that when the "immortal Bard" penned the *touching* lines quoted at the head of this communication, he conceived the germ of the bicycle, and saw through the mist of many centuries the long line of wheelmen wobbling over the hills and dales of "merrie England," and vast armies of bicyclers dotting the roads and darkening the plains of a new-found El Dorado? Hum!.... Thanksgiving day was the occasion of the Germantown Club's first appearance in its new uniform, consisting of dark green pants and coat, with stockings and cap to match. This club numbers sixty-five active members, and is the largest in this city. The days dedicated by it to the "wheel" are looked forward to with pleasure, and the hours spent by its members on the road are counted among the pleasantest recollections of a too busy life. IRA JOYCE.

PHILADELPHIA, PA., 2 December, 1881.

Chicago.

IT would seem that in the development of all the features that make the bicycle what it is, there could be no other result than that of great benefit to the rider and to the craft at large. The bicycling craft is, generally speaking, a homogeneous body, in that any efforts an individual member may make for self-improvement and advancement in the art of mastery of the wheel have a twofold result, in benefiting himself and also the brotherhood at large. To the development of the resources contained in the bicycle principle, we are indebted to the genius of those individuals whose special interest in and love for the wheel have inspired them to improve upon the machine, until the principle of self-transportation has reached its present degree of perfection. No one of a progressive mind would wilfully throw the slightest hindrance in the way of the advancement of knowledge in the art of bicycling; but mistaken ideas as to the bicycle's mission on earth may cripple somewhat one feature of wheelmanship, that of racing, the improvement of which results in a great source of pleasure and benefit to the student thereof, both morally and physically, — more especially the latter. There exists with many a prejudice against "pros rating," as they term it, "the bicycle to the level of a horse-race"; and it has been intimated that racing "creates envy among the members of a club, endangers machines, and is detrimental to health." Of course evil can be conjured out of the most innocent pastimes, and it might be said truly that the influences for right or wrong in the conducting of any amusement or sport rest entirely with the character of the participants. No sport is more elegant, more conducive to the excitement of emulation, and more productive of good effect than judicious cultivation of club racing. What else is a bicycle club organized for, but to secure to its members the best means of obtaining from the bicycle all the pleasure it contains, be it on the road or cinder path? Any objects outside of these which a club may entertain are simply those which pertain to any organization gotten up for social purposes. It therefore becomes the policy of a club to embrace in its membership those natures which readily blend together in peace, harmony, and good-will; and it would seem that within the jurisdiction of a club so constituted, members could find ample opportunity for study or pleasure in the bicycle, without fear of contact with evil or discordant elements. The Chicago Bicycle Club believes in racing, from its most venerable member down to the youngest; and it proposes, through its directors, to make this winter season interesting for all the elements which enter into its composition, — the ambitious racer, the excessive fancy rider, the literary man, and those who think they can sing; and for those who cannot do anything else, we will provide a dance. For the first, we have challenged the Milwaukee Bicycle Club to a five-mile race, to be held either in the Milwaukee or in the Chicago Exposition buildings during the coming holidays; each club to be represented by four members. For the others we have provided a regular monthly complimentary entertainment for friends of the club, at the club-rooms, consisting of instrumental music, club songs, a couple of essays on the bicycle (to instruct the uninitiated friends of the club, you know), a fancy club drill, and trick riding. This programme to fill up about an hour and a half, when the floor will be occupied for a social dance up to about twelve o'clock. One entertainment (*sans* dance) has been given already, and proved to be an immense success. Five of our 'cyclers — Messrs. Keen, Wigman, Redfern, Rollinson, and Ayres — went up to Milwaukee last Wednesday to participate in the grand opening of their elegant Exposition building for a bicycle hall and roller-skating rink, under management of Mr. Richardson. Prof. Rollinson gave his inimitable exhibitions of an awkward beginner on a bicycle, and fancy riding, to the sombre tones of the big organ, which, though powerful enough to lift the roof off, was scarcely audible, mixed in with the roar of the roller skates. The professor also gave an exhibition of a mile ride against time in the gallery (about four laps to the mile, on narrow, well-matched flooring laid lengthwise, — superb track). Time, five miles in 18.45; one mile — the last — in 2.57. The Exposition building is an elegant place for bicycling, and under Mr. Richardson's management, and the patronage of the Milwaukee Bicycle Club, bids fair to be a lively place. STENO.

And Another.

Editor Bicycling World: — A certain Eliot Hunt seems to be endeavoring to resuscitate the dry bones of the Attleboro' fiasco; and with rather poor logic, but extremely good success in misrepresentation (to use a longer term for a shorter word), to turn public opinion at this late hour in favor of his employers, through your columns. Fully appreciating your aversion to a continuance of what has now become only a personal controversy, I will trespass no further on your space and patience than to submit to your readers the following characteristic epistle from the gentleman (?) to whom the whole controversy is mainly due: —

NORTH ATTLEBORO', MASS., Oct. 24, 1881.

W. W. STALL: *Sir*, — Your statement of the bicycle troubles at our fair, 6 October, proves you to be a dirty, contemptible liar, and I would not like anything better than to go before the Bicycle League, and prove you as not being worthy of being tolerated in any League or society of any kind. O. M. DRAPER (B.)

This is hearty; but the *Chronicle* man, Hunt, with more style but quite as forcibly puts it: "This man Stall, this self-constituted leader and dictator, this contemptible agitator and disagreeable, discordant element in the bicycle world," etc.; but as Sairy Gamp says, "I deniges of it." W. W. STALL.

BOSTON, 19 November, 1881.

Rubber Tires Again.

Editor Bicycling World: — In opening a discussion about rubber tires, I did not pretend to know whether really exhaustive experiments have ever been made with flat tires, or with any other form than round tires. If anybody does know, I think it would be interesting to have a description of such experiments and their results; showing the reasons why round tires were adopted, and are now the universal rule. The question appears to me one of large interest to wheelmen, but of still larger interest to manufacturers; for it is self-evident that *if* thin flat tires will serve, they may effect these manifest advantages: —

1. A great saving in the weight of wheels.

2. Allowing any desired increase in the width of wheel rims.

3. Theoretically, a greater ease, by the use of broad, flat wheel rims, in riding over common dirt roads, which are now generally impracticable for bicycles.

4. Clearly, a fortune will reward any manufacturer who produces a machine capable of being ridden over ordinary country roads, wherever a buggy can be readily drawn by a horse.

The advantages of using broad tires for vehicles drawn by horses, or propelled by steam, have been long recognized. A lumber firm in Wisconsin, which had to haul lumber nearly four miles to a railway station, over a road partly clay and partly sand, increased the width of its truck tires to four inches; and reported that with the same teams they were able to haul, during the year, more than double the amount of lumber, with greater ease to their teams. In the days of the old bone-shaker velocipede, a Toledo man brought to Detroit, and rode, a velocipede made by himself, with the tire of the forward wheel of thin steel, about two and one quarter inches wide, the rear wheel about two inches wide. These tires were not flat, but nearly flat. With this machine he rode over sandy places, gravel, etc., which were impossible for any other machines. This the rider claimed, and made his claims apparently good by some experiments which I saw.

If thin, flat rubber tires will serve, a bicycle wheel rim might be made two to two and a half inches wide, with perhaps a very slightly crowning surface, the tire one quarter of an inch thick, or thinner; the outer edges of the rim projecting one eighth of an inch, and still the whole wheel not weigh any more than a wheel of the present form with an inch round tire. A wheel with a flat or nearly flat rim would not buckle. If it is necessary to have the round form, yet if thin rubber will serve, the surface of a rim might be made rounding, and be covered with a thin strip of rubber, thus securing great comparative lightness with increased strength.

Observe that I do not pretend to *know*. I merely suggest the advantages of thorough experimenting. It is to be presumed, and I do presume, that the manufacturers of bicycles have studied pretty thoroughly, and do continually study, all the essential points of bicycle construction. But it would be foolish to assert that there will never be any great and radical improvements in the construction of bicycles, or that inventors have so soon attained even nearly to the point of perfection. And if the experiments which led to the adoption of round tires were all made in the early stage of the manufacture, — in the days when the whole machine was crude and little known, — it may be well worth while to make a new series of experiments, which promise, if different results are achieved, to yield a rich harvest of profit.

B.

DETROIT, MICH., 2 December, 1881.

The L. A. W.

Editor Bicycling World: — Riding through a quiet Cambridge street the other day, I attracted the attention of a party of little girls, one of whom shouted out, "Ah, see! bicycle! bicycle!" but another responded, "Oh, pshaw! I see *him* 'most every day"; and then to me she added, "Mister, I 've got sick of seeing you!" Now, I have felt that perhaps the readers of the WORLD had "got sick of seeing me" in print, and so I have kept quiet while the League, the League badge, the League rules, etc., have been well discussed — or cussed — by different writers, until now I beg leave to say a word as a simple League member.

First, as to the much-abused League badge, and the much-argued question of its ownership. The badge was from the first a great disappointment. The design was hastily adopted, for want of a better one, and entirely for use when on the wheel. The idea of a badge to be worn when in ordinary clothing was not thought of, or at any rate not suggested; and for use when in uniform, something quite conspicuous, distinctive, and different from an ordinary club or other badge seemed desirable: but the design did not "make up" as successfully as was expected, and no pride was taken in the badges when made. That they were well made, and that the League got "its money's worth," is, I think, certain, in spite of some flippant criticisms. They were made by a large and long-established manufacturing house, with a high reputation for business honor and integrity, and with large experience in making club and society badges.

Now, as to ownership. The League undoubtedly owns the badges; and can demand them of whomever it chooses; but that any member could say, "Well, I guess I don't want this any longer, give me back my money," would, it seems to me to be most absurd. It was supposed that the badge would be the token of League membership, and to protect itself from having its badge worn by unworthy persons, the League retained the right to demand it back from any member *expelled;* but in doing this, I do not see that it was necessary for it to agree to take back badges that any members might, for any reason, wish to return and take their money.

Is it not a mistake to suppose that the League now refuses to recognize the old badge? Is it not just as much the League badge as ever, except that another badge is *also* recognized by the League? or *will* be when it is out, — and a very beautiful badge it is; but there are, I think, some six hundred — not *three* hundred, as has been stated — of the old League badges out, and they are sure to be recognized as L. A. W. badges for a long time. There is room for both, and they answer different purposes.

Second, as to the League itself. There have been a few faint murmurings of discontent, and the spirited letter of "Cyclos," in the WORLD of 28 October, really questions its usefulness; but I cannot believe that many would do so. It is very hard to name the direct benefits of such organizations. The advantages of membership in such organizations are general, rather than specific; but I cannot doubt that most of the members *feel* them.

Those who belong to Masonic bodies can hardly say what good it is to them, further than the cementing of friendship; Odd Fellows would find it hard to name any advantages in their fraternity except in the feeling of fellowship it gives; even church membership fails to give any benefit that one could easily name as a decisive argument in its favor; and the man of family might hesitate when asked to say how he was any better off for having wife and children: but every true Mason, Odd Fellow, church member, or head of a family *knows and feels* that his life is broadened, that his enjoyments are increased, and that it *pays* him to be what he is.

I once knew a man who told me that he wanted to join the Masons, because then he could borrow money whenever he needed to. (He was already a prominent church member, and had borrowed all he could in his *church!*) Now that

man's view of Masonry was about the same as the wheelman's idea of the League, who supposes that by paying $1.00 and joining it, he can get it to take up all his quarrels and back him up in every lawsuit he may get into; and yet but a few weeks' experience as corresponding secretary is needed to show that some bicyclers imagine that they can ask this, and *more*, of the League, and that greater *returns* are looked for from that $1.00 than any investment ever paid yet. If there be a wheelman in America who does n't feel that it is worth $1.00 a year to secure a bond of fellowship, of brotherhood, with every other worthy wheelman from the Atlantic to the Pacific; to know that he is a part of an organization which, as time, occasion, and means may permit, is working to advance the cause of bicycling, to establish the rights of bicyclers, and to add to its delights: if there be a man, I say, who does not *feel* that it pays, no arguments of mine can reach him, and I would advise him not to join the League. These are only sentimental benefits, it is true, but they are none the less benefits, and are "alone worth the price of admission"; but the more substantial benefits will follow, *have followed*. During my service as corresponding secretary, it was my privilege to furnish often to inquiring correspondents the decisions as to the rights of every citizen to the use of the highway, whether with a wheelbarrow, tip-cart, or four-in-hand, which President Pratt had collected from the court reports, and these frequently prevented action which would have resulted in one of those legal fights which some members seem to be "spoiling" for.

In one important city the wheelmen were kindly notified that they would be arrested if they continued to ride in the highway. They waited until their appeal to the League furnished them with these decisions, which being shown the city solicitor, he informed his mayor that they had no case, and the matter was dropped. Was this any less a victory for the League than if the result had come from a long and tedious lawsuit? Is n't "prevention better than cure," in law as in medicine?

In such ways the League has done a great deal of quiet work, which has benefited its most distant member as much as those in the cities. In an organization so new and so novel, it takes time to find out the things to be done and the best methods of doing them; but already the *moral influence* of the League is enormous. There is not a rider in America who does not claim his rights with more confidence because of it; not a rider who does not feel that dignity and character are added to the sport by this organized body of two thousand riders; not a rider who does not start off on a tour, long or short, with a safer feeling, because of consuls and their work: and this will grow with the growth of the League. The wheelman who, at places remote from bicycling centres, gathered a curious crowd about his wheel during the past summer, was sure to hear some one say, "Why! they had a meeting of *over eight hundred* of these in Boston last spring," or something like it; and this mention of numbers carries great weight. It is possible that the wheelman who never goes more than a mile or two from his home may fail to see any benefit from League membership; but no one can go far, either on the wheel or otherwise, without finding fellow-members. Permit an illustration: A modest bicycler arrived this summer at a city where he was a perfect stranger, and chanced to meet on the street a young man in knee-breeches. His League membership prompted him to speak to him, and he was at once cordially greeted, was taken around to be introduced to other members of the League, was provided with a wheel, taken to ride to see "the sights," and finally was invited to join a party to go to the theatre that night, met lady friends of his new friends, and bade adieu to a circle of a dozen or more who seemed like old friends; and with real regret he left the city, where, but for the L. A. W., he would not have had a friendly word from anybody. This is not a fancy sketch; nor is it, I am sure, an isolated case.

The League is worth all it costs, *and a great deal more;* it needs no defence; it is on the right road, and is in good hands.

But pardon me, I have used up my time, your space, and your readers' patience, and have not said what, if your readers are not "sick of seeing me," I would like to say as to some of the L. A. W. rules. ALBERT S. PARSONS.

CAMBRIDGEPORT, MASS., 27 November, 1881.

RACES

IN connection with the grand tournament of the Bay District Association, in aid of the Garfield Monument Association, the following bicycling events occurred: An 880-yards handicap race, open, the contestants being H. C. Eggers, scratch; H. C. Finkler and J. A. McNear, 25 yards each; George L. King, 30 yards; C. H. Wedgewood, 50 yards; and F. A. McLaughlin, 60 yards. Won by Wedgewood, Finkler second by six inches, King third by a yard, and the others only two yards behind the first, making a hot and most exciting finish. The next was a scratch race of 880 yards, the contestants being Wedgewood, Ring, and Henry London. Won by Ring in 1m. 31⅛s.; Wedgewood second, London third. The next race was a one-mile handicap, open, between Eggers, scratch; Finkler, 60 yards; King, 80 yards; and McLaughlin, 140 yards. Won by Eggers in 3m. 15¼s.; Finkler second at 25 yards; King third at 40 yards. The day was fine, and the track as good as a trotting course usually is, so that fair time was made, — at least, the best hitherto made in that section, their racing having been run heretofore on much poorer tracks. George A. Aldrich and Charles Leonard of the San Francisco Club gave a very enjoyable exhibition of fancy and trick riding, and a fine bicycle drill by the Oakland and San Francisco Clubs was an interesting feature of the occasion. The referee was Capt. George H. Strong, of the Oakland Bicycle Club, and the judges were W. H. Lowden and J. Sanderson.

SAN FRANCISCO, 24 November.

FRED JENKINS of the *Wheel* writes us that there is a good prospect of a fifty-mile amateur championship bicycle race being ridden at the American Institute, New York City, 19 December. Now, if Smith, Frye, Stall, Gideon, Carpenter and Woodside could be induced to enter, we should see one of the most exciting bicycling events ever held in this country.

THE Boston Bicycle Club is said to be making arrangements for a grand wheeling tournament, to take place some time this winter in the New England Manufacturers' and Mechanics' Institute building. It is proposed to have, on three alternate evenings in the week, a ten-mile professional race for the championship of the world (to be run in heats), and on the other three evenings a race, in heats, for the amateur championship of America; and every afternoon of the same week will be devoted to fancy and club riding and drill, together with short-distance professional and amateur racing. Additional interest will be added to the tournament by the presence of the famous English bicyclers who are now on a visit to this country, and it is hoped and expected that the events will include a match between J. S. Prince and John Keen the English champion. The whole affair will put bicyclers on the *qui vive* all over the country.

KEEN offers three valuable prizes for the proposed fifty-mile championship of America race in the American Institute building on the 19th inst., so the *Courier* says.

WHEEL CLUB DOINGS

RUTLAND BI. CLUB. — A club has been formed in Rutland, Vt., comprising seven members, as follows: Frank W. Knapp, captain; William Ross, secretary and treasurer; C. G. Ross, W. J. Bagley, F. T. Tyrrell, George D. Tuttle, and H. Francisco. WILLIAM ROSS, *Sec.*

MR. GILBERT M. HITCHCOCK has been chosen secretary and treasurer of the Omaha (Neb.) Bicycle Club, in place of Mr. H. C. Cranz, who has resigned and taken up his residence in St. Louis.

A PHILADELPHIA correspondent of the New York *Sunday Courier* says: "The new Germantown Bicycle Club uniform, adopted some weeks since, and aired for the first time on Thursday last, is quite a nobby affair. In color, dark green throughout; cadet coat with standing collar, cap similar to the one worn by the Lincoln Institute (Soldiers' Orphans' Home) boys. Does n't look at all bad, however, when a number get together, and is quite unnoticeable on a solitary rider, which latter is something of an advantage. The captain (Joe Pennell) wears three silver stars on coat collar, senior sub. two stars, and junior sub. one star." He adds that "Fairmount Park is a glorious place for a League Meet;" and that "the superintendent, Gen. Russell Thayer, has been elected an honorary member of the Germantown Bicycle Club. The general has a beautiful residence at Woodford, in the park; and talks of riding a 'bikle.'"

MEMBERS of the Harvard Bicycle Club took a twenty-mile run through the Cambridges, Somerville, and Watertown, last Saturday, and found, except for occasional mud, the roads in very fair condition.

GLANCES ABROAD

De Civry.

La Revue des Sports, 12 November, has the following sketch of the bicycling career of M. de Civry, champion of France for 1881: — "The debut of M. de Civry was the most brilliant of all the French champions. Unlike all others who preceded him, whose progress might have been followed step by step in the different races in which they entered before becoming champions, he did not put himself in line until he considered himself sufficiently prepared to beat at will the very best of our riders. Such an undertaking, it must be avowed, was not at all modest; was indeed a most difficult feat to accomplish. However, he attained the end at which he aimed in the following year, in his first race at Mans, by beating Messrs. Hart, Chas. Homeney, and J. Terront, contrary to general expectation. This extraordinary performance indicated that De Civry possessed a firm determination to succeed, and an exact knowledge of the methods of training so strictly observed by our foreign neighbors, whose example he followed, but from an observance of which we are generally restrained by our temperament, which is the cause of our inferiority in athletic sports when brought face to face with the English. M. de Civry has accomplished all he then promised in asserting his incontestable superiority, in many trials, over all competitors, and in surpassing the fastest times made up to the present time, either in France or England. He has gained much, too, in skill. Although his posture in racing might be improved, he leans over his machine less than formerly; still, to become quite perfect he must sit a little straighter, and correct a disagreeable habit of swinging his head. As for his manner of pushing the pedals, we have nothing to say, for it seems impossible that it could be done with more regularity or suppleness. M. de Civry was born in Paris, 20 August, 1861, and is consequently twenty years of age. His height is 1m. 79c. (five feet six inches) and his weight is sixty-one kilos.) 122⅜ pounds). He made his first attempts with the bicycle near the close of 1877, but did not really commence to ride until March, 1878. He was then living in Switzerland. The tour around Lake Geneva, one hundred and twelve miles, was the longest trip that he made that year; he then returned to London, where he raced several times without the least success. In the commencement of 1879 he gave up our sport, to take it up again upon his return to France in April, 1880. The 25th of the same month our champion made himself talked of for the first time by running a dead heat with J. Terront, in the opening race of the season, given by *Le Sport Velocipedique Parisien*, at Vincennes. After this success, which permitted him to judge of the strength of the Paris riders, he entered for the races at Angers; but not thinking himself sufficiently trained, he did not race, preferring to wait to face the struggle at Mans, in the two-days' races. As we have said above, it was in this city that M. de Civry won his first victory, which was only the prelude to many others. In 1880 he started in twenty-one races: was first in thirteen, second in six, and third in two. In 1881 he has started in thirty-five races, taking first position in thirty-three, and losing two: these two defeats were at Tours, where he has beaten by M. Esperon in a road race, and in one other race in France, where he was beaten by Charles Terront. S.

A CORRESPONDENT of the *Tricycling Journal*, giving notes of his experiences on the tricycle, says: "Upon all my runs I have a companion, generally a lady, — my wife, one of my daughters, or a friend; but sometimes I have a male companion, and my companions have been chosen without regard to age or weight: an old gentleman of seventy-four has ridden with me, and a child of four; and one, and every one, is ready to go again, and as often as I can make it convenient. My rides are not taken simply for amusement, but for health's sake, and because personally, I can find no other exercise so beneficial. Of late I have frequently received a letter from a friend, in which he says: 'Do pray give me a call tonight, my liver is horribly out of order'; a request I can generally comply with, and in a run of ten or twelve miles the liver gets to shaken up as to enable my friend before he dismounts to assure me the ride has produced a cure. While the summer lasted I had many runs with two little girls seated by my side; and the pleasure I derived from their company, and the teaching they derived from each run, are pleasant memories. The elder, Lena, was a child of eight, whose legs could reach the cross bar of the machine, where they were in perfect comfort; and the younger, whose pet name was Saucie, when asked her age, replied, 'I 'm only four, *but I can't help it.*' With these two children by my side, I had many charming runs. Lena could work the brake on her side, and her constant demand was 'to make fireworks with the wheels'; that was, to cause them to run so quickly that the spokes seemed to run into one another like a Catherine wheel. With Saucie I had a very different experience. She was endowed with a gift of song, and a wonderful concern for the safety of every dog we saw. She was not able to pronounce words distinctly, but could hum any air she heard played upon a musical instrument; so that it happened if we came within ear-shot of a street piano or a German band, I was fain obliged to wait until the tune was played out, or else, as soon as she reached home, she told her mamma and got me into trouble. For many an hour Saucie has beguiled the way by humming the airs of songs, sacred and profane, which she has learned, only stopping at times to caution me not to run over the tail of some silly cur that would run across our path. We have hunted the butterflies together on my tricycle, and stopped to listen to the hedge-bird's songs, and the summer was much too short for their enjoyment and my own. As they sat by my side, their little arms linked together, they always attracted notice; and many a 'God bless their little faces' I have heard from lips unused to prayer of any kind. In this way, by a constant change of companion, I am able, not only to gain myself, but also to distribute many an hour's pleasure amongst my relatives and friends."

RELATING to tricycles, a writer in the *English Mechanic* says: "There is one point on which I should be glad of information, and which I have not seen mentioned so far, though it seems to me far more important than the size of the wheels. Why is the steering wheel of most tricycles placed in the middle? Why is it not put in front of one of the driving wheels? This would give two tracks and an open-fronted machine. Is there more danger of capsizing? I believe it has been so placed in one or two machines. Can any riders give their experience? I find on the 'Coventry Tricycle' I can keep the two steering wheels in the cart rut, and the driving wheel in the horse-track, and have often riden thus for miles, where riding on a three-track machine would have been impossible."

TRICYCLES OF THE FUTURE. — A correspondent writes us his views as follows on the above subject: — The tricycle of the present day has a great future; it is now "*in its childhood*," as one might say, but before long we may expect great improvements. The following are some of the most needful: —

1. Chains working on two small cogged wheels do not answer for fast and up-hill work, they soon get slack, and sometimes stretch; the two small cogged

wheels working in each other is a little improvement, but nothing beats the "Omnicycle" style.

2. The machine ought to have two little wheels in front, and one big one behind.

3. The rider to sit in a comfortable seat above the forward axle.

4. And should be provided with a canopy to protect the rider from rain or sun

5. Light baggage, such as most travellers require; to be supported behind, on the top of the hind wheel.

6. A lamp to be placed in the front; one that will move from side to side *or* from back to front.

7. The machine to have flat tires, and not semicircular.

8. Must have easy and safe foot rests for either or both feet.

9. Ought to be able to work backward or forward, and to turn round to either side in a small space.

10. The two front wheels to be far enough apart so as not to soil the rider's clothes.

11. The machine must be strong and durable, so that country and stony roads will not affect its working.

12. The treadles to be far enough from the ground so as to be able to pass over a brick or stone six inches high.

13. Ought to have convenient appliances for the rider to push the machine up steep hills, or along stony and rough roads.

14. Must be able to carry eighteen or twenty pounds' weight of luggage on the top of the hind wheel (behind the rider's back), and the canopy to extend over the same. — *Cyclist.*

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED. — Edward R. Drew, 597 Washington street, Boston, Mass.

MOUNT VERNON BI. CLUB. — Additional: Frank R. Taylor, Justin A. Doolittle, — both of Mount Vernon, West Chester Co., N. Y.

CLEVELAND BI. CLUB. — Additional: W. H. Backus, 123 Superior street, Cleveland, O.

Consular Work.

To the President and Board of Officers of the League of Am. Wheelmen: — Your Committee on Consuls, which was formed and its members appointed at the October meeting of the board of officers in New York, has this day been in session, and have considered the best methods of bringing the League, through its consuls, into close connection with its members, and with a large class of unattached riders, who wait only to see more practical results of the work and benefits of the League.

One of the objects for which the League was organized, as stated in the constitution, was "to encourage and facilitate touring"; and yet the League rules do not provide for the appointment of committee or officers with power to appoint League hotels, arrange for transportation of bicycles, and properly prepare and distribute information relating to roads and other details necessary to the comfort of tourists.

If the officers are active, they should succeed in placing in every city in the United States and the Provinces containing wheelmen, and in every village accessible to and frequented by touring wheelmen, an active consul who will look after the interests of visiting League members, select, and with the directors appoint hotel headquarters, and inform himself, and prepare on printed slips to be furnished him a full description of all roads radiating from his district, so that a L. A. W. tourist can before starting on a journey secure a detailed description, in compact and convenient form, of the roads over which he desires to travel, their compass, course, the condition and character of the road-bed, the special points of interest, the name and residence of each consul, the L. A. W. hotels, and their rates and reductions to League members; and should the tourist desire to transport his bicycle by cars or steamers, the rates should be secured and fixed at a uniform price on all lines, and its prompt and safe carriage and delivery secured.

Your committee have in preparation a circular letter of instructions to consuls, noting their general duties as to selecting hotels, reporting routes in detail, etc., which will be sent them as soon as possible.

In order to facilitate the prompt adoption of the above suggestions, your committee will ask your authority to proceed without delay to their execution; and we therefore ask your approval by mail of the votes attached hereto.

Fraternally and respectfully yours,
C. A. HAZLETT,
EDWARD C. HODGES,
Committee on Consuls.

BOSTON, 14 November, 1881.

IN his forthcoming new edition of his work on Highways, Mr. Cook says of bicycles: "The use of the bicycle as a means of travel is so recent that in this State there is as yet no adjudication as to the rights of travellers employing it upon the highway. In England it has been held that one riding a bicycle on the highway at such a pace as to be dangerous to passers-by may be convicted of furiously driving a carriage, under a statute forbidding such an act. Taylor *v.* Goodwin, L. R., 4 Q. B. D. 228. The right to use a bicycle in a proper manner on the highway was not questioned in the case; and the court by its decision indirectly admits such right. In the absence of any legislative enactment forbidding them, riders of bicycles would seem to have the same right upon highways as those using any other vehicles, and the validity of any municipal ordinance prohibiting the use of bicycles in those parts of the public streets where carriages may go would be very doubtful."

To Readers who are not Subscribers.

As explained in detail in the standing announcement at the head of its editorial page, the BICYCLING WORLD is a journal "devoted to the interests of bicyclers generally"; and, naturally, its publishers look to bicyclers for its support and encouragement, and to no other class.

And when we say bicyclers, we mean all those who love and practise bicycling for pleasure, for sport, for health, for practical use in locomotion, and not those who manufacture, sell and deal in bicycles as a means of livelihood.

The publishers are in no way interested, financially, in bicycle trade nor manufacture, either in this country or in Europe, but its advertising columns are open to all alike, and on equal and impartial terms; yet — owing largely, perhaps, to the exclusiveness of rights of trade and manufacture — the number of bicycle dealers in the United States is so few that advertising, the chief source of newspaper profits, is of secondary importance in the support of a journal like this: its financial success must depend entirely upon its paid circulation.

To bicyclers, then, who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, travelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines, — in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests.

Such a journal the BICYCLING WORLD aims to be; a moral, an intelligent, a fraternal link to bind bicyclers together for their common and individual interests and enjoyments. But in order to be this, it must have hearty individual as well as general support, both in its pages and on its subscription list.

As the official organ of the League of American Wheelmen, all the business of the League is published in its pages; which, with the other characteristics named, makes it of permanent value for ready reference to all bicyclers.

The subscription price is only $2.00 per annum; $1.00 for six months; and we will send it three months for 60 cents. E. C. HODGES & Co., Publishers,
8 Pemberton square. Boston, Mass.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.
A. J. PHILBRICK & CO.,
SALEM, MASS.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

CHAS. R. PERCIVAL,
Manufacturers' Importer of
BICYCLES & TRICYCLES
Accessories, Parts, Stampings, etc., etc.
Office and Salesroom,
1291 Washington St., Boston, U. S. A.
Agents for HILLMAN HERBERT & CO., Coventry, Eng.; COVENTRY MACHINIST CO., Coventry, Eng.
Send 3c. for Illustrated Circular.

GOY, The Athletic Outfitter,
21 Leadenhall Street, } LONDON,
22 Leadenhall Street, } ENGLAND.
54 Lime Street, }
Any make of English Bicycle or Tricycle can be purchased of Goy at a very liberal discount off makers price-lists.
Club Uniforms, and every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing, and all Athletic Sports. Also, Billiard and Bagatelle Tables, Lathes and Fret Saws, Home Trainers, Boats and Canoes.
Goy's Calendar of Sports and Price-Lists forwarded free.

CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.
Then may I set the world on wheels.—*Shakespeare.*
36 *pages, crown quarto, printed on best paper and ably and tastefully edited*
By WALTER D. WELFORD,
66 Grey Street, Newcastle-on-Tyne, England,
Hon. Secretary of the Bicycle Touring Club.
Full of original articles, practical suggestions, touring reports, and all the foreign advices.
Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.
E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.
Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST or by $3.50, from
E. C. HODGES & CO., 8 PEMBERTON SQ., BOSTON, MASS.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER,
Edited by — CHARLES CORDINGLEY.
HAMMERSMITH, LONDON, W.
Subscriptions received at this Office.
One year.....$2 25
Six Months..... 1 15
Three Months..... 60
Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.



WESTERN TOY CO'Y.
MAKERS OF
Bicycles, Velocipedes,
ETC., ETC.
We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in. front wheel, inclusive.
For illustrated Catalogue and Price-Lists, address
WESTERN TOY CO.,
495 to 503 N. Wells Street,
CHICAGO, ILL.

The Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

DIRECTORY
OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
Addresses inserted in this department, $12 per year.
CALIFORNIA.
SAN FRANCISCO. Osborne & Alexander, 628 Market Street.
CONNECTICUT.
HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.
ILLINOIS.
CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.
MASSACHUSETTS.
BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.
MONTANA.
HELENA. W. E. Norris.
NEW HAMPSHIRE.
PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.
NEW YORK.
NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.
OHIO.
LIMA. Gale Sherman.
PENNSYLVANIA.
PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.
RHODE ISLAND.
PROVIDENCE. Chas. F. Handy, 236 Westminster Street.

THE PETITE TRICYCLE, FOR GIRLS,

Is an elegant little vehicle with suspension wheels, rubber tires, spring seat, front steering, etc. It is light and well suited for girls of five to fourteen years. We have them now in stock at prices varying from $20 to $35, according to size. We have also a larger and more varied stock of large

TRICYCLES FOR LADIES AND GENTLEMEN

than ever before. Prices from $100 to $150. A full stock of SUNDRIES for bicyclers and tricyclers.



OUR NEW COLUMBIA LAMP,

Large size, with wide wick, large reflectors of new design, safety fastenings, special suspension, etc.; contains more improvements and desirable qualities than any other bicycle lantern in the market. Price, plain, $4; nickelled, $4.50. Bown's BALL PEDALS, with rubber or rat-trap bars, price $12. English and American novelties of value constantly on hand.

COLUMBIA BICYCLES.

Full descriptions in our illustrated catalogues and circulars, sent to any address on request, with 3-cent stamp enclosed. Address,

The Pope M'f'g Co., - - 597 Washington Street, Boston, Mass.

Tricycles and bicycles make valuable and often the most acceptable

HOLIDAY GIFTS.

LEARN to WALTZ at WALKER'S PRIVATE DANCING ACADEMY, 24 Dwight St., Please send for circular.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.



FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — 52-in. "Special Columbia," in perfect order. Felloes dark-blue and gold, all other parts nickelled. Has been used but little. Price, $85. Address W. HENRY, P. O. Box 2,016, New York.

FOR SALE. — One 52-inch "Standard" bicycle, in perfect repair, including patent stand, for $70, a rare chance. For particulars, address W. V. B. TOPPING, Ashland, Ohio.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —

BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.

We have a few copies left. Prices sent, postpaid, to any address according to size and style, $2.50, $2.00, $1.00. Address,

E. C. HODGES & CO., 40 WATER ST.,
BOSTON, MASS

THE BEST WAY TO KEEP
Your Bicycle from Rust

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address

A. B. BROWN & SONS, WORCESTER, MASS.

CUNNINGHAM & CO., Boston Agents.

WILKINSON'S
SILVER TONE BICYCLE BELL.



This is the loudest yet has the sweetest tone of any Bell yet produced. I will send a sample of large size free on receipt of $1.25, or smaller size on receipt of $1.00. Trade supplied by JOHN WILKINSON, Sole Manufacturer of the WILKINSON BICYCLE, **77 State St., Chicago, Ill.** Chicago Sales room for the COLUMBIA BICYCLES and proprietor of the Chicago Bicycle Riding School and Gymnasium. Send stamp for large Illustrated Catalogue.

Bicycling World and Scientific American.

THE regular yearly subscription to the SCIENTIFIC AMERICAN is $3 20. We will furnish a year's subscription to both that and the BICYCLING WORLD for $4.70. The regular subscription to the SCIENTIFIC AMERICAN SUPPLEMENT is $5.00. We will furnish that and the BICYCLING WORLD for $6.20. The regular subscription to both SCIENTIFIC AMERICAN and SUPPLEMENT to one address is $7 00. We will furnish both these and the BICYCLING WORLD for $7.75. All postpaid.
E. C. HODGES & Co.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10r. Foreign. 7 cents a copy.

BOSTON, 16 DECEMBER, 1881.

Volume IV. Number 6.

[VOL. IV. **CONTENTS.** No 6.]

Prince versus Keen	62
Editorial Spokes	62
Editorial: Racing	63
The Marine Bicycle	63
Elsa Von Blumen's Thousand-Mile Ride	65
The Holidays. — French Notes	66
Correspondence: Montreal; Chicago; New Brunswick; A Correction; "Logic is Logic"; About Tires; More about Tires	66
L. A. W.: Application	69
Notes, Queries, etc.: "Geesee"; "X. X. X."; "Sixty-inch." Fainting at Sight of a Bicycle	69
Waller's Contests at Sunderland	69
About Bells	70
Wheel Club Doings: Boston; Crescent; Nashua,	70
Books and Pages: Our Little Ones; Archery and Tennis News; Western Manufacturer	70

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

"LAMSON'S LUGGAGE CARRIER,"
Or BICYCLE SHAWL STRAP,

(Patent applied for). Pronounced by the most experienced riders to be the "cheapest, lightest, neatest, and most convenient bundle carrier for attachment to the handle bar ever invented." It may be put in the pocket when not in use. Sent by mail for 75 cents, by C. H. LAMSON, Portland, Me. Also for sale by the principal bicycle dealers.

THE NEW
LEAGUE BADGES

Will soon be furnished to order by the design patentee, C. H. Lamson, Director L. A. W., Portland, Me.

Particulars as to prices, etc., will be published later.

STODDARD, LOVERING & Co.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES
AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,
Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)
THE "HARVARD,"
ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)
THE "YALE,"
ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)
THE "SHADOW,"
LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

THE long-delayed shipment of the celebrated "King of the Road" bicycle lamps has at length arrived safely, *ex* S. S. "Bulgarian," after a perilous voyage through terrific weather. We expect to get the goods out of the Custom House on Wednesday, 14 December, when we shall immediately fill the orders which we have on file. The balance of the shipment remaining after these orders are filled will be on sale on and after Thursday, 15 December, until all are sold. Riders are reminded that

1. Night riding is almost a necessity at this season of the year.
2. No one should ride at night without a lamp.
3. The "King of the Road" is the most reliable, and in fact, the only absolutely safe lamp in the market.
4. This particular shipment, made specially for us, has never before been equalled.

THE CUNNINGHAM COMPANY,
Odd Fellows' Hall, Boston, Mass.

Send three-cent stamp for our illustrated-catalogue.

Prince versus Keen.

ARTICLES OF AGREEMENT entered into this fifteenth day of December, 1881, between John Keen, of London, England, and John S. Prince, of Boston, Mass.: By which the said Keen agrees to ride a ten-mile bicycle race, in heats, best two of three, for $500 a side, and the championship of the world, against said Prince; the heats to be run on alternate days and the race to take place on a bicycle track at said Boston, and to start not later than the seventeenth day of January, 1882; the stakeholder to determine the date, and to give not less than ten days' notice of the fixture; the men to ride under the Wolverhampton rules of racing, and to start each afternoon at an hour to be appointed by the stakeholder; in the event of the track chosen being unavailable or a postponement desirable for any cause, the referee to have full powers. A deposit of $100 a side is now posted in the hands of the editor of the BICYCLING WORLD, and the final deposit of $400 a side is to be made good by each contestant on or before the day of the race, unless a purse for the amount or any portion of it is furnished by outside parties, — in which case the contestants will supply any deficit which may be required to bring up the total stakes to $500 a side. The editor of the BICYCLING WORLD to be stakeholder, and to appoint a referee and two judges; and in the event of any question arising not provided for in these articles, the referee to have full power to decide. Either or any party not complying with the foregoing to forfeit all deposits, or other money down.

Nothing in the foregoing shall exclude from these competitions any other rider or riders who may, on or before the 31st of December, 1881, deposit the sum of $100 with the stakeholder, and attach his signature thereto under the foregoing conditions.

As witness the hands of the parties the day and year attached to each signature. (Signed) JOHN S. PRINCE.
JOHN KEEN.

Witnessed by
ROBERT PATRICK,
C. E. WENTWORTH.
15 DECEMBER, 1881.

EDITORIAL SPOKES

A BICYCLE club has been organized in Hanover, Mich., with four members.

"KANUCK" responds, and intimates that the "Dawg" seems to be about to bark.

THE *Bicycling Times* records the arrival home from the United States of Mr. Llewellyn Winter.

IT is rumored that "Lydia P." is studying the comparative merits of trikes, with the idea of purchasing.

ANOTHER bicycle club is talked of in St. Louis, interest in the wheel is so rapidly spreading in that city.

W. C. MACKLIN represents the front, rear, and sides of bicycling in Frankfort, Ky, and we 'll bet he 's "no slouch."

IT is about time to consider where the annual Meet of the League shall be held. Come on with your suggestions and reasons, gentlemen.

PRESIDENT GARVEY, of the wide-awake and active Missouri Bicycle Club, is in Europe, both for pleasure and business, we presume.

W. D. WILMOT, of the Framingham Bicycle Club, has ridden the bicycle out of doors every day during the present year, regardless of weather or condition of roads.

THE scandalous report that a Louisville wheelman's recent marked politeness to the fair sex was all owing to arrearages in his knickerbockers, was entirely unfounded.

THE evolutions of the Crescent Bicycle Club, under Capt. Carpenter, formed a feature of peculiar and novel interest to visitors at the Soldiers' Home Bazaar Tuesday evening.

W. V. GILMAN, of Nashua, has stolen a march on us and our readers by wishing us a "Merry Christmas." We shall wait till next week before expressing our sentiments.

THE returns of the municipal election were continuously received at the rooms of the Boston Bicycle Club, during Tuesday evening, where a jolly crowd of the "boys" were assembled.

TELZAH says he has ridden his bicycle out doors every day since last March 15, rain or snow, and expects to keep it up the rest of the year. The Portsmouth roads have been excellent

SEVERAL of the Massachusetts men have been trying to squeeze their feet into shoes one or two sizes smaller than usual, since our personal poet and artist celebrated their understandings, last week.

THE team race between the Milwaukee and Chicago Bicycle Clubs, mentioned by our excellent correspondent, "Steno," last week, as being arranged, is to take place in the former city at the Exposition building.

CONSUL C. H. FOWLER, JR., of Chelsea, bicycles back and forth between his residence and place of business (distant about a mile) three times daily, thus combining great saving of time with much exhilarating pleasure.

SUNDAY was a beautiful day, overhead and underfoot, and bicyclers in this vicinity were numerously seen wheeling through the suburbs, enjoying no less the keen, bracing air, than the exhilarating motion of their steel steeds.

THE BICYCLING WORLD comes to us this week, and we are glad of it. Shall be pleased to take a header with Editor Gilman some day.— *Providence Telegram.* Thank you for the offer of companionship; but if that 's the way you ride, we prefer that you go *ahead.*

A STRANGER in Boston the other day on passing down Washington street was struck by the combination of signs at 597: —

POPE MANUFACTURING COMPANY.
THE PILOT.

Our contemporary being the Catholic organ, the circumstance was quite suggestive.

NEXT Monday evening, 19 December, the great fifty-mile bicycle race for the amateur championship of America, promoted by John Keen, is to take place in the American Institute, New York City. The prizes will be gold and silver medals and an extra prize, valued at $50, if record time is beaten. The race is to commence at 7.30 P. M., and the entries which close to-day (16 December) are placed at $2. Mr. Keen will ride ten miles against time immediately after the race.

DR. COLEMAN, of Canandaigua, writes, under date of 12 December, as follows: "I have seen it published in a Rochester, N. Y., paper that the next meet of the L. A. W. would be held in Boston. I was surprised to see the notice, and could not believe the place of meeting had yet been decided on. When is the decision made as to place of meeting? I wish it might be either in Washington or Philadelphia. Would be very glad to welcome them to the 'sleeping beauty' (Canandaigua). I expect my friend and fellow-bicycler, Wm. H. Reid, of Rochester, down this week with his American Star to give an exhibition." The Rochester paper the Doctor refers to probably slipped in an old item left over from last year's clippings.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume.* Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 16 DECEMBER, 1881.

RACING.

A CORRESPONDENT of the *Bicycling Times*, referring to late bicycling events in this country, in which the honors were borne off by English wheelmen, says: —

"The Americans have a peculiar way of looking at records; for notwithstanding the fact that Smith did two miles in 6m. 8s., the same paper since, in describing the Boston Club races, says W W. Stall, who did the mile in 3.7. 'has lowered the record.' I should say he has raised it by several seconds."

Our English friend should understand that Mr. Stall's 3.07 time did virtually lower the previous American amateur record for one mile (W. S. Clark's) which was 3.08¼; but as the former was not in a regular race and no official time was taken, Mr. Clark's 3.08¼ is still the best record time. The statement that Mr. Stall lowered the record referred to the one-mile, and not to the two-mile record. Furthermore, Mr. Smith's two-mile record has since been corrected to 6.33, leaving Clark's two-mile of 6.23½ still 9½s. better. Our British commentator further says: —

"The Americans have themselves to thank in a great measure for their defeats, for they put an almost prohibitive tax on English machines. The result is that as a rule, they are obliged to use their own make, and they are certainly not equal to English. Stall, of the Boston, mentioned above, is actually reported to have raced on a 50 lb. 'Harvard'!"

The machines used in the League races, 6 October, when Smith, of Bristol, won the two-mile American championship in 6.35¼, were as follows: Lafon, 58½, "Yale"; Dean, 57, "Yale"; Jenkins 53, "Rudge," in the mile handicap, and 50, "Harvard," in the ride-and-run race; Alden, 50, "Special Premier"; Frye, 58, "Light Harvard Roadster"; Johnson, 57, "Humber"; Woodside, 56, "Humber"; Smith, 52, "Rapid Racer." Not one of these was an American machine. The "Yale" is the Surrey Machinist Company's "Invincible," and the "Harvard" is Bayliss, Thomas & Co.'s best make. Both these machines are manufactured for and imported by Cunningham & Co., and are Americanized only in name; and we do not think the American name has recently shown any general tendency to deteriorate either the quality or exploits of men and things which have borne it. While we willingly admit that bicycle racing in this country is still in its infancy, and that it is more than probable that we have no native-born American wheelman who can successfully compete with many on the other side of the water, yet much must be allowed, in our races here, for inadequate track conditions. The track at the Polo grounds in New York is the best out-door course on which our fastest men have competed, and have accomplished the fastest times; yet it is far inferior in size and condition to the best English tracks. There are several halls in several of our principal cities which are said to be excellent for bicycle racing; but as yet no contests between such riders as Stall, Woodside, Eggers, Smith, Johnson, Frye, Gideon, and one or two others of like calibre, have occurred in them. Besides, we doubt the superior facilities of some of these halls which local wheelmen so confidently extol, and we await with interest the results of the projected winter events, in which Messrs. Keen, Prince, and Vesey are expected to participate, and if we had plenty of money and were not an amateur, we might be induced to stake a trifle that they will not beat their home records in them.

The Marine Bicycle.

BY TELZAH.

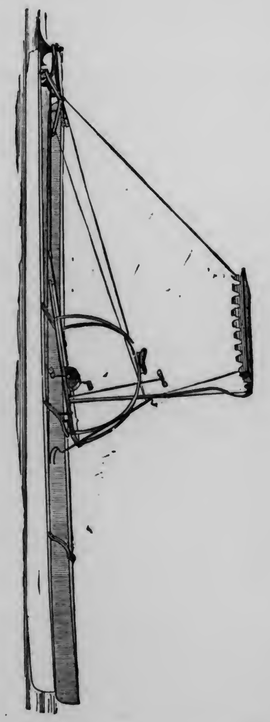
EARLY in the winter of 1879 I was invited by Major David Urch of this city, the builder of the salt-water aquarium, which contains many evidences of his inventive mind and ingenious hands, to inspect a rude craft which he had put together and named the Marine Bicydle. Upon two cigar-shaped catamaran floats he had mounted the pedals, backbone, and seat of a bicycle; the pedals turning by means of two bevelled gears, a four-bladed propeller at the end of a slanting shaft. With considerable exertion the craft made fair progress through the water. During the winter and following summer, several boats were constructed and run by numerous friends, and resident and visiting bicyclers, at whose suggestions various changes were made: the steering wheel was changed to a handle bar, the boats were shortened, and instep straps added to the pedals. The inventor after innumerable experiments decided upon a two-bladed propeller, an improved rudder, and various new features. At the suggestion of the writer, two boats were hastily constructed in May, and exhibited on Charles River and Public Garden pond during the L. A. W. Meet; and these boats have been run here constantly since then, making passages up and down the river and along the coast. One was altered so as to be run by ladies, by removing the seat and backbone, and substituting a chair, around which a screen was drawn, enclosing the operator from view except the upper part of the body. With this boat the sister of the inventor, accompanied by him on a companion boat, made the trip to Dover and return, a distance of thirty miles, on the hottest day of the season, between the hours of 11 A. M. and 6 P. M., making three landings and a stop of two hours in Dover. A trip of ten and one half miles to the Isles of Shoals, nine miles off the coast, was made in one hour and twenty minutes. In September a run along the coast in a heavy sea, to Newburyport, twenty-five miles, was made in four hours. All the various parts of the craft have been undergoing improvements, and the patentee has a boat now ready for launching with which he claims he can beat any craft of its length. By means of the cuts, which are inferior copies of the past season's boats, I will give the details of the new one. It is a combination of a "catamaran boat," a bicycle, a sail-boat, and a marine propeller. The boats — of which there are two — are twenty feet long by seven inches wide, and each contains five safety compartments. These are united four and one half feet apart, by four cross-bars of ash, fastened to the boats by lag screws entering the blocks beneath, which divide the boats into air-tight compartments. On the two centre cross-bars is placed a slanting mounting plank, and on this is mounted the steel machinery, adjustable seat for the rider,

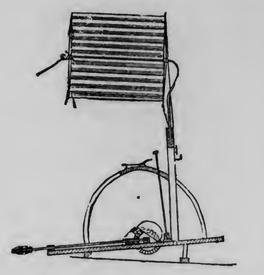
and a white-oak mast and steering bar. To the mast is attached a canvas awning which can readily be furled, or for racing can be taken off altogether. When spread for an awning it can instantly be converted into a sail, and set on either side, and at any desired angle to the wind; and again as quickly be readjusted for an awning. Depending from the rear cross-bar is an ingenious bracing and raising and lowering device of copper, through which passes and revolves a copper propeller shaft extending from and connecting the copper propeller to the bevelled gears on the mounting plank. By means of a chain attached to this device, and a hinged joint in the shaft, the rider is enable to raise the shaft and its propeller entirely out of the water for the purpose of shaking off any collected sea-weed, or they can be fastened in this position for sailing, or for grounding the boats, or for passing over any shoal water. Directly in the rear of the propeller and its shaft is the rudder, which is controlled by a positive motion of the steering-bar. A gleaning fork in front of the rider is adjustable with its tines in or out of the water, and is for the purpose of preventing the fouling of the propeller by floating weeds. The machinery on the mounting plank is covered by a semicircular box, which can be turned forward for oiling the machinery. A paddle is secured in a concealed position under the mounting plank, to be used in going to or from the shore, or wherever the water is too shoal for working the propeller. The operation of the boats is identical with that of the road bicycle. The rider faces his course,—a great advantage over the the ordinary row boat.

This machine cannot be upset by any one, and it seems as if no combination of circumstances could possibly sink it. It is a perfect life-raft. It will run with safety in rough as well as smooth water, though it propels harder in the former; and will run backwards as fast and as readily as forward. The inventor claims a speed of about six miles per hour; that this rate can be maintained for hours, and for short runs faster time can be made. Bicyclers who have not had boating experience will notice the increased exertion required to run the boat rapidly in comparison to the road bicycle, due allowance not being made by many for the resistance of the water and the comparative slowness of water to land locomotion. A mile in 3½ minutes is more frequently made in bicycle races than a mile in 7 minutes in a shell boat race. A steamer that will log twenty knots is much more rare than the sixty-miles-an-hour locomotive.

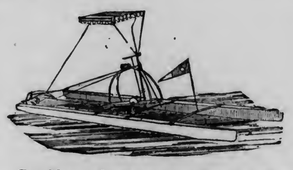
A folding seat can be adjusted directly in front of the mounting plank for carrying a passenger. A larger awning and sail can be substituted if required; one has been completed with an improved device for handling the sail, and its increased size will probably make the craft a difficult one to outsail. The weight of the machine is from one hundred and twenty-five to one hundred and forty pounds; but for racing purposes the floats can be constructed of paper, and in other ways the weight largely reduced and the speed increased. For transportation the cross-bars are are taken off and the whole closely packed. The draught of the boats is three to four inches, and of the propeller sixteen to eighteen inches. The ladies' boat, fitted with a tricycle seat and a protective screen, has been in daily use and tested by many lady friends, who have run it without instruction and without accidents of any kind. Patents were granted 9 August, 1881.

Cut No. 1 shows a side view of this invention, with awning unfurled and propeller shaft raised out of the water. By loosening the chain attached to the lowering device, the propeller and its shaft drops to the same angle and plane as the mounting plank, and becomes instantly ready for use. By pulling down on either side of the awning and loosening the cord running through the pulley at the rear cross-bar, a sail can be set to any desired angle.





Cut No. 2 shows the awning turned down for a sail.



Cut No. 3 shows a quartering view of the boat.

My first trips up the river created greater excitement than did my pioneer rides through this part of the State in 1879, on the road bicycle; for many remembered the old bone-shaker, while the boat was entirely novel. Superstition still lingers with the sailor of the present day, and the appearance of a man walking on the water excites the greatest surprise. While running outside, boats have been lowered from passing vessels to rescue the supposed land lubber. Last summer, while rounding a sharp point in the river, I ran amidst and surprised a party of the gentle sex who were bathing in a cove. The sudden appearance of the strange monster (I refer to bicycle and not to the rider) caused the frightened females to gather their old calico dresses tightly around themselves; and their tumbles in the water and scrambles up the bank were an amusing scene that the artist Reed should add to his bicycle portfolio. The ease with which the boats are handled was exhibited on Charles River, when, with a strong wind and tide, we would aim directly and at full speed for a bridge or at each other's boats, and when within a few feet of a collision, with one motion the sails were turned into awnings, the propellers lowered and reversed rapidly, and the boats brought to a "stand-still" with but a few inches intervening. A whole family, from parents to younger children, can enjoy and operate the craft. The rider fears no sand, no mud, no scorching sun, frightened horses or flying headers, and the good little boy has lost his job of inserting sticks between the spokes. In the touring line the marine

corps of the Massachusetts Club may in future winters invite their friends down from the sidewalk past the milk cans to their log book, and exhibit its footings of knots run, and diagrams of ponds, river, lakes, and seas, their Popes, Shillabers, and Williamses have discovered and explored; while in racing, the Bostons' liveried janitor can open the safe near their suspicious closet, and exhibit the gold and diamond medals their Fryes, Stalls, and Deans have won at club and L. A. B. regattas. Their captain may also forsake his birch canoe for the marine bicycle, to harden his calf muscles and bring home from the Maine woods his caribou antlers. The new craft will probably supersede boats at public resorts for letting purposes, and will be a feature at future regattas. For those who live near navigable waters, I know no safer, speedier, healthier, or more novel and fascinating means of muscular marine navigation. It is not a usurper of the road bicycle, for its path is different; it is rather its sailor cousin, and its use will give the same healthy benefits and social enjoyments.

PORTSMOUTH, N. H., 1 December, 1881.

Elsa Von Blumen.

A THOUSAND MILES IN A WEEK.

THE plucky young bicyclienne, Von Blumen, began, last week Monday, 28 November, at about 1.15 A. M., the task of wheeling a thousand miles in six days. The track is in Old City Hall, Pittsburg, Pa., and is one sixteenth of a mile in circumference. About three hundred people were present when she started, a few ladies being among them. The local press describe her as being a very modest-looking young lady, of medium size and slight build, not particularly handsome, either in form or feature, but with a winning and pleasant countenance. Her costume is as modest as her face, being a sort of bloomer affair, of a subdued lead color, supplemented by light leggings reaching from the knee down; the costume and her head are surmounted by a jockey cap. Her appparance on the bicycle is that of the greatest ease, and while she circles the hall rapidly, it seems to require no exertion whatever on her part; it is, indeed, almost the poetry of motion. Just before the start she expressed herself confident of her ability to complete the 1,000 miles before next Sunday morning; but when she laid her hand upon the steel withers of her two-wheeled steed and swung into the saddle, she was trembling violently. After a few laps she recovered her composure and sat the saddle steadily, riding with an easy stroke that promised to last. The times of the opening miles are follows: First, 6.21; second, 5 52; third, 5.46; fourth, 5.56: fifth, 5 49; sixth, 5.44; seventh, 5.52; eighth, 5.35; ninth, 6.12; tenth, 5.40; eleventh, 5.26; twelfth, 5.49; thirteenth, 6.04; fourteenth, 6.16; fifteenth, 5.45. First five miles, 29.52; ten, 58.26; fifteen, 87.46. She completed her one hundred and sixtieth mile and went off the track at 11.44 in the evening. She completed her first twenty miles in the morning in 1 57.52, having started at 1.11.14 and stopped at 3.8.46. She took the track again at eight o'clock in the morning, and completed her second twenty miles in 1.49.52. At 11.51.57 A. M., she had finished the first sixty miles of her ride. An hour was taken for dinner, and the bicycle was again in motion at 1.09.21 P. M. At 4.55.03, one hundred miles were finished. The fastest time made during the day was the ninety-eighth mile, which was finished in 3.17. The five miles made from ninety-six to one hundred and one were made in an average of 3.48.

On Tuesday she resumed, in good condition, her first sixty miles being covered in 5h. 46m. At noon she rested 13m. 30s. and then came out and made two miles and thirteen laps; retired again, and came out at 1.30 and resumed her task. The slowest mile made by her during the day was the two hundred and sixty-third, which was made in 6m. 37s. The fastest mile was made in 4m. 32s. She left the track at a quarter to twelve o'clock, having made one hundred and sixty-five miles for the day, five miles more than the day's task.

On Wednesday at midnight, when she left the track she had scored four hundred and ninety-five miles, being fifteen miles more than she intended. Her first sixty miles was made in 5.29.35, after which she made six miles in 30 25. In the afternoon she made fifty-three miles in five hours, and in the evening fifty miles, making the total of four hundred and ninety-five at midnight. The fastest mile made during the evening was the four hundred and ninety-first, in 3.21; the slowest the four hundred and seventy-seventh, in 6.29.

On Thursday she made a total of one hnndred and seventy-four miles. The score by ten miles for the afternoon and evening was as follows: Afternoon — First ten miles in 1.01.01; second, in 0.59.59; third, in 0.59.03; fourth, in 1.02-20; fifth, in 0.51.29: total, 5h. 6m. 8s., rest included. The fastest mile was the six hundredth, in 3.11; the slowest the five hundred and seventy-seventh, in 6.54. Evening — First ten miles in 0 59.21; second, in 0.52.15; third, in 1.00.49; fourth, in 0.58.00; fifth, in 0.53.35; completed three miles extra in 0.16 00; total, five hours.

On Friday, at midnight, she had accomplished eight hundred and forty-nine miles, making one hundred and eighty for that day, and leaving one hundred and fifty-one for Saturday's task. Her long ride had very plainly told upon her by this time. She looked tired and weary. She had lost several pounds of flesh, her limbs were stiff and sore, her hands so badly blistered that they had to be plastered. A reporter remarked to her, "You are not sorry it is so near over?"—"Sorry? No, indeed. There is a long day yet to come, and I wish it was ended. If I complete this task successfully I don't believe I will try again. It is useless for me to say I have not suffered, for there have been time sthat I thought I must give up. Indeed, I declared several times I would quit, but somehow I have worried through." During an interval of rest after she had completed her eight hundred and twenty-first mile, seven members of the Keystone Bicycle Club went on the track to compete for a silver pitcher valued at $28, and offered by Miss Von Blumen. The contestants were Philo French, O. G. Brown, J. W. Pears, John McCullough, F. T. Hoover, P. S. Johnson, and J. Woodwell. Owing to the narrowness of the track and the small circle, so many riders at once found a difficulty in keeping their equilibrium, and collisions and falls and personal and bicycle damages were frequent; and before three of the five miles to be made had been covered, only French, McCullough, and Hoover remained on the track. Soon after, McCullough went down, spoiling his machine, and withdrew; then French got dismounted, but recovered and went on, hard pressed by Hoover until near the close of the fourth mile, when the latter also gave up the contest and retired, leaving French to come in alone and take the pitcher, his time being 24.24.

There was a large attendance on Saturday evening to witness the finish of Elsa's ride, a great many being ladies, who cheered the bicyclienne on her way. Though very tired and very sore, she succeeded in accomplishing the task, the close of the last mile being made at eight minutes to twelve o'clock, midnight. The enthusiasm ran high throughout the evening, the crowd standing on the chairs and cheering long and loud when at 11.52 it was announced that she had completed her 1,000 miles. During the last few hours of the ride, it was necessary to keep her up with stimulants applied outwardly. She had a severe headache, and her limbs were swollen and sore, while her hands were very much blis ered. She had little inclination physically to complete her task, and only did it through the force of indomitable will.

During the evening, Miss Von Blumen was presented with an elegant basket of flowers, the gift of the Keystone Bicycle Club, the speech being made by Col. Echols, of the Monongahela House, who paid a high tribute to Miss Von Blumen's modesty and lady-like deportment, which had won for her the respect and esteem of all who had met her. Several other baskets of flowers were also presented her, in addition to a handsome set of jewelry, a gift from the ladies, which was given into her hands by Miss Sadie Smythe. The proceedings of the evening were further enlivened by the presentation to Mr. Henry L. Myers of a silver cup, and by bicycle exhibitions by Mr. Myers and a little boy, and singing by the Euterpe Club and the Archie Reward Glee Club.

One of the local papers closes its

report as follows: "It is possible the lady accomplished a ride of 1,000 miles. Whether she did or not the effort for a woman was certainly heroic; but the fact remains that the scorer, whose name is given as Raverat, travels with Miss Von Blumen, and is a brother-in-law of her manager. People will be more ready to believe 1,000 miles was made if the scorer had been in no way connected with Miss Von Blumen, and had been sworn to keep an accurate record. It may have been kept faithfully, but it is to be presumed that one of the employés of the lady was going to be careful there should be no failure in the count. It may be he kept it faithfully, but who knows whether he did or not except himself? Financially, the ride has not been a failure, though it has not been a brilliant success. For Miss Von Blumen, it can be said that not one woman in ten thousand could have endured and suffered as she has endured and suffered during the one hundred and forty-two hours she has been on the wheel."

DIRECTOR WARING, of Pennsylvania, writes us from Pittsburg, under date of 6 December, concerning Miss Von Blumen's ride: "During her ride she received much courteous attention and encouragement from the ladies, and elegant bouquets were presented her by both them and prominent business men. ....The H. L. Myers referred to is a professional, and was in Mack's American team against Harry Etherington's English and French team, at Chicago, two years ago. On Tuesday he and his brother, in one of Elsa's intervals of rest, rode a five-mile race for a silver goblet, Henry winning in 21.54. He has ridden very little since the Chicago contests, and has not owned a bicycle for over a year. Miss Von Blumen gave all the members of the Keystone Bicycle Club complimentary season tickets during her ride, and she and her agent were very courteous to us all. Some of the boys wish to have some more riding in city hall, and propose to participate in a benefit for Elsa, riding mile dashes against time. She has almost entirely recovered from the effects of her long ride, and was out on the street yesterday looking at the sights of the smoky city. She will go to Springfield, Ohio, for a three-days' ride, and thence to Eastern cities."

The Holidays.

FATHERS and mothers and uncles and aunts who are meditating on the subject of Christmas and New-Year presents to sons and nephews are reminded that bicycles will be just as acceptable to their dear boys now as they will be two or three months later; and their regrets that they cannot conveniently use them during snow-time will be abundantly offset by the joyous anticipations they will experience continually in these two months of inactive possession.

A look in at the salesrooms of our three principal local dealers will prove most pleasant and profitable — we use the latter adjective in both its business and moral significance — to these kindly disposed relatives. The Cunningham Company, the earliest importers of the steel horse in the United States, have elegant and spacious rooms in Odd Fellows' Building, at the intersection of Warren avenue and Tremont and Berkeley streets, and their windows make a fine display, and attract much attention from passers; and any who may choose to go inside will pass a pleasant half-hour or more with the attentive managers and salesmen in viewing and studying the beautiful mechanism and wonderful capabilities of their various makes of English machines. The Pope Manufacturing Company, who were nearly as prompt in placing bicycles on the American market as the Cunninghams, are not only like the latter in being importers of first-class English machines, but they are also the only extensive manufacturers of American wheels; and the "Columbia Bicycle" is as familiar to the sight and mind of all who can read as is the most advertised of patent medicines, and it is a far better tonic and remedial agent than all these latter put together. Their salesrooms and riding school are located at 579 Washington street, nearly opposite the Globe Theatre, where they keep a strong force of clerks, salesmen, instructors, packers, and repairers, constantly busy in their various departments, and visitors here cannot fail to find full enjoyment and acquire much valuable information in an hour's inspection of the premises. Mr. Charles R. Percival, formerly located at 96 Worcester street, has recently opened a handsome store at 1,292 Washington street, and exhibits a fine stock of bicycles and tricycles of the best English makes. Our readers will remember that Mr. Percival went to Europe last summer for both pleasure and business. He returned a few weeks since, and now displays, as a result of the business part of his trip, not only a varied stock of wheels, but a large and unique assortment of sundries and accompaniments of the bicycle, both needs and additions; so that the holiday-present seeker may find something in the bicycle line to meet the limits of the most meagre purse.

French Notes.

SOME weeks ago an account of a twenty-mile race at Surbiton, England, between Messrs. Keen and De Civry, was published in the BICYCLING WORLD. It will be remembered that Mr. Keen won the race in 1h. 4m. 1½s., Mr. De Civry retiring at the end of one mile because he was suffering from a severe cold. It is a little amusing, and at the same time provoking, to notice that *La Revue des Sports* does not give Mr. Keen the credit of winning this race, and even ignores it entirely in a list of De Civry's races; but we remember that last summer, when it was Mr. Keen who was out of condition, and was forced by a severely injured arm to retire from a race with this same gentlemen, the *Revue* was very quick to record a victory for the Frenchman. ... *Le Sport Velocipedique*, of Paris, has offered a prize for the best story that may be sent in for publication in its columns, the only condition imposed being that the story relate to the wheel. The prize is one year's subscription to the paper free. A good chance for some of our French scholars to show what they can do..... In Brussels, the city authorities do not allow the use of hub lights on bicycles, because they are not one metre from the ground, the height required by law for carriage lights. Our Dutch brothers are certainly very matter-of-fact; what would they think if they knew some of our cities had rules forbidding men to smoke cigars or pipes on the streets? S.

CORRESPONDENCE

Montreal.

Editor Bicycling World: — It is with much sorrow that I have to announce a great disaster that has befallen the Montreal Bicycle Club. We have lost our captain. Even Dizzie, the "Club Dawg," when he heard what was going to happen, lost control of himself to that extent that he fell simultaneously into a profound melancholy and a pit ten feet deep: from the former he has not yet emerged; from the latter he was extricated, after three days' prayer and fasting, by a friendly "Buckeye," who happened to be here on a visit. I append a clipping from the Montreal *Herald* of yesterday, giving an account of the "last sad rites" preceding the captain's departure for another (half) world: —

"MONTREAL BICYCLE CLUB. — FAREWELL SUPPER TO CAPT. SIDEY. — A farewell supper was given at Messrs. Hall & Scott's, by the members of the Montreal Bicycle Club, last evening, to Mr. C. J. Sidey, captain of the club, on the occasion of his departure for Europe. About forty gentlemen sat down to supper, and, as well as members of the bicycle club, we noticed some of the members of the Montreal Amateur Athletic Association, of which the bicycle club forms a part. Mr. H. S. Tibbs, the genial and painstaking secretary of the club, presided. The *menu*, which rebected credit on the caterers, Messrs. Hall & Scott having been fully discussed, and the usual loyal toasts having been duly honored, the following toasts were proposed and responded to: 'Our Guest,' by Mr. C. J. Sidey; 'The Montreal Bicycle Club and the Montreal Amateur Athletic Association,' by Mr. Hugh Becket; 'The Volunteers,' by Mr. Charles Levin; 'The Ladies,' and 'The Press.' The proceedings were also enlivened by the usual sporting songs.

"During the evening the chairman, on behalf of the bicycle club, presented Mr. Sidey with a set of photographs of the officers of the club, contained within a handsome frame. In the centre was the photograph of Capt. C. J. Sidey himself, and around him were grouped the secretary, Mr. H. S. Tibbs; first lieutenant, A. T. Lane; second lieutenant and bugler, J. D. Miller; third lieutenant, G. M. Smith; fourth lieutenant, G. DeSola; and fifth lieutenant, J. Trotter. Mr. Sidey, who was taken quite by surprise, feelingly responded. The proceedings came to a close shortly after eleven o'clock by the singing of 'God Save the Queen,' and 'Auld Lang Syne.'

"Mr. Sidey has been captain of the club since its organization, over three years ago, and will be much missed by the club. He leaves by the 8.40 train from Bonaventure depot to join the steamship *en route* for England. We wish him *bon voyage*."

From the above you may gather some information; but not even my facile (?) pen can fitly describe our loss, or the genial good-fellowship, generosity, lack of self-seeking, modesty, good temper, and yet firmness withal, characteristic of our K–Kaptain, — the only one we ever had; in fact, from present appearances, it would seem that we shall become a republic without a head, as his successor will not be elected till the spring. Our loss is Newcastle's gain; for I believe Capt. Sidey intends to locate there after he gets away from "the land o' cakes," and when the hymeneal torch has been lighted. (That 's neat, eh?) I presume some day the "Club Dawg" will awake from the lethargy in which he appears to be at present buried, and send in a final report of the doings of the Montreal Bicycle Club for the past season. His remissness on this point I have already heard several comments upon. ...I hear there is a mail vote on the question as to whether directors shall appoint League hotels. Why was this taken out of the hands of the consuls? Surely, is it not a part of their duties? I presume there must have been some good reason, however, as President Pratt generally knows what he is about.....I must now conclude with a tribute to the utility of the BICYCLING WORLD, whose arrival is always looked anxiously for by the members of our local club.....By the way, when is the index for Vol. III. going to be issued? I want to get mine bound before the numbers are lost, or mutilated overmuch by the constant thumbing they receive. I have just received this week's WORLD, and see that "K. K." is supposed to have morally sat upon me and my fellow-member, the "Club Dawg." The secret of the authorship of the fearful nonsense committed to paper by that person is now out, so I can confidently say that it is n't in him to do thus unto thy servant,

KANUCK.

MONTREAL, 8 December, 1881.

P. S. Our late captain was very anxious to know who would wear his "paper collar" when he was far away, as he was pretty confident that he must be a "bad man." About twenty members got out of bed in the middle of the night, about 7.45 A. M., to give him a send-off at the depot on the Boston train, and startle the echoes by a stentorian "well" that would have filled the Bostons' heart with envy. K.

Chicago.

THE prospective rival of the "Premier" bicycle, heretofore the favorite, machine in Chicago, has arrived in the shape of a fifty-four-inch half-nickelled "British Challenge," and connoisseurs in bikes have visited headquarters to examine and criticise. The bearings are certainly of the most substantial nature, being similar to the Æolus in shape of case and adjustment, but with double balls running in concave grooves. The fluted front and rear forks are as substantial, graceful, and rigid as it is possible for forks to be. The Humber head, longer than usual to admit of a long centre, is strong and handsome. Hand bars are same height above wheel as attached to the Premier open head. Hitherto heads of this pattern have been getting shorter and shorter, but now it seems they are being lengthened. But it is not necessary to lengthen them, thus raising the height of the handle bar and not making so neat an appearance, if the new patent socket adjustment is used, which allows of a long centre on the shortest and most stubby Stanley-patterned head. The hubs, gun-metal, are five inches in diameter, which are as they ought to be on machines above fifty inches in size. Finish and rigidity, everything that could be desired, though in a few minor details the superb handiwork of the "Premier" is not equalled. The critics agree that all this is so, but they are not quite so positive as to the merits of the oval backbone. It would seem, from the experience which many of our riders have had, that there was as much necessity for strength in a backbone as regards a sideway twist as in guarding against tendency to spread. We know of several instances where round backbones have become badly twisted, caused by the little wheel being caught in a rut, crack, or car track, in the extrication of which the backbone would yield to the direct sideway strain. Therefore, it seems unwise to weaken the perch in this respect, as it would appear to be in the oval section. The oval backbone on the "British Challenge" is certainly much heavier than many circular perches attached to other English machines which we have, and which have proved stiff and substantial, proof against spread after severe tests. There are a few instances where light circular perches have given way, but this was owing to the defects which may be looked for as a matter of course, and which are usually covered by the manufacturers' guaranty; while in other cases the machines were used for heavier riding than was calculated when ordered. The oval section certainly has greater resistance as regards spreading, weight being equal, while the circular form would appear to yield less readily to the sideway strain. The well-made, light backbones of the latter class have been proven amply stable in respect to the former strains, while evidently possessing greater resistance to twisting; hence it would seem but a matter of taste for something novel in what preferences may be entertained for the oval section, unless future emergencies may bring forth qualities in the oval form not now apparent. The spring of this machine is quite unique, and apparently unnecessarily complicated, being shackled forward, and acting by leverage upon two rubber buffers at the rear. There are three hinge joints to wear loose and cause rattling. The "Club" spring would seem to possess all the qualities contained in rubber for the absorption of vibration, with less complication. Both are considered, by some who have tried them, as being of that class of improvements which find favor in the eyes of seekers after novelties. They possess, no doubt, the maximum of ease, but so does the ordinary plain spring when made to weight. The "British Challenge" has the big back wheel, — eighteen inches. Chicago bicyclers who use the seventeen-inch back wheel, express a decided preference for the small size, while those having eighteen-inches think the seventeen-inch size, as applied to the "Premier," very elegant; therefore it would seem to commend itself as possessing both practical and ornamental qualities. Perhaps our preference may be owing to the level nature of our wheeling. If so, it might be well for manufacturers to have two sizes for different kinds of country; wheelmen in the Rocky Mountains might perchance find it practical to make it it sixty inches, sort of "Star" fashion. Sixty spokes, No. 12 wire, does not seem to be enough when applied on the direct principle, especially when the felloe is but seven eighths diameter. The non-slipping tire may be appreciated in slippery weather, perhaps, but those riding the full inch experience no difficulty in this respect.....Yes, "56," ball pedals, if they cost twice twelve dollars, are worth the money. One would imagine that in the expenditure of vital force, the question of a few dollars would not figure, so long as the sum required to purchase immunity was reasonable. We know some people who object to ball bearings generally, because they wear out, especially in the back wheel, — without considering the unconscious ease of the rear balls, purchased at five dollars, lasting at least two years, and renewable at expiration of that time for about a dollar; the undoubted and very apparent ease as applied to the big wheel at a cost of about ten dollars, durability perhaps three years, renewable for about a dollar; the marked absence of friction in the ball pedals, bought for twelve dollars for "Æolus" or "Rudge," and fifteen dollars for "Premier," durability perhaps same as big wheel bearings, renewable at small expense; a grand slippage total of comparative immunity from physical exertion at small cost. But we might observe here that

there is no use in economizing when it comes to a bicycle. Better absorb the whole swine at once, and apply all the anti-frictions that appear reasonable, before the vital engine becomes wearied, and the desire to ride the bicycle fades.

STENO.

New Brunswick.

Editor Bicycling World: — The season for riding has at last drawn to a close, especially in this part of Jersey, so the B. Bicycle Club took their last club run for this year one day last week. We met at headquarters early in the afternoon in full uniform, and all in the best of spirits (not liquid), intending to get enough enjoyment out of our wheel to last us until spring. But alas! the fate of the wheelman is uncertain; so thought two of our members, whose desire to beat anything yet heard of in the racing line made them a little too previous. Everything was running smoothly, and the boys in fine condition to do justice to a good dinner, when we turned in on our favorite run along the railroad track. We had just begun to push things when along came the express. Now was the time for our two worthies, Pete and Jack, who in that short space of time saw their names in all the bicycling journals under the heading of "Bicycle *vs.* Lightning Express! A most wonderful feat," etc., etc. But their air-castles were not built on a solid foundation; for no sooner had they commenced to run away from the train, and the engineer was vainly endeavoring to open the steam-valve an inch or two further than the builder intended, when Pete, who was in advance, ran into a small rut, just too small to be noticed, but large enough for him to take a header, and save the reputation of the P. R. R. Jack, who was running closer behind him than the law allows, seeing the accident, made an impromptu dismount, but instead of landing on his feet as intended, landed on his head; but his machine kept straight on, and would no doubt have won the race, had it not run down the embankment. Such a sight as met our eyes, when we got near enough to assist, is more than pen can describe. Suffice it to say, no bones were broken; but the party were well bruised, and their machines badly damaged. They concluded they had had enough bicycling to last them until spring.

F. F.

NEW BRUNSWICK, N, J., 10 December, 1881.

A Correction.

Editor Bicycling World: — The types made me say in your last issue that the roads in Marblehead are "vastly" unfit for bicycling. Now, our roads are bad enough, but I did not wish to convey the impression that they are worse than they really are. What I wanted to say was, our roads "are *mostly* unfit for such a purpose." Of course some portions of them are very good, while others are simply execrable.....Further on I am made to speak extravagantly about the projected Thanksgiving Meet. I 'll admit that my expectations were somewhat great; but remembering the successful Newport and Boston Meets, I hardly thought *our* Meet would be "the most notable bicycle demonstration ever held in the *country*." I did, however, think it would be the biggest turnout of wheelmen that ever took place in *county*, — which was what I wrote.

GEESEE.

MARBLEHEAD, MASS., 10 December, 1881.

[We think our correspondent is too particular about words. Newport and Boston are *cities*. Marblehead is the country. *Ergo:* The Meet anticipated by our rural friend would have been the "most notable in the *country*." See? And then, what great difference is there between "vastly" and "mostly"? Merely that between extent and quantity. The first makes it that the roads were *very greatly* bad, and the latter that in *great part* they were bad. Oh, no, "Geesee," the types were all right, whatever you meant to *say*. — EDITOR.]

"Logic is Logic — That 's All I Say."

Editor Bicycling World: — The following, which is found in the New York *Daily Times*, of 23 November, is commended, no way respectfully, to the two official idiots who act, in the Board of Commissioners of Central Park, as if they were employed to be obstructionists, and to all similar persons elsewhere: —

KILLED BY A RUNAWAY HORSE. — Henry E. Niles, an undertaker, of No. 61 Jane street, was in a light wagon yesterday afternoon, in Eighth avenue, near Jane street, and an employé was driving the horse, an animal that was considered docile and safe,* when it suddenly shied at a negro, and the vehicle was partly turned over. Mr. Niles fell into the street and broke his leg. His cries and the rushing of several persons towards him increased the horse's fright, and it dashed up the avenue, and knocked down George Webberley, a carpenter, of No. 47 Jane street. He was so badly injured that he died an hour after at St. Vincent's Hospital. Mr. Niles was taken home. The horse was stopped after it had run a couple of blocks.

Nothing can be plainer than the conclusion from this occurrence. The negro frightens horses; therefore Chief Justice Taney was permanently right, ever so long ago, and the negro must go — out of the streets. He is a nuisance. He ought not to be tolerated. He must be put down or our lives are unsafe. If he has any occasion to go abroad, let him go "cross-lots"; or if in the public (?) streets, let him go only between the hours of midnight and 4 A. M., when "we" don't drive out with our horses; and for the sake of our bones, and our wives and daughters' bones, let him be excluded from all *public* parks!

JULIUS WILCOX.

NEW YORK, 6 December, 1881.

* It will be observed that no blame is attached to the driver, and that the horse was a docile and safe one. This is invariably so: the incompetent and reckless drivers never have any adventures, and the half-broken and vicious horses never run away.

About Tires.

Editor Bicycling World: — Though not a manufacturer, I feel impelled to offer some suggestions in reply to the queries propounded by "B." in your issue of 2 December, 1881.

1st. I think the round tire *is* the best for all purposes.

2d. I think it was adopted because common sense suggested and experience has proved that it is the best.

3d. The flat form of tire was tried on the old bone-shakers, and found wanting.

"B." says, "The round tire gives the greatest thickness of rubber between the wheel and the path," and immediately proceeds to show the error of this statement by instancing the case of an oval tire with the long axis perpendicular, which would give a greater thickness of rubber between the wheel and the path for the same rate of rubber. It is fair to presume that "B." meant to write an *elliptical* tire instead of *oval*.

"B." says, "Except to prevent slipping and to be a partial cushion for the machinery, what is the need of the rubber tire?"

Were these, indeed, all the uses of the rubber tire, then there might be some force in "B."'s claims for flat in preference to round tires. But important as these two points are, and they alone furnish ample reasons for its use, the round rubber tire subserves another and equally important purpose; viz., to give a constant and nearly uniform bearing or surface of contact between the path and the wheel in the various and constantly varying positions of the latter. If it were possible for a rider to maintain his wheel constantly in an exact perpendicular to the surface of the road, the flat tire might answer well enough; but as every wheelman knows, the plane of the front wheel is in constant oscillation, inclining in ever-varying degrees, now to the right and now to the left of the tire perpendicular. With a *flat* tire, the full bearing surface would only be available during the brief intervals that the plane of the wheel and of the road were truly perpendicular to each other; at all other times the bearing would be more or less on the *edge* of the tire, and the diameter of the surface of contact would vary from the full width of the tire to almost nothing. With a round tire, on the contrary, the surface in contact with the road remains practically uniform in all positions of the wheel — a very great advantage, which can be secured by no other form of tire.

"B.'s" instance of the use of flat tires by steam locomotives does not seem to me to be a case in point, as it does not take into consideration the radical difference in the principles upon which the maintenance of equilibrium of the two classes of vehicles depend. All wheeled vehicles, except the bicycle, require for the maintenance of their equilibrium a practically constant relation between the plane of their wheels and that of the road; and it is quite possible that, for them, a flat tire may be the best. The bicycle, on the other hand, is a vehicle *sui generis*, and requires for the best maintenance of its equilibrium a varying inclination of the plane of its wheels to that of the road, with a practically constant uniformity of the surface of contact; — and these two conditions can in my opinion be secured only by the use of tires circular or nearly circular section. Hence this form of tire is and must always remain the ideal form for use on vehicles of this class, though slight departures from it, as in the case of Hancock's Fluted Non-slipping Tire, may seem to offer and indeed may practically secure certain special advantages. I shall be glad to see further discussion of this subject, and if I am mistaken in my views, to be set right.

CYCLOS.

DUNKIRK, 4 December, 1881.

More About Tires.

Editor Bicycling World: — In answer to your correspondent "B." of Detroit, 2 December number, I wish to say that we think the proper shape of a rubber tire a very important question to bicycle riders, and that the result of our experiments and investigations for the past year point unmistakably in the direction of *wider* and *flatter* tires. A round seven-eighths inch tire will flatten three eighths of an inch when carrying an ordinary rider on a smooth floor; the flat place extends three inches forward and the same back of the centre of the wheel, causing the wheel to run up hill at an angle of about eight degrees. Of course this is not all lost, as the spring of the rubber behind pushes the wheel forward some; but if it is running fast enough to make the motion of the wheel as it leaves the floor behind the centre as quick as the spring of the rubber, it will be seen that all the power required to depress the rubber would be lost, so we see there is great loss in riding fast and some in riding slow. Then we must make the flattening or depressing as little as possible by making the bearing surface broader and flatter, like the bottom of a dog's foot. At the same time we must have depth of rubber enough to enable us to run over small obstructions without raising the wheel: that is, if we should run a rubber-tired wheel over an iron rod one third the size of the rubber, it would dent into the rubber and not raise the wheel; but if the wheel had only an iron tire it would have to *rise* over the obstruction, and consequently require much more power than in the case of the rubber tire: showing not only the necessity of a broad tread to overcome the resistance of sand and mud, but a depth to the rubber for overcoming gravel and like obstructions, and so it will not cut from such cause. About six months ago we commenced making preparations for changing the shape of our tires, and shall bring out for 1882 a *new rim* and tire as above described, which we can warrant to stay in its place. We fasten all our tires now with the best English cement, and a patent steel core through the entire length of the rubber, but this latter being *round*, makes it roll out unless the wire is kept very taut; but with the broad square base of our new tire no trouble of that or any kind is experienced.

G. W. PRESSEY,
Inventor of the American Star Bicycle.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2 00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED. — Charles W. Clapp, 5 Newton street, Brighton, Mass.; Frank W. Miller, Ashland, Ashland County, Ohio; D. W. Robb, Amherst, Nova Scotia.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.

Editor Bicycling World: — Has any one ever tried kerosene alone, as an oil for bicycle lamps? Mr. J. C. Garrood, an English bicycle maker, tells me he has used it for years, and has never met with an explosion. I have not yet availed myself of his suggestion, but am thinking of doing so. Should like to hear from wheelmen who have tried it.

GEESEE.

MARBLEHEAD, MASS., 28 November, 1881.

THE ARAB.—*Editor Bicycling World:* — In your 2 December issue, "Aries" informs "Ixion" that Mr. Arthur Waite, of the Hartford Wheel Club, has used a fifty-inch "Arab" for nearly two years; and that "It is certainly a light, stanch, easy-running machine, and as durable as any machine we know of." I believe "Aries" has no pecuniary or other reason for giving the "Arab," or any other machine, undue praise. He gives such information as he is possessed of. Permit me to show how *limited* that is.

The machine referred to was a racer, and proved to be too light for road use. It was originally purchased by Mr. Clark Lawrence, who expended $16 on it during the first month it was in his possession. He finally sold it to Mr. White, who does not care to state his expenditures on repairs and alterations. This "Arab" wheel now sports Columbia felloes, tires, spokes, nipples and nuts, pedals, saddle, head centres, handle bars and handles, and the bearings have recently been made over. With these alterations and improvements, I admit the machine is all "Aries" claims for it; but is it any longer an "Arab"?

This correction is made with the consent and approval of Messrs. Lawrence and Waite. Contributors to your valuable pages, in justice to their brother wheelmen, should be very careful that the information they give is accurate. I know nothing of the "Arab" machine as now made, and think it is plainly shown that "Aries' has no valuable information to give on the subject.

X. X. X.

Editor Bicycling World:—I should be much obliged if any of your numerous readers (American), who has tried the "British Challenge" Bicycle will give me his opinion of it, — its quality as a roadster, rigidity, ease of running, and durability.

"SIXTY-INCH."

SOUTH NEW MARKET, N. H., 12 December, 1881.

FAINTING AT THE SIGHT OF A BICYCLE. — A man all in a tremor of excitement, and with face white to the lips, rushed into Mr. Isaac Snyder's store, Columbia, Pa., on Thursday night, 1 December, and sank unconscious to the floor. Water was given him, and he finally recovered sufficiently to tell the people there that he had seen "something he believed to be the devil, — a weird, shadowy figure, something like the form of a man floating in the air, with a ghostly, sulphurous light shining from between his feet." A party was at once raised and a search instituted, which soon resulted in the finding of the mysterious thing. It was the genial captain of the Marietta Bicycle Club, Mr. Thomas Haldeman, who had a small lantern fastened to his front wheel. The man, who proved to be a York County farmer, had never seen a bicycle before, hence his scare. — *Lancaster Daily Examiner.*

WALLERS' CONTESTS AT SUNDERLAND. — THE Brothers Waller brought a most interesting tournament to a close at Sunderland, on Saturday last. At Middlesborough, it will be recollected, in Waller's last six-hours' tournament, Mr. M'Kenzie accomplished ninety-nine and a half miles; and in the present contest Mr. Todner, of Ryhope, carried off the first prize, beating a large field. Details: Six days' professional race, first prize, £80; second, £12; third, £8; fourth, £5. On Monday night the racing was of an exciting nature, but so early as Tuesday the event was a foregone conclusion for J. Battensby, and he eventually won with a score of five hundred and nine miles three laps; Parkes, four hundred and thirty-four miles four laps, second; Lamb, four hundred and twenty-nine miles eight laps, third; Cleminson, three hundred and ninety-six miles eight laps, fourth; Skene, three hundred and twenty-six miles five laps;

T. Battensby, three hundred and forty-four miles five laps. Six-hours amateur race: There were thirty-t o entries for this race, and as the racing was continued over six days, the amateurs were, of course, arranged in heats. Curiously enough, the ultimate winner, W. Todner, of Ryhope, was the last to compete, he starting on Saturday, and finishing ninety-six miles five laps in the allotted six hours. On inspection of the score this was found to be the longest distance ridden. The prize, a ten-guinea marble clock, was therefore awarded to him. Score done each hour by the winner: First hour, seventeen miles 5 laps; second, thirty-four miles four laps; third, forty-nine miles three laps; fourth, sixty-five miles two laps; fifth, eighty miles eight laps; sixth, ninety-six miles five laps. Woods, who took the second prize, completed ninety-six miles, and M'Kenzie, who finished third, scored ninety-five miles ten and one half laps. The track was eleven laps to the mile.—*Bicycling News.*

About Bells.—First and last, I have spent a small fortune on bells, gongs, and alarms; and I can truthfully say, I never yet possessed a single sample which gave absolute satisfaction. Of alarms and gongs I have had several sorts; but their greatest fault was, they always rattled when they should have been silent. Challis's bell I swore *by* for a time, as being the best then in the field; but after having bought five in succession, all of which went irremediably wrong, I felt more inclined to swear *at* it. The nearest approach to perfection I have yet encountered is a small, well-finished single gong, which I espied one day in a shop in Birmingham, and purchased for the moderate sum of 1s. 9d. It gives a single, clear, sweet note when struck, and does not rattle even over the roughest roads when it should be silent. No name is stamped on it, but if it were only plated in a more durable manner, and would strike two blows of a louder description where it now strikes one, it would be complete. The following, I think, are the qualifications a perfect bell should possess:—First. It should give a clear, musical, and resonant note when struck. Secondly. It should be absolutely silent, in spite of the severest jolting, when not in use. Thirdly. It should be easy of application at a moment's notice. Fourthly. If a lever arm is used, one pull should produce two blows on the gong, or gongs, at sufficient intervals to allow each to reverberate properly. One point overlooked by some makers is that an ounce, or even a quarter of a pound, of extra metal in the gong itself, if it gave forth deeper and sweeter music, would be well worth carrying. In this, the season of inventions, let us hope that makers will bestir themselves and give us a bell above criticism ere the advent of the Stanley exhibition.

"Ab Initio" *in Cyclist.*

WHEEL CLUB DOINGS

Boston Bi. Club.—W. R. Whitney has been expelled from the Boston Bicycle Club for non-payment of dues and his name is hereby published in the Bicycling World, in accordance with Art. XIII. of the by-laws of the club.

J. S. Dean, *Sec.*

Boston, 12 December, 1881.

Crescent Bi. Club.—At a meeting held Wednesday evening, 7 December, the following preamble and resolutions were adopted:—

Whereas, It has been the will of our most gracious Lord to call from us one of our most beloved and respected members, Robert Carter Goodwin; and *whereas*, we shall never know his gladdening presence with us again: therefore

Resolved, That to the bereaved parents, who have suffered the loss of a dear son, and to the sister who has lost a beloved brother, whose face they are not to see until they too are called to meet him who has gone before, and is now waiting for them upon the other side, we, the members of the Crescent Bicycle Club, do hereby tender our most sincere and heartfelt sympathies; and

Resolved, That we, the members of the Crescent Bicycle Club, do mourn the loss of a dear friend who has always been to us as a brother, and who was universally respected and beloved by all the members of the Club; and

Resolved, That in respect for the memory of him who has passed away, we wear, for the space of one month, a badge, expressive of our deep regard and great esteem; and

Resolved, That a copy of these resolutions be sent to the mother, in expression of our sympathy for her deep bereavement. Crescent Bicycle Club,

A. B. Turner,
Chairman Committee on Resolutions.

Nashua Wheel Club.—The regular monthly meeting of the club was held at the residence of John F. Bixby, Friday evening, Dec. 9. The only business of importance transacted was the adoption of a code of rules regulating club drills and tours, which are expected to lead to a better understanding and more mutual consideration between bicyclers and drivers of horses. After adjournment the club proceeded to Johnson & Wright's restaurant, where it had provided a complimentary supper to W. H. Walker on the occasion of that gentleman's birthday, and which proved a most enjoyable affair.

BOOKS AND PAGES

Our Little Ones and the Nursery for December is received and contains the following lot of nice Christmas presents: "Thanksgiving at Grandpa's," "Gathering Nuts." "A Dime worth Twenty-Six Cents," "For Benny and Me," "Fishing," "Zip and Snip," "Paws and Milk," "Voyage of the Bluebell," "The Mouse and the Owl," "The Tiles around the Fireplace," "How to Walk," "Stay," "The Story of a Robber," "Doll Rosy's Punishment," "Mr. and Mrs. Bunny and Family," "The Butterfly's Grave," "Cradle, Baby and All." "The Handsome New Clipper," and "How Tommy tended the Baby." Its excellent standard and bountiful supply of illustrations is maintained, and as a Christmas card alone we don't know of any published by Prang (even among those that are not prize cards) which can compare with it. The Russell Publishing Company, Boston.

Archery and Tennis News is a new monthly jus started by Messrs. A. G. Constable, A. H. Gibbes, and A. S. Brownell, the latter being editor, and is devoted to recording the sports named in its title. It is the immediate successor of the late *Archery Field*, is in good hands, and we earnestly wish it the hearty support its predecessor lacked as well as that of the few but earnest helpers of the latter. It is published at 80 William Street, New York City.

The Western Manufacturer, of Chicago, Ill.' one of the best industrial journals in the country, has issued a splendid number for 30 November, containing as its principal feature a fine illustration of the town of Pullman, Ill., the home and birthplace of the palace cars, with a full history of the business and manufacture of this important and convenient luxury.

The English firm of Wm. Ford & Co., Astley Bicycle and Tricycle Works, Wolverhampton, whose announcement appears in our columns this week, is well spoken of in Sturmey's "Indispensable Bicyclist's Hand-Book" for the current year.

One of the great needs of wheelmen is the possession of cyclometers which will accurately record distances traversed, and our columns are frequently used to interchange opinions and suggestions on the subject. Livingston's "Perfection" is now advertised in our pages, and it will be worth the reader's while to send to Mr. Livingston's address for his explanatory circular, giving full particulars and testimonials.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—One 52-inch "Standard" bicycle, in perfect repair, including patent stand, for $70, a rare chance. For particulars, address W. V. B. TOPPING, Ashland, Ohio.

To Readers who are not Subscribers.

As explained in detail in the standing announcement at the head of its editorial page, the Bicycling World is a journal "devoted to the interests of bicyclers generally"; and, naturally, its publishers look to bicyclers for its support and encouragement, and to no other class.

And when we say bicyclers, we mean all those who love and practise bicycling for pleasure, for sport, for health, for practical use in locomotion, and not those who manufacture, sell and deal in bicycles as a means of livelihood.

The publishers are in no way interested, financially, in bicycle trade nor manufacture, either in this country or in Europe, but its advertising columns are open to all alike, and on equal and impartial terms; yet—owing largely, perhaps, to the exclusiveness of rights of trade and manufacture—the number of bicycle dealers in the United States is so few that advertising, the chief source of newspaper profits, is of secondary importance in the support of a journal like this: its financial success must depend entirely upon its paid circulation.

To bicyclers, then, who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, travelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines,—in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests.

Such a journal the Bicycling World aims to be; a moral, an intelligent, a fraternal link to bind bicyclers together for their common and individual interests and enjoyments. But in order to be this, it must have hearty individual as well as general support, both in its pages and on its subscription list.

As the official organ of the League of American Wheelmen, all the business of the League is published in its pages; which, with the other characteristics named, makes it of permanent value for ready reference to all bicyclers.

The subscription price is only $2.00 per annum; $1.00 for six months; and we will send it three months for 60 cents. E. C. Hodges & Co., Publishers,
8 Pemberton square. Boston, Mass.

League Hand-Book.

The L. A. W. Hand-Book contains information that every member of the League should have,—constitution, rules, officers, directors, consuls, list of members, and general information,—rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses:—

Bicycling World, 8 Pemberton square, Boston, Mass.
The Wheel, 75 Fulton street, New York.
Kingman N. Putnam, Corresponding Secretary, 54 Wall street, New York.
Dillwyn Wistar, Treas., 233 N. 10th street, Philadelphia, Pa.
Wm. M. Wright, 791 5th avenue, New York.

The Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by Henry Sturmey, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
Rédaction et Administration: 36, Rue Monge, Paris.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the Bicycling World Office.



WESTERN TOY CO'Y.
MAKERS OF
Bicycles, Velocipedes,
ETC., ETC.
We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in. front wheel, inclusive.
For Illustrated Catalogue and Price-Lists, address
WESTERN TOY CO.,
495 to 503 N. Wells Street,
CHICAGO, ILL.

THE BEST WAY TO KEEP
Your Bicycle from Rust
Is to wipe it over every day. The next best is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address
A. B. BROWN & SONS, WORCESTER, MASS.
CUNNINGHAM & CO., Boston Agents.

CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.
Then may I set the world on wheels.—*Shakespeare.*
36 *pages, crown quarto, printed on best paper and ably and tastefully edited*
By WALTER D. WELFORD,
66 Grey Street, Newcastle-on-Tyne, England,
Hon. Secretary of the Bicycle Touring Club.
Full of original articles, practical suggestions, touring reports, and all the foreign advices.
Subscriptions to both Cycling and Bicycling World, postpaid, only $3.00 per annum.
E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.
Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From Illiffe & Son, the 'Cyclist Office, Coventry, England. Subscriptions to both the Bicycling World and the 'Cyclist or ly $3.50, from
E. C. HODGES & CO., 8 PEMBERTON SQ., BOSTON, MASS.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER.
Edited by – CHARLES CORDINGLEY.
HAMMERSMITH, LONDON, W.
Subscriptions received at this Office.
One year.....$2 25
Six Months.....1 15
Three Months.....60
Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.
We have a few copies left. Prices sent, postpaid, to any address according to size and style, $2.50, $2.00, $1.00. Address,
E. C. HODGES & CO., 40 Water St.,
BOSTON, MASS

DIRECTORY
OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
Addresses inserted in this department, $12 per year.

CALIFORNIA.
SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.
HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.
CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.
BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.
HELENA. W. E. Norris.

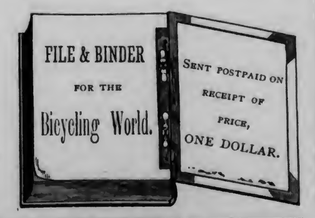
NEW HAMPSHIRE.
PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.
NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.
LIMA. Gale Sherman.

PENNSYLVANIA.
PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.
PROVIDENCE. Chas. F. Handy, 236 Westminster Street.



LIVINGSTON'S PERFECTION CYCLOMETER
GUARANTEED CORRECT
Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.
H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, CINCINNATI, OHIO.

THE PETITE TRICYCLE, FOR GIRLS,

Is an elegant little vehicle with suspension wheels, rubber tires, spring seat, front steering, etc. It is light and well suited for girls of five to fourteen years. We have them now in stock at prices varying from $20 to $35, according to size. We have also a larger and more varied stock of large

TRICYCLES FOR LADIES AND GENTLEMEN

than ever before. Prices from $100 to $150. A full stock of SUNDRIES for bicyclers and tricyclers.



OUR NEW COLUMBIA LAMP,

Large size, with wide wick, large reflectors of new design, safety fastenings, special suspension, etc.; contains more improvements and desirable qualities than any other bicycle lantern in the market. Price, plain, $4; nickelled, $4.50. Bown's BALL PEDALS, with rubber or rat-trap bars, price $12. English and American novelties of value constantly on hand.

COLUMBIA BICYCLES.

Full descriptions in our illustrated catalogues and circulars, sent to any address on request, with 3-cent stamp enclosed. Address,

The Pope M'f'g Co., - - 597 Washington Street, Boston, Mass.

Tricycles and bicycles make valuable and often the most acceptable

HOLIDAY GIFTS.

LEARN to WALTZ at WALKER'S PRIVATE DANCING ACADEMY, 24 Dwight St. Please send for circular.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES & TRICYCLES

Accessories, Parts, Stampings, etc., etc.

Office and Salesroom,

1291 Washington St., Boston, U. S. A.

Agents for HILLMAN HERBERT & CO., Coventry, Eng.; COVENTRY MACHINIST CO., Coventry, Eng.

Send 3c. for Illustrated Circular.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Grey Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for..... $41 00
From 50 to 56 inch..... 43 00



The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings, Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50
From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - Wolverhampton, England.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10c. Foreign. 7 cents a copy.

BOSTON, 23 DECEMBER, 1881.

Volume IV. Number 7.

[VOL. IV. CONTENTS. No. 7]

Editorial Spokes 75
Wheel Club Doings: Capital; San Francisco; Lancaster, Pa.; Rochester 75
Excursions, Runs, etc.: Marblehead to Concord, 75
Correspondence: Pittsburg; New Haven; Chicago; The New Badge; Rollinson v. Prince; Long Handle Bars 76
The Crescent Exhibition 78
A Model Mount 79
Bicycular Mismanagement 79
L. A. W.: Applications; Mail Votes Nos. 1–15 80
French Notes 80
Gideon wins the Fifty-Mile Championship . . 81
The Fifty-Mile Race 81
English Bicycles 82
Personal 82

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

"LAMSON'S LUGGAGE CARRIER,"

Or BICYCLE SHAWL STRAP,

(Patent applied for). Pronounced by the most experienced riders to be the "cheapest, lightest, neatest, and most convenient bundle carrier for attachment to the handle bar ever invented." It may be put in the pocket when not in use. Sent by mail for 75 cents, by C. H. LAMSON, Portland, Me. Also for sale by the principal bicycle dealers.



A FEW EXTRA FINE GOLD BADGES of the new design have just been finished, and can be had to order with small ruby, sapphire or garnet centres. Prices, $8.00 to $12.00; with small diamonds, $12.00 to $25.00, according to size and quality of stone. The cheaper $2.00 to $5.00 badges will be ready early in 1882.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

WHEELMAN'S ANNUAL FOR 1882.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)
THE "HARVARD,"
ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)
THE "YALE,"
ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)
THE "SHADOW,"
LIGHT ROADSTER.

Direct Importers of the "**Special Timberlake**," the "**London**," the "**Stanley**," the "**Matchless**," and all other absolutely first-class **English Machines**. Harrington's **Cradle Springs**, Nash's **Patent Rubber Handles**, Joseph Lucas's Celebrated **Lamps**, Lamplugh & Brown's **Saddles, Bags, etc.**, Butler's **Rat-Trap Pedal Slippers**, Hancock's **Patent Tires and Pedal Rubbers**, Thompson's **Cyclometers**, the "**L. L. C.**" and **Bicycle Sundries and Fittings**, of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

THE HUMBER BICYCLE

Is now being constructed specially strong for

AMERICAN USE.

Upon receipt of cheque, value £18,

We will send, securely packed (case inclusive), one of these celebrated machines, beautifully japanned and part nickel-plated, ball bearings to both wheels, brake and all latest improvements.

THE HUMBER BICYCLE

Is now used by nearly every rider of note in England, and is undoubtedly the best and most reliable machine in the market.

The fastest one mile, in 2m. 46s.; ten miles, 30m. 6s., — by F. Cooper, at Cambridge, May, 1880. The fastest two miles, 5m. 36s., by the Hon. Keith Falconer, at Cambridge, May, 1879. The four Bicycle Union Championships of 1881, 1, 5, 25, 50 miles, in which races the fastest quarter-mile, 36s., and fifty miles, 2h. 50m., were by G. L. Hillier, Esq., the winner of all four events.

The fact that the above wonderful times were all made on the

HUMBER BICYCLE

Clearly proves their great superiority over all others.

HUMBER, MARRIOTT & COOPER,

Beeston Notts - - - - England.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 23 DECEMBER, 1881.

EDITORIAL SPOKES

"MERRY CHRISTMAS!"

HERE it is — almost Christmas day, and no snow yet.

LOTS of splendid bicycling weather and roads this week in this vicinity. How are you, Canada?

THE Boulevards and South Park, in Chicago, have been opened to bicycles, and wheelmen in that city are correspondingly happy.

IF the one hundred and thirty-four delinquent subscribers to the BICYCLING WORLD would remit to us the amounts due, we might have a very merry Christmas indeed.

THE humane Guiteau wants his jury to have a little out-door morning exercise. It would n't be a bad idea to let 'em try bicycling. They would soon see that a "header" is too good for Guiteau. A "necker" is what he needs.

WE republish this week, from the *Spirit of the Times*, an article on "Bicycular Mismanagement," because we think it contains much food for reflection, not only for participants, but for the projectors and promoters of racing events as well.

IF parties who find blanks in their papers this week will take the gentle hint which they convey, we will be able to materially cut down a very long list of unpaid subscriptions. These small amounts are inconsequential to the individuals from whom they are due, but in the aggregate they foot up a very large amount.

WHEEL CLUB DOINGS

CAPITAL BI. CLUB. — The semi-annual election of officers of the Capital Bicycle Club was held Saturday, Dec. 10, and resulted in the choice of the following, to serve to 1 July, 1881: President, C. E. Hawley (re-elected); vice-president, Leland Howard; secretary, Clarence G. Allen; treasurer Francis C. Donn; captain, Herbert S. Owen; sub-captain, Jas. M. Lewis, Jr. (re-elected); junior sub-captain, J. McK. Borden. These, together with E. H. Fowler (elected for one year) and F. D. Owen, form the Executive Committee of the club.

L. W. SEELEY, *Secretary*.

WASHINGTON, D. C., 14 December, 1881.

SAN FRANCISCO BI. CLUB. — On Thursday evening, 8 December, a regular meeting of the San Francisco Bicycle Club was held at the Windsor House, a large attendance being present. The advisability of holding a fifty-mile road race, between this city and San Jose, at an early day, was discussed with much spirit. On motion, the matter was referred to the club committee to make the necessary arrangements, and prepare medals appropriate to the occasion. Messrs. Clairmont, Warschauer, and Eggels were appointed to act as a committee to make preparations for a banquet to be held on the second Thursday in January, immediately after the annual business meeting. An invitation from the sub-captain, Mr. Charles A. Butler, to all the members to present themselves at his photograph gallery to have their portraits taken, was accepted. Mr. Warschauer gave notice to amend the by-laws, creating the offices of first and second lieutenants, after which the meeting adjourned.

LANCASTER (PA.) BI. CLUB. — The riders of Lancaster, Pa., have organized a club, to be known as the "Lancaster Bicycle Club." The officers are: President, H. Clay Brubaker, Esq.; vice-president, C. H. Longenecker; secretary and treasurer, W. Frank Gorrecht; captain, Walter Boardman. We now have twelve members, who will be joined by at least six, and possibly ten new riders in the spring. W. F. GORRECHT, *Sec.*

LANCASTER, PA., 14 December, 1881.

AT the Rochester (N. Y.) bicycle rink, 13 December, the bicycle club gave an exhibition on the invitation of Mr. Elliott Mason. There was a large attendance of gentlemen and ladies. Valentine's Trio furnished the music. The club gave a drill, very well executed, under command of Captain W. H. Reid. Mr. Reid subsequently exhibited his American Star wheel,— the bicycle with the little wheel in front. The feature of the evening, however, was the excellent fancy riding of R. A. Punnett. His own machine is a forty-eight-inch, but he rode, just before the close of his exhibition, a fifty-six-inch wheel. The bicycle rink will be open during the winter, and will be under charge of Mr. Stillwell, of the bicycle club. Another hall, probably, will be used, however.

EXCURSIONS, RUNS, ETC.

From Marblehead to Concord. I.

(*From Marblehead Messenger.*)

ONE fine day, we — a party of three — mounted our "airy steeds," and set out for a ride to the historic town of Concord. The day was all that could be desired. To be sure, the sun was not shining very brightly, and 'most any one would have said it was a poor day to start on a pleasure trip; but it may not be generally known that a cloudy day is the most favorable time to use a bicycle, if one wishes comfort in riding.

We rode rapidly on through Swampscott and Lynn and over a lovely stretch of road to Saugus, the only thing to break the monotony being the numberless requests of children along the way to "Please ring the bell." Here the ride begins to get interesting. We bowl along "through by-ways green," and over smooth, hard roads which are quite a relief after the jolt from Marblehead. Over a typical country road, past well-kept farms and hilly woodlands, we turn our wheels through the towns of Melrose and Stoneham. We ride along the border of a beautiful body of water, shut in on all sides by groves of small trees, which is known as Spot Pond. We keep on this road till Winchester is reached, when we turn towards Woburn. We here dismount for dinner, after which we stroll into the public library building. This is an imposing structure, built of brick and various kinds of stone, and of a very striking style of architecture, being highly ornamental, but by no means gaudy. It was erected to the memory of Jonathan Bowers Winn, a deceased citizen, and contains, besides a splendid library of fifteen thousand volumes, a fine art gallery, on the walls of which over a hundred canvases of foreign and American artists are hung. There are a number of art treasures in the collection which are worth going a long way to see.

We spent a pleasant hour in the large and well-lighted reading-room, and wished the one having charge of Abbot reading-room could do the same. We could not help contrasting its orderly arrangement, and tables filled with the principal literature of the day, with the reading-room at Marblehead, where the periodicals are dumped in a heap on a table, in a most slovenly manner, so that had one the time to search for the publication wanted, he would be repelled from an attack on that pile.

Feeling much refreshed, we mount our machines and drive over a hilly road to Lexington. The hills all being in our favor, we make very good time by "coasting" (that is, by throwing our legs over the handle bar and letting the machines run down hill), — a practice which is said to be dangerous, but which is, nevertheless, one of the pleasures of bicycling. We rest an hour on the shady common at Lexington, and view the monument of granite erected to the "brave men of '76." Then we resume our travel in the direction of Concord — only six miles away — less than an hour's easy ride! Is it? We thought so then, but know better now. For about a mile the roads are good, then they commence to get sandy. One of the worst things a bicycler has to contend with is a sandy road. He can ride over a rocky road with impunity, but when he comes to a sand bank he must succumb. The remaining distance we are obliged to walk, pushing the machines on ahead. The walk is very tiresome, although the section of country we are passing through is beautiful. We pass acres and acres of field and forest in rapid alternation — now through a shady road in the woods, now suddenly emerging upon a broad stretch of farming land and rocky cow pasture. When almost at the town we meet a farmer, of whom we inquire if we are not nearly at the end of our day's journey. But he, insisting that he has seen us before, that we live in Concord, and that we are "trying to fool him," refuses to enlighten us. Ah! here is an inviting by-path! We get into our saddles and take a run along the path, following its windings, when it suddenly merges into a sidewalk. Not a person is in sight, so there can be no harm in taking a run on the sidewalk. Just now we see the figure of a tall man coming slowly towards us, and are about to dismount, when the man raises his hand, bidding us keep on, and kindly stepping aside. He has a most familiar look Where have we seen that face before? We look again and are sure of it. It is the great philosopher, Emerson! and we watch him until he is lost to sight among the trees surrounding his home.

Unlike most places, Concord allows bicycle riding on her sidewalks. Indeed, we were invited to make use of the sidewalks for the edification of the good people of that town, an invitation which we thankfully accepted. We put up at the Middlesex Hotel, — the only public house in the place,— where we found fair accommodations, notwithstanding we were assured beforehand that it was "a miserable place." The next day we commenced our sight seeing.

CORRESPONDENCE

Pittsburgh.

Editor Bicycling Wold: — Lovers of the bicycle in the "Smoky City" have just passed through a week of excitement, Elsa Von Blumen having finished her 1 000 miles in one hundred and forty-four hours. But this was not the event of the week. On Wednesday Miss Von Blumen offered a handsome silver pitcher costing $30, to be contested for by the members of the Keystone Bicycle Club in a five-mile race, all to start at once. The time set for the race was Friday evening. This announcement was sufficient to fill "Old City Hall" to overflowing; and among the spectators were not a few of the fair sex, who cheered the brave boys on, by the waving of hands and 'kerchiefs, as they went dashing around the hall on their two-wheeled steeds or lay prostrate on the floor, thrown by their vain efforts to ride with but one wheel. The size of the hall was such that it required sixteen laps to the mile. The contestants were seven in number, six of whom you have read about in the "Midnight Run of the Keystone Club." in a late issue of the BICYCLING WORLD. They were as follows, two of the "Daring Three," who we will call "Fixty-sixer" and "Excelsior," "The Funny Man," "Irish," "The Coming Man," "Petsy," and "Little McC." At 8.25, the club having announced their readiness, Miss Von Blumen left the track, and the boys started, leading off with "Irish" on his 50-inch, the balance two by two as follows: "Fifty-sixer," and "Little McC." on his 50-inch, "Coming Man" and "Petsy" on their 52s., and "Funny Man" and "Excelsior" on their 50s. After a spin around the course twice, and as they passed the judges' stand, the word was given, "Go!" And Go! it was. On the first lap "Excelsior," in trying to pass "Fifty-sixer;" struck his right pedal against the wall, and took — oh! ye gods! — a *header*. Instantly there were piled on top of him three machines and their riders. After getting sorted out they dashed away again; but "Excelsior" had bent his ball-bearing pedal so badly that it was useless, and he had to continue the race on one foot for three or four laps. When turning the upper curve, "Little McC.," who was ahead of him had taken a slider; he coming close behind ran into "McC.'s" machine, and was again dismounted. Finding he could not continue the race under disadvantages, he retired from the course. In the meantime "Fifty-sixer" had taken two sliders on the upper curve, and had lost two spokes by coming in contact with the step of one of the other machines; but it seemed that that upper curve had a spite against the boys, for the first lap after "Excelsior" withdrew, "Fifty-sixer" took another slider at the same place, bending his crank into an S. He came down the home stretch leading his nag, looking very disconsolate indeed. "Funny Man" was the next to withdraw, buckling his wheel on that same curve as he was finishing his first mile. The race was now exciting, "Coming man" holding the lead, having made his first mile and two headers in four minutes; but alas! on his nineteenth lap that same curve tripped him up, and buckled his machine. The excitement had now reached fever heat, with only "Irish," "Petsey," and "Little McC." in the field, — "Irish" leading, and the other two, as named, following, with "McC." gaining on the others, notwithstanding the fact that his little wheel had been buckled so badly when "Excelsior" ran into him that every revolution it made, the tire rubbed against the fork; and afterwards upon examination it was found that about one quarter of an inch of the rubber tire was worn away. But alas! like the rest he was doomed to meet his fate on that upper curve: wh n trying to pass "Petsy" he struck the wall and took a header. He fell with such force that the wind was knocked completely out of him, and it was some time before he recovered. The race was now closely contested by "Irish" and "Petsy," amid the cheers of the crowd. "Go it, little fellow!" "Catch him, big fellow!" up to the end of the fourth mile, when "Petsy," losing his wind, left the track, and "Irish" finished his five miles im 24m. 20s., amid the deafening cheers of the audience. "Irish" (or let it be known what his real name is for it is more "French" than "Irish," possesses the name of Philo N French) was declared winner, and on the following evening was presented the pitcher, Gen. A. L. Pearson making the presentation speech, when at the same time the members of Keystone Club presented to Miss Von Blumen a beautiful basket of flowers. D. H. F. CHALLENGE.

PITTSBURGH, PA., 10 December, 1881.

New Haven Bicycle Club.

Editor Bicycling World: — I am glad to be able to report that our club continues to thrive and prosper. All the summer and fall our regular biweekly runs have been well attended, and proved most beneficial and enjoyable to all participating. Our log shows we have covered many hundreds of miles, and yet we have not in all the time caused a single accident. I think this is not alone due to the fact that the horse is becoming more reconciled to his new and most formidable rival, but to the order and discipline that always exist on these runs. The few simple whistle commands being perfectly understood, and always promptly responded to, even when coasting in the country under the "go as you please," I have seen every man brought to his feet at the first toot to dismount, which in this case was given all on account of two maidens fair, who seeing the approaching wheelmen in the distance, attempted to turn their old nag around, pulling on the wrong rein, which one of the young ladies, in her excitement, held crossed in her fair hands. Her companion was poking the poor beast with her parasol for dear life, and both screaming at the top of their voices. They only succeeded in turning the horse directly across the road as the first wheelman dashed up. Had the command in this case not been instantly answered, there would as a result have been a terrible smash, which as it was only turned out a slight *mash*. ...In fair weather the club has not a single time omitted the regular Wednesday evening and Saturday afternoon run. The evening runs have perhaps proved a little the more popular, when there would frequently be from a dozen to twenty present, and often much admired and frequently applauded by the people who chanced to be on the street as they wheeled by in full uniform, over the shining spoke, illumined by the favorite "King of the Road." .. Now that the ridlng season is about over, our attention is naturally called to the club-room, which we have been trying to make more attractive, and feel quite certain it will prove a favorite resort during the long winter months, and trust we shall, even during the winter, enjoy the pleasure of greeting some passing or tarrying wheelmen; for all who come with the simple introduction of L. A. W. will always receive a hearty welcome ....Our second annual fall races, after being twice postponed on account of snow and rain, were at last definitely set down for the day before Thanksgiving Day, which proved to be equally stormy. At the appointed time the club mounted and rode to the park where the races were held, in a driving snow-storm. Arriving at the park, quite a good crowd was found assembled, yet nothing like as many as a pleasant day would have brought out. As the snow was at least half an inch deep, and falling fast all the afternoon, the time was necessarily quite poor.

Officers of the day were as follows: Judge. Hon. J. B. Robertson, mayor of New Haven; Referee, Wm. L. Cushing, rector Hopkins Grammar School; starter, Capt. S. A. Marsden; clerk of course, Lieut. F. H. Benton; timekeeper. F. Fowler. 1. Grand Wheel by Club. 2. Club championship one-mile bicycle race; prize, gold medal, value $30. Entries: C. K. Billings (Yale's champion), H. D. Clark, and L. Hamilton. Clark took the lead from the start, closely pressed by Billings, who was never over a length behind; came in first with Billings about a foot behind. 3. Slow race, two hundred feet; prizes, silver alarm bell and two rubber handles; won by Canary, time 4.32½; Thompson second, G. Fowler third. 4. Ride-and-run race, half a mile; prize, Indispensable lamp holder; Canary first, G. Fowler close second; time, 3.04. Closely contested and very amusing. 5. One-mile race (winner of No. 2 not eligible to compete in this race); prize, a gold medal by captain of club. First heat, Hamilton first; time 4.15¼; Billings close second. 6. Tricycle race; gold medal. Entries: G. Fowler, on American Roadster Tricycle; Canary, on Royal Salvo; F. H. Benton, on Excelsior; Robert Christie, on Excelsior; won by Fowler, 5.32¾. 8. Second heat mile race; won by Billings. 9. Third heat, won by Billings, 4.29¼. In the evening the club went by chartered car to Savin Rock, where the better part of the night was spent in enjoying supper and a jolly good time generally. .. The name and address of our new secretary is Robert Christie, 226 Orange Street, New Haven.

S. ARTHUR MARSDEN.

NEW HAVEN, CONN., 13 December, 1881.

Chicago.

Editor Bicycling World: — I have pleasure in sending you the news of the success that has been gained by riders of the glorious wheel here, to have right of way as vehicles on the boulevards and park drives. Mr. Shortall, president of the Illinois Humane Society, the Rev. Dr. Arthur Edwards, and Hon. Wirt Dexter stubbornly fought the commissioners for our rights at their meeting last Wednesday afternoon. After speaking of the rights which are given to wheelmen in other cities and other countries, the advantages that riders have as possessors of this means of locomotion, the laws that are proper for bicyclers to observe, and various other matters in favor of our rights, it was put to vote and was carried by three to one. The smiles that were visible on the faces of the ten bicyclers who were in the room, listening very attentively, would have made a fine subject for an artist. Chicago is now a No. 2 Paradise for bicyclers, as we have over twenty miles of *smooth*, wide boulevards and park driveways equal to anything I have ever wheeled on; partly asphalt and fine macadam. It would be a great thing to have bicycle riders road inspectors: what nice roads we would have then! Country towns ought to adopt this plan as well as cities: in a few years railroad stocks would go 'way down. Commercial travellers would save their shekels by adopting our mode of travelling, either on a bi. or a tri. He would have to *tri* which 'cycle would suit him best, and probably afterwards would *buy* cycle, as he would find it better..... Mr. T. B. Jeffery, bicycle manufacturer of this city, has invented a training machine on a most novel and sensible idea. It is not very expensive, and every bicycle club ought to have possession of one for its members. The Chicago Bicycle Club have the first one that has been made. It would not be just to give a full description of it, as Mr. Jeffery has not quite settled the patent business, but I will explain it a little: Any size of wheel can be placed on it, thereby giving every one the advantage by using and pedalling his own wheel; the speed in spurting and general riding is about the same as when on the racing track; it brings perspiration a little quicker, and has the same effect on the lungs; altogether, it is a success. I placed a 54-inch ball-bearing Columbia on it to-day, and made a quarter-mile spurt in thirty-five seconds (by the way, it announces every quarter-mile by the ringing of a gong); made one mile in three minutes, and five miles in 15m. 45s. It can be placed in a bedroom where there is sufficient space for your bicycle to stand, and a five-mile spin can be taken at any time, the first thing after getting up in a morning, and also when it is impossible to wheel with comfort out of doors. The Chicago Bicycle Club is now very active, what with the boulevards, the Milwaukee *vis.* Chicago Club race, the coming entertainment, and their new training machine. By next summer this club will no doubt have a large membership; it is now continually increasing..... Last, but not least, the Exposition Building has been kindly opened to bicycle riders; therefore Chicago bicyclers are and ought to be happy, having advantages that no other city in the United States possesses for riders during the winter. ...Should think that this late action by the Chicago Boulevard and Park Commissioners will have a good effect upon the test case concerning New York Central Park

FRED. S. ROLLINSON.

CHICAGO, ILL., 19 December, 1881.

The New Badge.

Editor Bicycling World: — The only criticism of the new League badge design that has thus far been received is that the letters L. A. W., being in Old-English capitals are not sufficiently legible to the ordinary eye, and that a plain Roman letter would have been preferable. This point has been considered, and is thought to be really a positive advantage. The elegant curves of the Old-English capitals are more in keeping with the general design, and answer the purposes of ornamentation and of making it a distinctive League sign as well. Suppose, for instance, a wheelman wearing constantly a badge with the letters in plain, conspicuous Roman type, he might expect something like this: Every average bore claiming his acquaintance, who approached him would probably exclaim, 'Hello! what's that you have there?" and reading "L. — A. — W.", would say, "What's that stand for? Lawyer? Hey?" and a laborious explanation would be necessary to enlighten him; but with the Old-English letters on the badge, the same A. B. would probably see them simply as ornaments, or if they *should* attract his attention as *letters*, he would most likely not risk exposing his ignorance by making a mistake in deciphering the (to him) unfamiliar characters, but would content himself with observing, "That's a pretty pin you have there."

The small gold badges are not intended to attract the particular attention of the ordinary eye, but to supply a visible sign whereby, as before stated, *wheelmen* may recognize each other wherever they meet. The new badge makes a neat and pretty pin, that may be worn at all times with any suit, not so conspicuous as to attract vulgar attention, but still sufficiently prominent to notify the *initiated* that the wearer is a brother member of the League, and a fellow enthusiast in the world of wheelmen. C. H. L.

Rollinson v. Prince.

Editor Bicycling World: — You remark in your paper as follows: "Cuningham & Co. have imported a beautiful Yale Racer for J. S. Prince. It is a 54-inch wheel, weighs thirty-one pounds all complete, and is as strongly built as it is handsome. Meanwhile, Prince is just dying to give Rollinson a chance to beat him; but he says the professor only talks and won't come to the scratch." These remarks respecting myself are uncalled-for, and J. S. Prince has no foundation to make them. I sent you a letter some time ago, saying that I should be pleased to meet Mr. Prince on the track when an opportunity affords me. It is the wrong time of the year to make a race, without some capitalist comes to the front and engages a large hall or building suitable for the occasion. Chicago Exposition Building can be rented, I understand, for $1,000 per day. This has the largest track of any building in the United States, — three and one-fifth laps to the mile; but who would be foolish enough to engage this on such a sum, and have one single event only? Bicycling has not yet reached the stage to hinder this from being an obstacle. In a few years this event, singly, will no doubt bring such a number of spectators that it will do honor to the sport. Messrs. Etherington and Wright are gentlemen who fell victims to indoor professional racing given in Boston, New York, and Chicago. However, I am willing, if it is convenient for me to do so, to take part in any race that will give me the opportunity of contesting against J. S. Prince, from one to one hundred miles, which will then probably relieve J. S. Prince from his "dying agony," and demonstrate, *in a fair ana reliable manner*, to the public, who is the fastest rider and champion of America, without any doubts.

PROF. F. S. ROLLINSON,
Champion of America.

CHICAGO, ILL., 12 December, 1881.

Long Handle Bars.

Editor Bicycling World: — Having seen a number of articles on handlebars, I would like to give my experience with them, as the subject does not seem to be generally understood. Commencing in the days of the old 18-inch bar, I always felt sceptical in regard to their efficiency; and finding that the latest improved machines brought over by the champions in fall of 1879 were furnished with bars two to four inches longer than usual, I took courage and ordered 22-inch to my 58-inch in spite of the cautions of my friends, who maintained that they were too long. After using this part of last season, it broke, and the new one was put in, by special order, 24-inch. Finding this so decided a success this season, I put in as an experiment a new 29-inch bar with rubber handles. After a month's practice with this I find it none too long, and shall try 30-inch or 32-inch, my idea being to find the maximum length practicable. The great objection to the long bar is the difficulty of getting the legs over and around it; but this is more than compensated for by the increased advantage in climbing hills, riding over rough and rutty roads, and especially in spurting.

From 26-inch to 30-inch is about right for average riders according to the length of arm. The long bar *opens the chest, giving the lungs freer play*, and gives a *straight arm pull*, which if obtained at all is done by sacrificing the length of centre or applying the ungainly "cow-horn" handle, as in the "Yale," "Pilot," and some other English machines. Those who have given the long bar a thorough trial will unite in advocating them. The rubber handles are very good, and although the amount of vibration they absorb is very small, still they do not warp, chip, crack, scratch, or rattle as do other substances. Also, being made large and good shape, they give a good hold, and the hand does not slip. I found a pair which do blister, but they are so *hard* that they are actually polished, and of course cannot be compared with a good soft rubber handle. The great, and in fact, only objection to them is that in event of a fall or in putting legs over, they are apt to stick and drag if the clothes come in contact with them; but after the rider becomes accustomed to them he can avoid that.

PRACTICAL.

BOSTON, MASS., 13 December, 1881.

The Crescent Exhibition.

THE exhibition given by the Crescent Bicycle Club at the Soldiers' Home Bazaar, on Tuesday evening, 13 December, was witnessed by a vast concourse of people, numbering not less than 5,000. Among the spectators were seen many wheelmen from Boston and vicinity, and some, too, from a considerable distance. The Providence Bicycle Club was well represented. The large hall in which the exhibition was given is admirably adapted for such a purpose. The floor, one hundred and seventy-five feet long by one hundred and forty feet broad (not including the deep spaces under the balconies) affords ample room for the successful execution of the most elaborate movements, and in the balconies and galleries are seats for thousands of spectators.

On this occasion the Crescent men appeared for the first time in their new uniform, a cadet blue trimmed with dark-blue piping. The coat is patrol jacket style, with turn-down blue velvet collar, decorated with silver crescents, the captain wearing an elegant gold crescent with two gold stars on each sleeve. The stockings are dark blue, as is also the polo cap, which is still retained, and decorated, as formerly, with the club emblem. Altogether, the uniform is a handsome one, and many complimentary remarks were heard concerning it. Without even suggesting gaudiness, it is at once elegant and stylish in appearance, and thoroughly serviceable.

The exhibition commenced with a slow race, Messrs. Lowell, Robinson, Woodward, Mandell, Means and Harrison starting. One by one the men went down till Messrs. W. C. Woodward E. S. Robinson, and P. T. Lowell were the only contestants, the first-named gentlemen leading by so great a distance that it was evident he could not win. Mr. Robinson struggled bravely till he reached the line two lengths ahead of Mr. Lowell, who was declared winner, and decorated with the prize, a handsome silver medal; remounting, he rode back to the starting point, gracefully bowing his acknowledgments to the applauding audience. Fancy riding by Messrs. Cochran, Kennard, and Means followed the slow race. Nothing particularly new was offered in the way of tricks, except a double act by Messrs. Cochran and Kennard. The two came to a standstill side by side, and Mr. Kennard then stood upright in his saddle and waved his handkerchief (presumably to some lady friend in the balcony) while Mr. Cochran held his machine; and then, without dismounting, positions were changed. This performance was received with demonstrations of pleasure, as were also the other feats attempted. These, though old to the wheelmen present, were new to most of the audience and created no little admiration and wonder. Mr. Brown, on an American Star, and Mr. Mandell on an Extraordinary, proved that some very graceful fancy business can be performed on these rather awkward-looking machines. The feature of the evening was the squad drill. The squad consists of twelve picked men, under command of Capt. F. B. Carpenter, and acting first lieutenant A. B. Turner, the others being Messrs. Hazeltine, Robinson, Lowell, Mandell, Woodward, Kennard, Cochran, Jones, Harrington, and Means. Orders were given by whistle. The usual twos and fours were formed, and the wheels executed with correctness, but the vast hall permitted something better than this. The company was divided into two platoons of six men each, and then made the wheels to perfection; as a military gentlemen was heard to remark, "even better than well-drilled soldiers can do on foot." It goes without saying that the wheelmen present were delighted; but when, a moment later, the squad having changed to single file, suddenly turned at the signal and rolled across

the hall, company front, in perfect line, their enthusiasm knew no bounds. Many other movements were executed with the same precision, such as right about, both in single file and by twos, the men turning in surprisingly small circles; the two platoons approached each other from opposite corners of the hall, passing close in perfect lines. The difficult "figure 8" movement was performed. A grand right-and-left movement, the most difficult of all, perhaps, was executed nicely; one man stood still, forming a centre, while the others rode around him in two circles, riding in opposite directions; and many other pleasing figures were carried out with accuracy. At the close all twelve men rode down the hall, company front, and at the signal dismounted as one man. The exhibition, it is hardly necessary to state, was a grand success. Capt. Carpenter has reason to feel proud of his squad and their skill, and he and they deserve alike much praise for the performance. SEA PEA.

A Model Mount.

THE writer derives such increased enjoyment from bicycling since he chose for his mount that lightest of all machines, the Surrey Invincible, imported here under the name of the Yale, that he cannot refrain from narrating his experience with it, believing that there are many other old riders in America who, on trial, would appreciate its advantages over the ordinary pattern of bicycle.

The Invincible has two especial features that distinguish it sharply from its contemporaries, — the double section hollow rim, and tangent arrangement of spokes. A few other machines, as the Club and Tangent, of Coventry make, are fitted with hollow rims and tangent spokes; but it is the peculiar pattern of these specialties adopted by the Surrey Machinist Company in which lie their superiority. The D. S. H. rim is so well known to all well-informed wheelmen — *i. e.*, those who read "Sturmey's Indispensable" — that I will not weary your readers with a description of it. Suffice it to say that it is so rigid as to permit the finest spokes to be used, the tangent arrangement giving longitudinal strain, and so light as to make up, in conjunction with them, small hubs, axle, and fluted cranks, the lightest wheel known. But this remarkable lack of weight is not the greatest advantage of this Invincible wheel, although it is one that every intelligent 'cycler will appreciate. Its great point is the more surprising after mentioning the one above. That point is its rigidity, unparalleled in any other make. So stiff is it that the rim responds instantly to sudden foot pressure, obviating that "back-lash" so annoying in hill-climbing, and which the writer has experienced in all his other mounts. That these last have been high-class machines is apparent from the list which I give, without any other criticism than that they are vastly inferior to the Invincible for the height of enjoyment in riding: Duplex Excelsior, D. H. F. Challenge, Humber (best of the list), D. E. H. F. (Harvard), Columbia (Standard and Special). I thoroughly tested, also, the following: British Challenge, Royal Challenge, Special Challenge (Timberlake), National Challenge, Matchless, Special Club, Club, New Gentleman's.

I was fully prepared for an early breakdown of this latest mount by the dire warnings of numerous wheelmates who had "hefted" the machine, then scanned my six feet of solidity, but I resolved bravely to settle this point the first thing, by giving the wheel a test that would be as severe as possible: then, if it broke down, the old theory that weight is strength would be upheld; while if it came through unscathed, my pet idea, one that has been growing on me for some years, that hollow metal means *extra* strength and rigidity, would be established to my own satisfaction. Accordingly, the second day after its arrival I started, in company with three friends, who were mounted on Harvards for Greenwood Lake, on the northern boundary of New Jersey. The distance was thirty-five miles, and the last fifteen were as rough as any possibly could be, even in this country of outrageous thoroughfares. It was often impossible to ride; but wherever a Harvard was driven, there the Invincible followed, over masses of irregular rock, hummocks of turf, in and out of ruts, everywhere where it was possible to stay in the saddle. When we returned, on the second day, that feather-weight wheel was unscratched. It had not fallen, thanks to its ease of management and light weight; while every Duplex had bent handle bars, and one had a broken rim. The cow-horn handle bar is an advantage that one can only fully appreciate by stiff hill work; then the pull, unhampered by bent elbows, is terrific, and in a wheel of the lightness and rigidity of this one, gives success on any grade surmountable on wheel. The disadvantages of this double curve in coasting, I find to be imaginary. By crossing the feet in front, the thighs slip comfortably into the U formed by the two arches, in which position it is as easy to coast, with or without use of hands, as on any other machine. The trouble of spoke-tightening is greatly exaggerated. I had occasion to tighten one of the thirty-two spokes in the 17-inch rear wheel, and the process of loosening the tire for an inch, extracting the plug of cement from the hole in the upper rim, adjusting the tension with the little key furnished, and cementing on the tire again, occupied about five minutes. The spoke had been elongated by a blow from a careless servant. The most severe shaking on rough roads does not seem to affect their tension in the slightest.

It was a happy thought to attach the Arab Cradle Spring when introducing this light and rigid machine to the American public; for it is an undeniable fact that upon its use depends, in a great measure, the wonderful durability of the wheel. No other spring is so sensitive to bumping and jarring as this one, yielding, as it does, to every irregular motion of the backbone. Now, the rider is practically an anvil (in my case weighing one hundred and sixty pounds), and every inequality in the road a hammer, striking a more or less violent blow upon the bicycle interposed. But for the comfort of the anvil, and the avoidance of injury to the bicycle, an elastic medium is interposed, too often sadly deficient in the qualities desired. The perfect control of the machine is not at all impaired by this yielding spring, as it affects neither pedals nor handles. Though cones are advertised for the rear wheel by the importers, the Invincible rear balls were put in my machine. These Sturmey describes as the most delicate in use, the balls being exceedingly small, and the wheel *suspended on them*, as it were.

I capped the bearings with a broad ring of wash leather just inside of each rear fork, oiled them carefully, and awaited developments. After 90,000 revolutions (a trifle over 700 miles), I find no signs of dust, no appreciable wear, there being positively no side shake, and the longest spinning wheel I ever had, with the exception of the rear wheel of a Humber racer in my possession, which certain Worcester gentlemen may remember. This Invincible rear wheel has been oiled twice since it has been in use.

For any wheelman who goes in for the super-æ-thetics of bicycling, this machine would be a poem. As Bunthorne says, it is "Hollow, hollow, hollow!"

> Oh, to be wheeling away
> On the back of this airy Pegasus;
> Where the trotters that leave us to-day,
> To-morrow will find they can't pass us!

IXION.

BICYCULAR MISMANAGEMENT. — Since bicycling became a popular sport, four parties of English wheelmen have at different times visited America with the double purpose of aiding the "bicycle boom" and carrying away a little Yankee money. But in each case, inefficient management and ignorance of American customs have sadly interfered with the expected success. The fourth of these unfortunate expeditions is now with us, and its manager has, as usual, blundered at the outset of his campaign.

We have received and been requested to publish the following circular: "American Institute, Third avenue and Sixty-third street. A fifty-mile bicycle race for the amateur championship of America, and valuable gold and silver medals, also a $50 prize extra if record time is beaten, will take place on Monday, 19 December, 1881. Doors open at 6.30. The race to commence punctually at 7.30. Entrance fee to the race $2, which will be returned to all starting. The above race is promoted by John Keen, English

Bicycle Champion, who will ride ten miles against time immediately after the race. Admission 50 cents. Entries close to John Keen, 791 Fifth Avenue, New York City, on or before 16 December"

Four facts will combine to make this affair a failure.

First. New York City is, to use a showman's phrase, the poorest bicycle "stand" in America, and our citizens obstinately refuse to interest themselves in bicycling, or to patronize its occasional exhibitions. 8 October, at the Manhattan Polo Grounds, in pleasant weather, the League of American Wheelmen held their meeting for the decision of the annual amateur championships of America, and less than two hundred spectators were present, although on the same grounds, in worse weather, base ball has attracted three thousand people and football eight thousand. No bicycle exhibition ever given in New York City took $200 gate money, and there is little prospect of material improvement in this respect. In New England bicycling is a popular sport, and there are fifty cities in Massachusetts and Connecticut whose people would liberally patronize exhibitions of first-class bicycling. A profitable Eastern tour would be much more sensible than a succession of pecuniary failures in New York City.

Second. Mr. Keen presumes too much in announcing his race as for the "amateur championship of America." We have a National Association of Amateur Athletes of America, which assumes general control and management of all amateur athletic championships, — bicycling as well as other sports We have also a "League of American Wheelmen," which take special charge of bicycular championships. It is extremely improbable that a newly arrived English professional will be successful in such an ill-advised attempt to override these established authorities by founding an alleged amateur championship. These associations have thus far proved themselves capable of managing their own affairs; and if they shall at any time feel the need of outside assistance, will no doubt exhaust the amateur ranks before taking in a professional partner. It is not very long since the National Association squelched out of existence a New Jersey club which ventured to announce games "for the amateur championship," and this bicycular enterprise seems likely to share the same fate.

Third. One of the laws of the National Association of Amateur Athletes is as follows: "The clubs comprising this Association shall not allow their members to enter or compete in any games, competition, or exhibition other than those given by associate clubs, or clubs whose standing shall be approved of by the Executive Committee. Members of associate clubs are not allowed to enter or compete in any games, competitions, or exhibitions given by any club association, company, or person or persons, other than those given by an associate club, or club whose standing has been approved of by Executive Committee." The National Association includes the most prominent clubs in the country, and this law will prevent their members from competing at Keen's exhibition. Another law of the Association is as follows: "No person competing in games other than those given by an associate or approved club shall be allowed to compete in games given by associate clubs, nor at the championship meeting" This rule will keep away from the coming affair every non-associate amateur who does not wish to be banished from all games given by associate clubs, as well as the annual championship meeting.

Fourth. This proposed race is a piece of sharp practice — a sort of "snap judgment" on American wheelmen. Keen has in his troupe Mr. C. D. Vesey, Surrey Bicycle Club, who at the Surbiton Recreation Grounds, only seven weeks ago, made the fastest amateur record in the world from fifty-one to one hundred miles, and ought to be able to give two miles in fifty to any amateur in America. He should certainly be willing to give our riders a fair chance, but seems now to be seeking unfair advantages. The bicycling season in this vicinity closed Thanksgiving Day, and most of our riders have stabled their machines for the winter. Bad weather and muddy roads prevent regular out-door work, and there is no chance for any satisfactory training. Keen's circular was issued 9 December, and gives American wheelmen just ten days to train for a fifty-mile race. It would seem that in this attempt to angle for American bicyclists, the bait is too scanty to conceal the hook. — *Spirit of the Times.*

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2 00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

CHAMPION CITY BI. CLUB. — Additional: R. A. Worthington, Springfield, O.

NEW YORK BI. CLUB. — Additional: Hugh Hill, 27 Cedar street, New York City.

CRESCENT BI. CLUB, BOSTON. — Additional: H. M. Richards, Jas E. Brown, J. Means, — all care of W. C. Woodward, 156 State street, Boston, Mass.

League of American Wheelmen.

MAIL VOTE No. 12. — That the following be added to Rule 7, defining the duties of directors: "That directors shall appoint League Hotels in their several States, and furnish the same with signs and certificates." Carried — Yeas. 31; nays, 2; blank, 1.

MAIL VOTE No. 13. — "That the Committee on Consuls be authorized to prepare proper hotel certificates and signs, and forward the same to the recording secretary for record and distribution." Carried — Yeas, 30; nays, 3; blank, 1.

MAIL VOTE No. 14. — "That the Committee on Consuls be authorized to prepare a uniform tariff for transportation of bicycles." Carried — Yeas, 33; nay, 1.

MAIL VOTE No. 15. — "That the Committee on Consuls be authorized to prepard printed route slips" Carried — Yeas, 33; nay, 1.

CHARLES E. PRATT,
President L. A. W.

14 DECEMBER, 1881.

FRENCH NOTES. — The *Revue des Sports* continues its articles on prominent French wheelmen in its recent numbers. Here are some notes therefrom: "Charles Terront [one of the professionals who visited this country two years ago] has been in the French army for a year past, but this has not prevented him from indulging in his favorite sport. Through the kindness of the chief of his corps he has been granted every facility for training, and he took advantage of his opportunities to prepare for the races at Angers, Tours, and Rennes, — cities not far distant from his quarters. Hence his successive defeats cannot be attributed to lack of training, but rather to the fact that his former competitors, with whom he raced, have gained much in speed since 1880, while he has not improved. It seems, therefore, that Charles Terront has seen his best racing days, and will never be able to surpass what he has already accomplished; and we doubt if he is ever able to win again the title of champion of France..... Jules Terront, a brother of Charles, has made some fast time; but as a general thing, his races have not been very successful this year, though in some instances he has beaten some of the fastest men in France, as at Angers, in a six-hour race he came in behind De Civry, but ahead of Baudrier, G. Pihan, Esperon, and Delisse. Mr. Terront is a skilful fancy rider..... Mr. Esperon, of Bordeaux, has placed himself among the best riders of France by his races during the season of 1881. It is thought that he will be a dangerous rival for Mr. DeCivry in 1882. He has started in twenty-five races this year, and won twelve of them, taking second place in eight of the others. .... Mr. G. Pihan, of Paris, has been De Civry's most formidable adversary this year. He is a very young man, being only seventeen years old, and has not attained his full strength. It is believed he will do even better another year..... Mr. Barré is the first amateur champion of France. At the commencement of the season no one suspected he would win the championship, for he was defeated for a while in every race; but suddenly he came to the front at Chatou, taking the first place, and later at St. Ouen and Mondidier he beat Hommey and Grossin. S.

Gideon Wins the Fifty-Mile Championship — A Close and Exciting Race — Unexpected Defeat of the English Champion.

THE fifty-mile bicycle race for the amateur championship of America, organized by John Keen, the English professional champion, took place at the American Institute Building, Third avenue and Sixty-third street, last evening. The race closed with six entries: C. D. Vesey, Surrey Bicycle Club, England; W. Smith, Manhattan Athletic Club; George D. Gideon, Germantown Bicycle Club; Frank Howard and B. G. Sanford, of New York City; and Louis Stearns, Lenox Bicycle Club. All of them came to the scratch, and at a quarter to eight o'clock were sent on their journey. At this time the attendance was very fair, and as the race progressed, the number of visitors was considerably increased. All went off easy for the first lap — there were nine to the mile, but on the second circuit a spectator crossed the track, got in the way of Sanford, and was knocked down, the rider likewise coming to grief. Nothing daunted, Sanford was quickly at work again, but he took no important part in the race, being quite outclassed and falling farther and farther behind as each mile was recorded. Smith was the first to show in front when they had settled into their places, and with Vesey and Gideon, who kept close behind, soon began to leave the other three, of whom Stearns and Howard kept together lap for lap. On the third mile Vesey passed Smith and led until near the end of the fifth, when the little man again got in front, but fell at the turn by the entrance. This mishap lost him half a lap, but he picked it up before the finish of the eighth mile. Vesey still led, and at six miles began to make havoc with the American amateur records, which were altered as far as the twenty-first mile. Smith was first at the end of the thirteenth mile, but all the others were credited to Vesey. At ten miles, run in 36m. 10s., Vesey, Smith and Gideon were together and eight laps in front of Stearns and Howard, with Sanford already a mile and a quarter to the bad. The three leaders occasionally changed places, but it was rather dull work, and it seemed as if the Englishman would, as so many anticipated, win very easily. Fifteen miles was finished by him in 55m. 4s, and when the hour was up, he had covered 16 miles 2½ laps. The same processional style of busines was kept up for 24 miles; Vesey, Smith, Gideon, Stearns and Howard riding close together, the latter two being a mile behind. On the twenty-fifth mile Smith woke the spectators up with a fine spurt, which took him well to the front, and at the end of the mile he led Vesey by forty yards. Gideon then took second place, and the Englishman was soon half a lap behind. At the end of the twenty-sixth mile, he was passed by both Smith and Gideon and was evidently in trouble, but what was the matter was not determined till after going another two miles, when he showed signs of cramp, and on the thirtieth mile he pulled up to have his legs rubbed. After a few minutes he was off, but had to stop again on the thirty-second mile, and before he was in the saddle the next time had lost two miles, a distance it was quite impossible for him to recover. Stearns had for some time been making the pace, followed by Smith, Gideon and Howard; an interesting race if it had not been that Stearns and Howard were a mile behind the other two. On the thirty-seventh mile, Stearns raced away and got back one of his laps, and this brought about some good racing, changes in position being frequent. At last little Howard, whom no one had been noticing very much, put in some fast work, and in six laps gained on and got level with his old companion, Stearns. Not content with this, he raced away again, and at Smith and Gideon's fortieth mile had recovered another lap. This he repeated on the next mile, and was then seven laps behind the leader and two in front of Stearns. At forty and a half miles Smith was taken with cramp and fell. He came on after a while and rode two laps, but that was his last effort. This left Gideon with a lead of seven laps over Howard, but the latter soon made it six and then five on the forty-third mile. Excitement now ran high, as it was evident Gideon was nearly gone, and the young New Yorker had a chance to catch him. Howard tried hard, but the distance to the finish was too short; and when Gideon crossed the line at the end of the fifty miles, Howard was exactly two laps behind. Stearns was also on his last mile, and they were the only ones left on the track. The winner finished the fifty miles in 3h. 13m. 8½s.; Howard, 3h. 14m. 1¾s.; Stearns, 3h. 18m. 45s. When the race was finished, John Keen mounted his iron steed for an exhibition race of three miles, which he covered in 10m. 16½s. The scoring was done by Messrs. P. G. Lane and E. Plummer, Messrs. George Taylor and Charles Reed were timekeepers, and Mr. James Watson referee and starter. — *N. Y. Herald.*

The Fifty-Mile Race.

THE second fifty-mile amateur championship of America, promoted by an English professional, has been run; the agony is over for another two years, perhaps. It is to be hoped that in the next one, something approximating to competent management may exist: that spectators be restrained from wandering over the track at will, that a score board announce the progress of the contestants during the race, and that the dirty surface of the Institute concrete be swept before the event comes off. These same annoyances were experienced in the race given by Dave Stanton, in February, 1880, though in less degree. However, as none of the riders in that match appeared in this one, it is not to be expected that any improvement would be found. It is interesting to compare these two races, given on the same track, bearing in mind the progress of bicycling in the interval that elapsed between them. Gideon's time was some three and a half minutes slower than Johnson's, but he rode in and won a much harder race; a race of continued uncertainty, of alternate spurting and easing, of severe nervous as well as physical strain.

In the contest of two winters ago, little Walter Clark assumed a lead at the outset that the others recognized as insurmountable, had he the endurance to hold it; they therefore rode a steady gait, believing it impossible for a youth of his age and build, notwithstanding his wonderful performances, to keep it up for fifty miles. Another point: None of those men rode the pace in the first half of the race that Vesey and Smith set for their American opponents. It surprised a good many of the "pioneers" present that these two Englishmen, trained perfectly, and one of them with a long-distance experience unequalled by any other amateur, should endeavor at the start to shake off the others by riding a pace that in the chilly atmosphere of the rink would cramp almost anybody's muscles while

yet unwarmed by exercise. Over-confidence in their ability to tire out the Americans may be the true reason for this exceedingly irregular method of riding a long race. At all events, Gideon stuck to them gamely, presumably feeling that any decided advantage gained by a rider of Vesey's brilliant reputation could be held by him without trouble, and that his only chance was to hold him every inch of the race.

Then, when Vesey fell out, Smith was riding steadily and well, surprising all by his endurance, a quality that was not generally accredited to him, — by American wheelmen, at least. The Keystone man held him, also, until he dropped from the race exhausted; and then, over a mile in the lead, the way seemed clear to victory at a steady, *resting* pace, not necessarily a slow one, but with the feeling that the struggle was over, not to be faced; but little Howard spoiled that. In the early part of the race, when the pace was warmest (it was n't *hot*, all through the race). the two boys, Stearns and Howard, with the right idea in their inexperienced and youthful brains, rode steadily on without exhausting themselves by rapid spurts. This principle was all right, but unfortunately their inexperience led them to overdo it; and when on the forty-fourth mile, Howard shot out and reeled off lap after lap at a pace that surpassed any previously shown, it was too late, — he was a mile behind, and Gideon had enough left in him to keep Howard from making it all up; but it was perilously close, and made the winner ride to the very finish.

Howard's form and riding bear a strong resemblance to Walter Clark's, which astonished New York two seasons ago Had he had proper coaching, he might have won, for he finished the race as fresh as a rosebud. Whether he could equal Clark's time in the rink is very doubtful; but mounted on a suitable wheel for racing, and carefully advised, he would prove a formidable opponent anywhere.

Vesey's failure was a great disappointment to many. His reputation is so high and his riding form was so perfect that nearly every one gave him the race until he finally dropped from it. The track (nine laps) evidently troubled him exceedingly. Gideon rode a 58-inch D. E. H. F. Harvard Semi-roadster (it really isn't truthful to use the term 'racer" about the lightest of B. T. & Co.'s machines) with non-slipping rubbers. Whether they helped him to fly the corners is hard to say, but he certainly took them with ease, grace, and in perfect safety. Still, the track is not a safe one, especially for shorter races.

The prizes—medals—for this race were not exhibited, nor were their values given, as is customary in England and America. It is to be hoped that they will be appropriate to the occasion; for though amateurs race for honor and amusement, they like to have a handsome souvenir of their prowess besides. IXION.

English Bicycles.

OUR English manufacturers are evidently waking up to the importance of directing the attention of bicycle buyers in this country to their wares. Humber, Marriott & Cooper, makers of the famous Humber machines, occupy large space in the WORLD, commencing this week, and evidently intend to push, or rather, pedal their undoubtedly excellent bicycles and tricycles into the American market; and we can assure such of our readers as may not be aware of the fact, that no machines in Great Britain have a better reputation for beauty, speed, and constructive excellence. Of the merit of William Ford & Co.'s manufacturers we cannot speak so confidently, because none of their bicycles are at present in use in this country, that we are aware of; but they are well spoken of in the English wheel press as most excellent machines for the prices at which they are offered, and certainly, if we read and realize all the points of excellence named in their anouncement, these prices are snrprisingly low, and may well tempt beginners to patronize them.

THE long-delayed shipment of the celebrated "King of the Road" bicycle lamps has at length arrived safely, *ex* S. S. "Bulgarian," after a perilous voyage through terrific weather. We expect to get the goods out of the Custom House on Wednesday, 14 December, when we shall immediately fill the orders which we have on file. The balance of the shipment remaining after these orders are filled will be on sale on and after Thursday, 15 December, until all are sold. Riders are reminded that

1. Night riding is almost a necessity at this season of the year.
2. No one should ride at night without a lamp.
3. The "King of the Road" is the most reliable, and in fact, the only absolutely safe lamp in the market.
4. This particular shipment, made specially for us, has never before been equalled.

THE CUNNINGHAM COMPANY,
Odd Fellows' Hall, Boston, Mass.

Send three-cent stamp for our illustrated-catalogue.

Boston Amusement Record.

BOSTON THEATRE. — "Michael Strogoff" this week. Next week, "Her Majesty's Opera."....BOSTON MUSEUM. — "Patience" every evening except Friday and Saturday, and every afternoon except Monday and Tuesday. Friday evening, benefit of Barron. Saturday evening, Boucicault in "Colleen Bawn."....GAIETY THEATRE. — "Muldoon's Picnic." Next week, "The Tourists."....GLOBE THEATRE. — Conley-Barton Opera in "Madame Favart."....HOWARD ATHENÆUM. — "Mike Strogoff," and variety.....PARK THEATRE. — Edwin Booth all this and next week....WINDSOR THEATRE. — "The Eviction" this week. Next week, Miss Jeffries Lewis in "Two Nights in Rome."

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 54-inch British Challenge, all plated, ball bearings to front and back wheels. and to pedals. Apply to W. P. DESPARD, Box 222, London, Ont.

PERSONAL

PRESIDENT PRATT'S portrait is to embellish the Christmas number of the *Wheel*.

A TEN-PAGE essay, "On the Wheel," by Kol Kron, has been accepted for publication by *Lippincott's Magazine*.

PRESIDENT BLACKER, of the Æolus Bicycle Club, of Worcester, is elected a member of the common council of that city.

DIRECTOR LAMSON announces that new League badge, wil be ready very soon. See change in advertisement on first page respecting styles and prices.

AS Mr. A. A. Ballard, engineer at the Abattoir, was riding his bicycle on his way to dinner, recently, he was deliberately run down by a two-horse team driven by Macy Stearns, the bicycle being damaged to the extent of $15 or $20, Mr. Ballard fortunately escaping without personal injury. Mr. Ballard will bring suit for damages.

THE "Indispensable Bicyclist's Hand-Book" has arrived, and we can now fill orders promptly. Fifty cents, postpaid. E. C. HODGES & Co., 8 Pemberton Square.

DON'T buy your new machine till you have read the specifications for the perfect bicycle, written by the leading wheelmen of the country, in the *Wheelman's Annual* for 1882.



WESTERN TOY CO'Y.
MAKERS OF
Bicycles, Velocipedes,
ETC., ETC.
We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in. front wheel, inclusive.
For illustrated Catalogue and Price-Lists, address
WESTERN TOY CO.,
405 to 503 N. Wells Street,
CHICAGO, ILL.

WHEELMAN'S ANNUAL FOR 1882.
League Hand-Book.
THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —
BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who intends purchasing a new Machine.
Is INDISPENSABLE TO EVERY ONE.
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

THE BEST WAY TO KEEP
Your Bicycle from Rust
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address
A. B. BROWN & SONS, WORCESTER, MASS.
CUNNINGHAM & CO., Boston Agents.

WHEELMAN'S ANNUAL FOR 1882.
CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.
Then may I set the world on wheels. — *Shakespeare.*
36 pages, crown quarto, printed on best paper and ably and tastefully edited
By WALTER D. WELFORD,
Pilgrim Street, Newcastle-on-Tyne, England.
Full of original articles, serial stories, cycling tales, humorous sketches, accounts of tours, foreign advices.
The only English cycling periodical giving American news regularly. Subscriptions post-free to America; 12 mos. $1.00, 6 mos. 50 cts. Received at office of BICYCLING WORLD. Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.
E C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

WHEELMAN'S YEAR BOOK,
ALMANACK AND DIARY, 1882.
Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)
The most useful book ever published. 250 to 300 pages brimful of all sorts of information.
No room in this advertisement for particulars, the attractions are so numerous.
Price, mailed free to U. S. A.....50 cts.
Or elegantly bound in cloth $1.00
Copies of last year's issue may also be had.
Publisher, WALTER D. WELFORD, Pilgrim Street, Newcastle-on-Tyne, England. May also be had at office of *Bicycling World*.

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.
Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from
E. C. HODGES & CO., 8 PEMBERTON SQ., BOSTON, MASS.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER.
Edited by – CHARLES CORDINGLEY.
HAMMERSMITH, LONDON, W.
Subscriptions received at this Office.
One year.....$2 25
Six Months.....1 15
Three Months.....60
Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.
We have a few copies left. Prices sent, postpaid, to any address according to size and style, $2.50, $2.00, $1.00. Address,
E. C. HODGES & CO., 40 WATER ST.,
BOSTON, MASS

DIRECTORY
OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
Addresses inserted in this department, $12 per year.

CALIFORNIA.
SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.
HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.
CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.
BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.
HELENA. W. E. Norris.

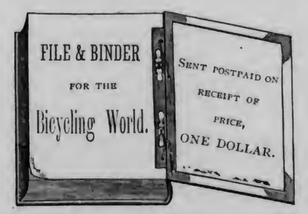
NEW HAMPSHIRE.
PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.
NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.
LIMA. Gale Sherman.

PENNSYLVANIA.
PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.
PROVIDENCE. Chas. F. Handy, 236 Westminster Street.



BICYCLING LITERATURE.
We have a supply of the following bicycling literature, which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	50
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Wheelman's Year Book, 1881	30
Cycling Sketches, cloth	$1 00
" paper	50
Wheel World Annual, 1881	30
Photographs of Wheelmen at Newport	$2.50 and 2 00

SUBSCRIPTIONS.

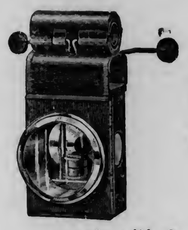
Cycling, Newcastle-on-Tyne, England (monthly)	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

THE PETITE TRICYCLE, FOR GIRLS,

Is an elegant little vehicle with suspension wheels, rubber tires, spring seat, front steering, etc It is light and well suited for girls of five to fourteen years. We have them now in stock at prices varying from $20 to $35, according to size. We have also a larger and more varied stock of large

TRICYCLES FOR LADIES AND GENTLEMEN

than ever before. Prices from $100 to $150. A full stock of SUNDRIES for bicyclers and tricyclers.



OUR NEW COLUMBIA LAMP,

Large size, with wide wick, large reflectors of new design, safely fastenings, special suspension, etc.; contains more improvements and desirable qualities than any other bicycle lantern in the market. Price, plain, $4; nickelled, $4.50. Bown's BALL PEDALS, with rubber or rat-trap bars, price $12. English and American novelties of value constantly on hand.

COLUMBIA BICYCLES.

Full descriptions in our illustrated catalogues and circulars, sent to any address on request, with 3-cent stamp enclosed. Address,

The Pope M'f'g Co., - - 597 Washington Street, Boston, Mass.

Tricycles and bicycles make valuable and often the most acceptable

HOLIDAY GIFTS.

LEARN to WALTZ at WALKER'S PRIVATE DANCING ACADEMY, 24 Dwight St., Please send for circular.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,

SALEM, MASS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES & TRICYCLES

Accessories, Parts, Stampings, etc., etc.

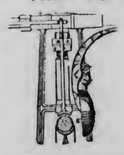
Office and Salesroom,

1291 Washington St., Boston, U. S. A.

Agents for HILLMAN HERBERT & CO., Coventry, Eng.; COVENTRY MACHINIST CO., Coventry, Eng.

Send 3c. for Illustrated Circular.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Grey Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for..... $41 00
From 50 to 56 inch..... 43 00



The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50
From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - Wolverhampton, England.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 30 DECEMBER, 1881.

Volume IV. Number 8.

[Vol. IV. CONTENTS. No. 8]

Editorial Spokes 87
Excursions, Runs, etc.: Marblehead to Concord, Ill.: Christmas Run of Mass. Bi. C. . . . 87
Correspondence: Chicago; More about Tires; Bicycling in Washington; The Vale Again; Winter Riding 88
The Fifty-Mile Race 91
Keen and Prince; Racing Challenge; Prince v. Rollinson; Female Championship . . . 92
L. A. W.: Applications 92
Glances Abroad 92
Personal 93
Gleanings from Exchanges 93
Books and Pages: Our Little Ones; Vick's Floral Guide; The Century 93
Notes and Queries 94
Sad Memories 94

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

"LAMSON'S LUGGAGE CARRIER,"

Or BICYCLE SHAWL STRAP,

(Patent applied for). Pronounced by the most experienced riders to be the "cheapest, lightest, neatest, and most convenient bundle carrier for attachment to the handle bar ever invented." It may be put in the pocket when not in use. Sent by mail for 75 cents, by C. H. LAMSON, Portland, Me. Also for sale by the principal bicycle dealers.

A FEW EXTRA FINE GOLD BADGES of the new design have just been finished, and can be had to order with small ruby, sapphire or garnet centres. Prices, $8.00 to $12.00; with small diamonds, $12.00 to $25.00, according to size and quality of stone. The cheaper $2.00 to $5.00 badges will be ready early in 1882. C. H. LAMSON, Director, L. A. W., Portland, Me.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

WHEELMAN'S ANNUAL FOR 1882.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - -, - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)
THE "HARVARD,"
ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)
THE "YALE,"
ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)
THE "SHADOW,"
LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines**, Harrington's **Cradle Springs**, Nash's **Patent Rubber Handles**, Joseph Lucas's Celebrated **Lamps**, Lamplugh & Brown's **Saddles, Bags, etc.**, Butler's **Rat-Trap Pedal Slippers**, Hancock's **Patent Tires and Pedal Rubbers**, Thompson's **Cyclometers**, the **"L. L. C."** and **Bicycle Sundries and Fittings**, of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

THE HUMBER BICYCLE

Is now being constructed specially strong for

AMERICAN USE.

Upon receipt of cheque, value £18,

We will send, securely packed (case inclusive), one of these celebrated machines, beautifully japanned and part nickel-plated, ball bearings to both wheels, brake and all latest improvements.

THE HUMBER BICYCLE

Is now used by nearly every rider of note in England, and is undoubtedly the best and most reliable machine in the market.

The fastest one mile, in 2m. 46s.; ten miles, 30m. 6s.,—by F. Cooper, at Cambridge, May, 1880. The fastest two miles, 5m. 36s., by the Hon. Keith Falconer, at Cambridge, May, 1879. The four Bicycle Union Championships of 1881, 1, 5, 25, 50 miles, in which races the fastest quarter-mile, 36s., and fifty miles, 2h. 50m., were by G. L. Hillier, Esq., the winner of all four events.

The fact that the above wonderful times were all made on the

HUMBER BICYCLE

Clearly proves their great superiority over all others.

HUMBER, MARRIOTT & COOPER,

Beeston Notts - - - - England.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 30 DECEMBER, 1881.

EDITORIAL SPOKES

"HAPPY NEW YEAR!"

A HAPPY NEW YEAR to our subscribers.

A HAPPY NEW YEAR to our readers, everywhere.

ALSO, a Happy New Year to bicyclers and tricycleresses.

AND a Happy New Year to everything and everybody everywhere.

THE President's "phiz," in the *Wheel*, is not bad, although he seems to be looking a little "off"—as it were.

THE Prince-Keen event will take place in the New England Manufacturers' and Mechanics' Institute, not later than 14 January, probably.

THE Devil offered Jesus the whole world for his friendship, and for $2.00 anybody may please a friend with the possession of the WORLD for a year.

THE Bicycle Touring Club has succeeded in securing uniform and reduced rates for the transportaiion of bicycles as passengers' luggage, on all railway lines in the United Kingdom.

THE Boston Bicycle Club has issued invitations for the reception of friends at their elegant club house, 2 January, from three o'clock to twelve o'clock P. M.

A YEAR'S subscription to the BICYCLING WORLD makes an excellent New-Year's present, and not a few have already availed themselves of the chance.

SOME more bicycle races, to include 20-mile professional and 20-mile amateur handicaps, are being arranged by John Keen, to come off in the American Institute building some time next month.

THE Louisville *Commercial* propounds the following riddle to the *Graphic's* idiot: "One crank pushing two cranks, two cranks carrying one crank, and one crank after three cranks. How many cranks are there?"

"MR. CONKLING, of the Chicago Bicycle Club, is credited with a quarter-mile in 28 seconds," says *Turf, Field, and Farm*. That is at the rate of 1 minute 52 seconds for a mile; and although Conkling straddles a 60-inch wheel with uncommon grace and skill for a Chicago man, we *would* like to see the report authenticated.

THE Chicago bicyclienne, Louise Armaindo, wishes to try conclusions with Elsa Von Blumen, and so requests us to publish her challenge for a race for the female championship. As this would be the first contest of the kind in this country, it would naturally awaken considerable interest. Rollinson is Louise's instructor and trainer.

ON the occasion of the Boston Union Athletic Club's games, to be held in the Massachusetts Charitable Mechanics' Association building about 25 January, there will be several interesting bicycle events, including slow racing and mile and two-mile contests, open to all amateurs, and exhibitions by the Crescent Club. Messrs. Carpenter, Keyes, and Robinson, of the Crescent Club, comprise the committee of arrangements for these events.

THE Vesper Boat Club, of Philadelphia, are actively canvassing for subscriptions to the erection and maintenance of an elegant club house, to cost between $10,000 and $15,000, and to accommodate about two hundred members, a large number of whom will be bicyclers. Besides ample room for the stowage of two hundred boats, there will be stalls for stabling nearly as many bicycles. It is to be located in Fairmount Park, and will not only be fitted up inside as a first-class, three-story club-house, with parlors for both gentlemen and ladies, and accompaniments for luxury and comfort, but the grounds surrounding will be charmingly laid out and devoted to floriculture.

WE notice that some of our exchanges, in quoting our announcement of the projected race meeting in Boston, get somewhat mixed concerning the place where the races are to be held. There are two large buildings in Boston where such events might comfortably be held, one of which is the exhibition building of the Massachusetts Charitable Mechanic Association, and the other is that of the New England Manufacturers' and Mechanics' Institute. The former is where the Soldiers' Home Bazaar was recently held, during which the Crescent Bicycle Club gave an exhibition of drill and fancy riding, as described in the WORLD last week. The latter building has the largest floor area in the main hall, and can give a track of six laps to the mile, and it is here that the proposed tournament will be held. It is colloquially termed the Institute Fair Building, while the other is better known as the Mechanics' Fair Building.

EXCURSIONS, RUNS, ETC.

From Marblehead to Concord. II.

(*From Marblehead Messenger.*)

CONCORD is a lovely town of less than 3,000 souls. The streets are carefully laid out, and are bordered on either side by stately elms, affording most grateful protection from Old Sol's burning rays. From our hotel window we look across the way to an inviting little common, where stands a monument to the memory of those brave men of a hundred years ago. It is very restful here, the only sound to break the stillness of the morning air being the faint "tinkle, tinkle" of a fountain near by and the merry voices of children at play. The cool, shady streets, and entire absence of the hum of busy life, make Concord particularly attractive to those who come here in summer in search of quiet. We take a spin to the battle ground and see the Minute Man, the bronze statute erected on the spot

"Where once th' embattled farmers stood
And fired the shot heard round the world."

The statue is of heroic measure; somewhat more than seven feet in height, generously proportioned, and is elevated upon a pedestal of granite. It represents a young man turning at the hurrying call of the messenger from his labors in the

field, and instantly ready for duty. The grounds are tastefully laid out, and a handsome rustic bridge spans the stream running through. The School of Philosophy is next visited. It is a small, plain, unpainted building, about the size of St. Michael's Chapel, and is almost concealed from view by climbing plants, which give it the appearance of a miniature English ivy-clad cathedral. Here, under this roof are assembled in the summer some of the ablest minds in the country, — the Summer School of Philosophy at Concord having become noted throughout the world. The school is in the yard of the old Alcott House, where Miss Louisa M. Alcott, the charming writer, lived for so many years. Back of the house is the old barn where Miss Louisa, who had a great dislike for strangers, was wont to fly with a book whenever a party of curiosity-seekers was seen coming up the garden walk. The Alcott House is a large, barn-like building, painted a very dark brown. The family no longer live here; they occupy a neat cottage farther up town. A long drive brings us to the grounds of the State Prison We are invited to enter, and by the courtesy of Mr. Russell, one of the officers in attendance, we are shown through the place. 'Most everybody has read of the dimensions of the prison, how many bricks were used in its construction and other dry details, so I will not weary you with a repetition of these facts. There are over six hundred convicts in prison, all of whom, except a few who are in feeble health, are busily engaged in the various workshops. The convicts are mostly young men, and many of them look bright and intellight. As we cross the yard to enter the prison, we see among a group at the door two most vicious-looking men who have nearly reached their threescore years and ten; and you may believe we keep a little nearer to the officer when he tells us that they are in for life for killing their wives. A walk along the corridors gives us an opportunity of noticing the prisoners' cells. They are good-sized rooms, well ventilated, and heated in winter. Many of them are fitted up very prettily, and some are luxuriously furnished and decorated. Before many a cell door a bird is singing in his cage, — a double prisoner.

With a scarcely repressed shudder we leave the prison and proceed on our way. Through the villages of Acton (past the powder mills), Maynard, and Sudbury, we whirl onward to Saxonville. Here we commence to "coast," and bring up at Framingham. Saxonville, we are told, is a very pretty village. It may be, though all the recollection we have of it is a long, steep, tree-embowered hill, up which flew houses, fences, and children in a delightful state of promiscuousness.

We arrived at South Framingham in the afternoon, and found the town enveloped in a deep yellow haze. It was so dark that no work could be done. Lamps were lighted, but they gave no light, burning with a sickly white blaze, somewhat resembling the electric light. Sunflowers turned pale, and the grass took on a peculiar metallic green color. The people were somewhat disturbed, and Mother Shipton's stock went up pretty lively. To cap all, one of our party was attacked by the toothache, and we'll venture to assert that at least one person believed the world was approaching its predicted end. In a few hours, the sky became clear, and the sun shone brightly. The flowers and grass assumed their natural hues, and all nature was smiling. After a stroll to Farm Pond (a large body of water from which the towns around are supplied) we retire for the night, and are lulled to sleep by the music of a flock of ducks singing their evening hymn. The following day we pass in camp with Captain McClearn, and are entertained in a royal manner; the captain, officers and in fact the entire company, doing everything possible to make our stay pleasant. We take tea with Major Anderson, after which, through his courtesy, we enjoy a ride around the town in a luxurious landau, seeing the beauties of the place by moonlight, the Major regaling us the while with many pleasant anecdotes from his apparently inexhaustible stock. We spend some time visiting the neighboring towns; then turning our wheels homeward, we glide over smooth roads through Natick, Wellesley, Brighton, and Cambridge to Boston. Here we dismount, and foot it to Chelsea, where we once more are astride our machines, pushing on towards Lynn. A short run through Swamp cott and along the road to Marblehead brings the tower of Abbot Hall and other familiar objects to view, and serenity steals over us, — for we are home!

Christmas Run by the Massachusetts Bicycle Club.

THE novelty of a Christmas morning run was enjoyed by the Massachusetts Bicycle Club on Monday last, the day observed as a Christmas holiday. The club were under the command of their genial first lieutenant, Mr. Shillaber, and enjoyed the companionship of several of the Crescents. The start was made from headquarters at 9.30 A.M., and the wheelmen proceeded through Columbus avenue, Chester Park, Tremont, Cabot, and Roxbury streets to Cliff street, where the frozen and rutty ground was something immense. Here the first header was indulged in. A halt at the end of the street to examine tires and wait for the unhorsed, and the ride was continued through Walnut avenue, Townsend and Washington streets to Dorchester Mills, thence *via* River street to Mattapan. The road through Dorchester was found to be in very good condition, and the mile-and-a-half stretch from Dorchester to Mattapan was superb. This is a newly paved, broad street, and has no superior near Boston. The few riders who have discovered it appreciate it fully. The return was made *via* River and Adams streets, Dorchester avenue (where a half-mile ride was made between the car tracks), Bowdoin, Washington, and Warren streets. The distance travelled was about nineteen miles, and portions of the route were ridable only by such veteran roadsters as are produced by touring bicycle clubs. It was excellent practice, as all agreed. MASSACHUSETTS.

CORRESPONDENCE

Chicago.

Editor Bicycling World: — Now that Chicago's most conservative park board has recognized the bicycle by opening wide the gates of restriction, heretofore closed to our wheels, withholding nothing, the privileges conferred being those conceded carriages, — all secured through club influences directly or indirectly brought to bear upon the subject, — it remains for us to see that no action on the part of bicyclers shall cause the commissioners to regret the concession. To control the actions of club members, a system is now being adopted whereby any infringement of prescribed rules will come under the notice of proper authority and the offence equalized by a proper fine. The Chicago Bicycle Club, at the request of the commissioners has prepared a set of rules specially applicable to the safe management of the bicycle on the drives, and the same has been adopted by them, — the execution of the regulations being in the hands of the park police. We are to carry bells and lanterns; keep strictly to our side of the road; no fast riding or racing, and no cavorting or trick riding while on the boulevard. The man that attempts to learn, or go upon the drives before he is able to properly manage his machine, will be promptly abused and driven off by the police. Cards of instruction have been issued to all our wheelmen and horsemen, setting forth on one side the rules to be strictly adhered to by bicyclers, while on the other side are a few hints of value to drivers. A party of wheelmen went out to take the first free ride in nearly two years on the South Park boulevards last Sunday, and after a 25-mile spin on the crowded drives, report not the slightest difficulty. By next summer the last vestige of prejudice against the bicycle will have faded away, like all other old-time ideas which clog the wheels of progress.

One of the most peculiar things connected with the bicycle is, that however good a mechanic may be who undertakes to repair it, unless he has had much experience in handling the wheel, or is a rider himself, he is sure to make a botch of the job in some way. The bicycle seems to be a puzzle to machinists. It is too fine a thing to take to a blacksmith shop, — and not exactly the thing for a watchmaker. When you can get a machinist down to a "happy medium," and let him be a bicycler too, then you can trust your machine in his hands and look for skilful work. It has been the impression in Chicago that we did not have a man who could take a seventy direct spoked wheel apart and put it together again perfectly true without showing screw threads; who could make a pair of ball bearings equal if not superior to the finest, a pair of faultless gun-metal hubs, stanch axle, cranks, and fittings.

After three years' experience in botchology, we feel justly tickled in having a man who can duplicate the defective parts of the most superbly constructed machine, and improve on them too. One of our wheelmen owns a D. H. F. Premier, fitted with Æolus bearings, 4¾-inch light g. m. hubs, "holdfast" cranks, and seventy-two direct thick-end spokes. The axle bent at a point between inside of bearing and outside of hub. One of the gun-metal flanges dished inward slightly, — not enough to throw the wheel out of true, but enough to make it look bad. One of the Æolus bearing cases burst; the metal was too soft, the case itself spreading or enlarging so that the threads on the milled adjusting cap would not hold. The inner cones or collars fitting around axle got loose. Mr. Jeffery took the machine in hand and made a new steel axle and 6-inch g. m. flanges the like of which for elegance never was seen; he took off the Æolus bearings and substituted therefor a bearing of his own, similar to the Rudge in appearance but better constructed and finished, with the specially important improvement that the inner groove or crack for the balls is turned into the axle itself, which is enlarged for the purpose, thus doing away with the possibility of annoyance from loose collars, and strengthening the axle itself just where it is needed. The wheel was put together again as true as before, which is saying a good deal, as the Premier wheels are marvels of exactness in this respect. The total expense for the repairs was $18.

The number of elderly gentlemen who are learning to ride the bicycle at the school this winter is noticeable. Wistful eyes are cast at the 'Xtraordinary Challenge, but the young men seek to turn their gaze to a loftier and more worthy style of bike. The father of our 60-inch young man is now at it. He will buy a new machine for himself. He cannot borrow his son's, — it 's too big for him. The son has got the "bulge" on him there. It is noticeable that the older learners in the school take the thing easier, and learn just as quick, if not quicker than the young ones, with less or no falls; they have not the impetuosity, but more common-sense. STENO.

Something More About Tires.

Editor Bicycling World: — My object in calling attention to the subject of rubber tires, and their proper form and use, is partly accomplished by the discussion it has already caused. I wished to bring out *knowledge*, if anybody really *knows*, and also theories which may serve as a basis for experiment, in case nobody already *knows*. The letter from G. W. Pressey, in the BICYCLING WORLD of 16 December, is of real value; because Mr. Pressey has been experimenting, and really knows something about the subject. Actual experiments have convinced him that the round rubber tire is *not* the best form. This is worth more than any amount of mere theory. He is so thoroughly convinced by his experiment that he proposes to manufacture a new form. So far he has the solid basis of facts, verified by experiment, to back him. But in constructing a new form he is forced to proceed tentatively, — upon theory, partly deduced from his observed facts. I take it, from a study of his letter, that his new form of tire is to be the old round tire, flattened on the inside next the rim, or nearly that; or it may be nearly elliptical, laid with its broad side to the rim. Any form of tire adopted should be, if possible, such that it can be turned, thus giving it a longer life.

But that part of Mr. Pressey's conclusions which adheres to the notion of the necessity of having the rubber thick, in order that small objects, not exceeding one third of an inch high, may bed in the rubber and save the entire wheel from being raised, is mainly only theory. He does not state that he has ever tried thin flat rubbers, or rubbers not exceeding one quarter of an inch thick. He has, perhaps, taken it too much for granted that thick rubbers are necessary. Now, actual experiment will convince Mr. Pressey, I think, that nothing is gained by having thick rubbers in passing over such very small obstructions as will bed in the rubber and not raise the wheel, sufficient to compensate for what is lost in having thick rubbers to make up-hill work on a smooth flat surface. Tie a small cord to the machine, pass the cord over a pulley, and try with weights at its end how much power is required to draw the wheel over such slight obstruction and on a level, with thick rubbers and with thin rubbers, also with a bare steel rim. This experiment will prove that lifting the whole wheel one third of an inch when under motion costs no appreciable loss of power; and that if a wheel with a thick rubber be blocked with a stick one third of an inch in diameter, beside another wheel of like weight and diameter with bare steel rims, actually a less power will draw the wheel with the bare rim over the obstruction. (I have not taken up the subject without myself trying some simple experiments. Still, I do not pretend to *know* much about it.) In passing over obstructions, which are generally much larger than will bed in the rubber, the spring under the saddle operates to prevent the weight of the rider from being lifted suddenly, and gives *that* (which is the principal weight) a gradual lift and fall. Hence, besides the question of comfort, a perfect spring, perfectly adjusted to the weight, and having some play in all directions, is one of the most important points in bicycle construction; so important that the bicycle with the best and best adjusted spring is almost entitled to be considered the best machine. Manufacturers cannot too strongly be impressed with the importance of this. It would be well if their circulars always requested riders, in ordering machines, to state their weight, and have each machine sent out with a spring carefully adjusted to bear the weight of the person who is to ride it.

I sincerely hope that Mr. Pressey will continue his valuable experiments. He is on the right course, and his example is to be commended to other manufacturers. I heartily wish he may find such success as will repay him richly in financial rewards.

"Cyclos" may be more briefly dismissed, as his letter is merely theory, in which he is already answered in part by Mr. Pressey's practical experiments. First, let me say that when I said "oval," I meant oval. I did *not* mean elliptical: because an elliptical tire, with the same weight of rubber, to make the rubber thicker between the rim and path, would require the rim to be made narrower; whereas an oval, with the broad end next the rim, and the pointed end on the path, would give a greater thickness with the same weight of rubber. Second, "Cyclos" is all wrong in his theory about the round rubber being right in form because the wheel tips. If he rides a wheel, say fifty-four inches high, the surface of his rubber next to the ground, in order to always present the same bearing surface, instead of being an inch round tire, ought to have an outside surface the shape of a segment of a circle of at least four and a half feet diameter, or more, with slightly parabolic curves from centre to edges; because the top of the wheel is from the top or the saddle to the bottom, making its top cut an arc of a circle of over four and a half feet, and its bottom a similar or still larger circle with slightly parabolic curves. This would require a rubber almost flat, to be of correct form, according to his own reasoning; also according to mine. Further, the tip of the wheel is very small. I venture to assert that "Cyclos" never rode, even when turning the shortest curves, a wheel tipped over fifteen degrees from the perpendicular, probably not over ten degrees; and a flat rubber only one-eighth of an inch thick and two inches wide would keep its entire surface on the path under any tip of the wheel he ever rode. As to a wheel riding on its edge with such a small incline, on a polished flat marble slab it would do so; but on any ordinary road, with the slightest coating of dust, the whole rim would touch the road. Further, the round tire always rides on an edge, except as the edge is broadened by compression. A solid round tire, on a polished slab, would only touch the track the width of the thinnest wire, — the breadth of a mere hair. Though the rubber is broadened by compression, its round form *tends* to make it always ride on an edge, or to give it a bearing much less than its whole

diameter. If "Cyclos" had reasoned thus correctly, he would have seen that the example of road locomotives *is* worth considering as a case in point, unless there is more advantage in always riding on an edge, to a certain extent, as is the tendency of the round tire. But it, as "Cyclos" says, "a practically constant uniformity of the surface of contact" is necessary for the bicycle, then the tire should be, as above suggested, on its surface a segment of a circle of over four and a half feet diameter, with slightly parabolic curves, instead of being, as it now is, a segment of a circle of only one inch diameter.

In so far as "Cyclos" has attracted attention to theories based upon incomplete reasoning, his letter is also valuable; and the wheelmen of the country have reason to be thankful to him, as he has no doubt expressed very clearly and courteously the current opinions of many who may now be induced to investigate more carefully; and with a more accurate knowledge of mechanical principles, something of practical benefit may come of it. I thank him cordially, and with the right hand of fellowship extended, say, "Shake, brother: we are both interested in a matter of importance to all wheelmen; and may much good follow our friendly discussion." B.

DETROIT, 18 December, 1881.

Bicycling in Washington.

FROM the original seven riders in Washington two years ago, there are now over two hundred. While the bicycles have increased in numbers, the skill in riding them has kept pace. The city boasts of some of the best riders that can be produced. There has been great improvement in the time made. Bicyclers here have everything in their favor. They do not have to bump along until they get to country roads, making life miserable over cobble-stone pavements. On the contrary, they glide and "coast" along until they get to the splendid roads on the outskirts, when they begin to work. Until they get there, they practically "swing on the gate" over the smooth concrete. If the rider is a good one, the man who passes him must draw the reins over the back of a rapidly stepping horse. Visiting wheelmen, after a tour around the city, invariably pronounce Washington the best place in the country for the sport. Another point in favor of the Washington wheelmen is that the authorities have had the good sense not to interfere with them in their innocent, healthy, and exhilarating sport. In other cities they are prohibited to ride here or there, or to do this or that, for fear of frightening horses or doing something else equally dreadful. There is a tendency among Washington wheelmen to unite in clubs. This should be encouraged. There is mutual profit, enjoyment, and improvement in club membership. There are two clubs here. The Capital is the largest. It embraces a membership of about forty. The other club, the Arlington, has about twenty members. If the unattached riders should join either the one club or the other, bicycling here would, through organization, take another spurt ahead. It is the experience of Washington that the bicycle does not scare horses. It has been very unjustly said — unwittingly so, no doubt — that a large percentage of horses frighten at the bicycle; while the fact is — and it is beyond all controversy — that not one horse in a hundred pays any attention to it. The experience of the Baltimore riders has been obtained; and of those who have been ridden from 1,000 to 2,000 miles, it is, that they have met as many horses as miles travelled, and have each, on an average, caused fright to not more than one horse for every 500 miles, while some who have ridden hundreds of miles have never frightened a single horse. If the bicycle was suited only to the track or public hall, if it had a place only in ornamental athletics, it might then be said to be a mere fashion, — a manly, humane, and healthy one, to be sure, but of no practical moment to busy Americans; but since it is also a vehicle ready at all times to the hand and foot, conserving time and energy, reducing distance, more economical, more attainable than horse and buggy, suiting the needs of business and professional men of various sorts, it takes on the dignity of a modern improvement, and as such has become established.

Now, with reference to the League meet, Washington is the most suitable place for it, and I think it is the desire of a majority of the members that it should be held here. We assure them all that they will be well treated if they come. ICYCLE.

WASHINGTON, D. C., 20 December, 1881.

The Yale Again.

SEEING "Ixion's" article on the Yale leads me to say a word or two, after having pondered over the subject for some months. The machine mentioned is evidently, by practical test, the stiffest I ever saw of any weight. It resists direct verticals train on end of handle bar to perfection; and when tested by torsion of front forks with long handle bar, it shows wonderful stiffness. The tangent spokes resist all twisting of the hubs, and the pressure on pedals is instantly, and without loss, communicated to the point of traction. I think the D. S. H. R. undoubtedly the strongest ever made, having tested one personally, throwing one hundred and eighty pounds weight vertically on a 50-inch rim without spokes, standing in position without permanent deflection, when a heavy steel rim would have collapsed like a flash under a like experiment. The elliptical backbone is the most perfect one of the style ever put on the American market, and altogether the machine is a wonderful piece of mechanism, as a combination of rigidity with extremely light weight. Granted that the machine is extremely rigid, very light, and runs quite easily. Question: Are these advantages permanent? How long will the machine last? Has it the durability, in comparison with equal cost machines, to be an economical one to run? These are questions which must be satisfactorily answered before the machine will be purchased generally by "old heads." It is well-known fact that a comparatively heavy wagon will do the same work at less cost of power required and repairs than a light one; and this well-known fact creates a suspicion that perhaps the Yale may come under the same rule, as compared with a Harvard Matchless, Timberlake, or other heavier machines.

To sum it up, the chief objection to the Yale seems to be a seeming danger of general debility and dissolution, to which it would be liable after use; and if this can be proved as not existing, and the durability of the machine assured, the Yale will undoubtedly become the favorite wheel — for old riders particularly — as combining roadster and occasional racer, as desired by many. Let us hear from somebody who has given a Yale or Modern Invincible a good fair personal trial of, say 2,000 or 3,000 miles, and who has mechanical knowledge enough to tell us if the machine has performed its labor economically or not; then we may be able to know whether to leave our really tried and approved heavy-weights or not. Anything under 2,000 miles is not a fair test, as many riders cover more than that distance every year; and as a general thing, a really good machine will run from 1,000 to 2,000 miles before getting very much shaken up. Every machine is bound to wear out; but to be economical, we want a wheel that can be sold each succeeding year without having to discount it over twenty-five per cent on account of wear and tear. PRACTICAL.

BOSTON, 24 December, 1881.

Winter Riding.

Editor Bicycling World: — I have succeeded in riding my bicycle every week-day for a year now; and as you have asked me to give an account of my experience to the readers of the WORLD, I most gladly do so, hoping that it may encourage others to use their wheel many times and in places where they have supposed it useless, and show those who are not yet riders what the bicycle can do. It was because I dislike to hear people say, You can't use it but a few months of the year, or anywhere but on smooth, level roads, etc., that I first thought I'd try to ride all winter; and then if I succeeded I could answer them by saying, We can and do ride anywhere we please. And besides all this, I could not bear the thought of giving up my wheel and its pleasures; so I kept up my riding through all the little snows till 1 December, when we had that smart one which I think was the beginning of ninety days' sleighing. This, and the dread of cleaning my machine every time I took it out, was too much for me, and I did not use it till the 7th (which is the only time I ever let it stand idle so long), and again the 9th, but had to pay for my rides in elbow-grease. On the 11th, I gave it a complete coating of "vaseline" (which costs twenty-five cents a bottle at any drug store), and did not clean it up after using it in the snow, but waited to see if it would rust; and when I found it would not, I was about as happy as I was the day I first got my bicycle, for I could now use it any time I wanted to. This was 11 December, 1880, and there was not a day in the rest of the month that I did not use it in going to or from the store; and when it was good sleighing I had many little races with the horses, and very often beat them. I found after I got used to the snow that I could ride in three or even four inches before it was trodden any, if it was not damp or heavy, and much faster than I could walk, or even run for any distance. There were only three days that I did not ride more than half a mile, and Christmas night I started at 6.45 and rode to Boston (twenty-two miles), with an overcoat on and the pockets loaded, arriving in time to hear the clocks strike ten as I passed through the Common. I can't say this was easy, for there was about two inches fresh, soft snow till I got well towards the city, and it was dark and cloudy; but I passed several teams that did not go as fast as I wanted to. My total riding in December was one hundred and one miles, from the 11th to 1 January.

There were many days in January and February that were very hard to ride, and several times I feared that I should have to give up, and especially when that nasty, sleet-snow storm came on 21 January, and continued for about twenty-four hours, and was said to be the hardest storm for eight years. This was a blue day for me, but I did not mean to give up without trying; and after several attempts I succeeded in riding two or three revolutions of the large wheel in the road, and save a break in what I had set out to do. The next day it was not quite as bad, but the snow was about eight or ten inches deep, and very damp. The way I managed this day was to go out on the street where there was a very steep hill, and after trying to mount many times, I got started and rode down the hill about ten rods. Just here I will say that the usual way of mounting by the step is of little use in the snow, compared with the hub mount, for the pedal on the other side is always in just the place you want to use it when you mount by either hub. After this it was not much trouble to ride any day, though of course it was just like so much exercise in a gymnasium some of the time; and as I was practising every day, I learned just how to do it, as in fancy riding. I rode twenty miles in January, and thirty-nine miles in February, and never had the wheel slip under me but once; and then I was carelessly crossing a side hill where the ice was wet. When the snow and ice began to thaw, the principal trouble I had was that the wheel threw mud all over my back; but I stopped this by a piece of sheet iron which I attached to the leg guard, and extended between the wheel and backbone. It surely was easier to ride in the horse path between the wheel ruts when the melting snow and ice was running there, than it is to ride in the middle of an ordinary road after a smart rain in the summer; and many times I felt that it was the best part of the year when the ground is frozen.

Early in March the riding season began, and the boys began to take out their machines or buy new ones; and I sold my 50-inch Standard Columbia and got a larger one of the same kind, with ball bearings (for I ride a 54), and I never met a machine of any other kind that would coast as fast or as far down hill as my new one. I feel sure that the wear and tear of the winter riding was not so hard on my machine as it is in the summer, especially with the tires and the bearings; for there were no stones to cut the tire, and no dust to get in the bearings. The cement held better than in warm weather, too. I gave the machine a fresh coating of vaseline about once a month, and had no other trouble; but this would not do in the summer, for all the dust would stick to it. I have since had a machine with the spokes and all painted, and rather have one painted than nickel or silver plated. Having ridden all through the winter, there was no reason to stop, so I have kept it up; and if you wish, I will tell of some of the strange times and places I've used it some other time. I have ridden, in the time between Jan. 1 and the present, 1,960 miles, and am not yet ready to stop. W. D. WILMOT,

Sec. Framingham Bi. Club.

26 DECEMBER, 1881.

The Fifty-Mile Race.

WE take the following notes of the fifty-mile race in New York from the *Spirit of the Times:* "Dec. 19, at the American Institute Rink, Third avenue and Sixty-fourth street; fifty-mile race, fraudulently announced as for the amateur championship of America. This claim was stupidly false, for several reasons; an all-sufficient one being that the promoter of the race, a recently arrived English professional, has no part nor lot in amateur affairs, and neither right nor power to traffic in amateur championships. It is little to the credit of American amateurs that four of them stooped to go medal-hunting under such auspices, and it will be interesting to note what action the Manhattan Athletic Club takes concerning its member who competed. Last summer this club promptly expelled W. O'Keefe for an exactly similar but much less flagrant breach of the rules of the National Association of Amateur Athletes, and the result will show whether or no Manhattan justice is impartial..... The race was a succession of surprises. Every one supposed that first honors would be won by C. D. Vesey, Surrey, Eng., Bicycle Club, who is a well-known expert, and only last October, at the Surbiton, Eng., grounds, made the best amateur record in the world, from fifty-one to one hundred miles. But he had never ridden on so small a path, and was hindered by the frequent turns..... W. Smith, formerly of Bristol, Eng., Bicycle Club, and more recently of Manhattan Athletic Club, New York City, was thought sure for second place, and a possible winner. He started in close company with Vesey, and led some of the time. On the fifth mile, being then behind, he spurted to the front, but with such poor judgment that he fell at the upper corner and narrowly escaped wrecking both Vesey and Gideon. The one hundred yards lost by this mishap was soon regained, and on the twenty-fifth mile he took the lead and held it, except for a half-lap once or twice, until during the fortieth mile, when he was attacked by cramps, and soon afterwards fell, but remounted and rode a few laps before finally giving up. .. G. D. Gideon, Germantown, Pa., Bicycle Club, was looked upon as a dangerous competitor for second place. He used a very large wheel, and rode with excellent judgment, refusing to join in the occasional spurts of his associates, and pursuing the even tenor of his way with patient persistence. During the last ten miles he was very tired, and rapidly lost ground, but was too far ahead to be caught, and finished a thoroughly exhausted winner. ... The wonder of the race was J. Howard, a fifteen-year-old schoolboy of New York City, who entered merely for a trial. He jogged along leisurely, and at the end of ten miles was a full mile behind the leader, and subsequently lost another half-mile. At half-way the leader began to come back to him, and when Smith quit, on the forty-first mile, Howard was but seven laps behind Gideon. The real race was commenced amid great excitement, and the spectators unanimously sided with the little fellow. He made a gallant struggle, reduced Gideon's lead yard by yard, and was at the finish exactly two laps behind. He used a borrowed machine, — an ordinary Columbia roadster, with the old-fashioned cone bearings instead of the improved ball bearings. With a genuine racing machine he could surely have won, and might have done so on his heavy, clumsy roadster if he had known his own ability and commenced real racing a few miles earlier..... In justice to Mr. Vesey, we take pleasure in stating that he is at home a recognized amateur athlete: that he has in no way or shape any interest in or connection with Keen's bicycular enterprises in America or elsewhere; and that his reasons for coming to this country in such company are entirely creditable to himself. Mr. Vesey authorizes us to state that he is ready and willing to make a match against any Ameri-

can amateur, on the following conditions: To ride fifty miles on the Manhattan Polo Grounds, New York City; Beacon Park, Boston; or any other fair track, not small r than a quarter-mile in circuit, Vesey to give his opponent five minutes start. We certainly have several amateur wheelmen who should accept this bold challenge; but when Mr. Vesey has had a little more experience with American weather, he will learn that our outdoor tracks are not kept in order during the winter, and that from now until next April he would have for his proposed match the choice of only three sorts of paths: solidly frozen ground, six inches of mud, or the same depth of snow. ... The time of the leaders at the end of each mile was as follows: C. D. Vesey, 1 mile, 3m. 33½s.; 2 miles, 7m. 8¼s.; 3 miles, 10m. 42s.; 4 miles, 14m. 19s.; 5 miles, 17m. 56s.; 6 miles, 21m. 35s.; 7 miles, 25m. 10s.; 8 miles, 28m. 48s.; 9 miles, 32m. 30s.; 10 miles, 36m. 10s.; 11 miles, 39m. 56s.; 12 miles, 43m. 45s. W. Smith, 13 miles, 47m. 19½s. C. D. Vesey, 14 miles, 51m. 14s.; 15 miles, 55m. 4s; 16 miles, 59m. 3s.; 17 miles, 1h. 2m. 55s.; 18 miles, 1h. 7m. 1s.; 19 miles, 1h. 11m.; 20 miles, 1 hour, 15m. 4s.; 21 miles, 1h. 19m. 4s.; 22 miles, 1h. 23m. 10s.; 23 miles, 1h. 27m. 14s.; 24 miles, 1h.31m. 25s. W. Smith, 25 miles, 1h. 35m. 21s.; 26 miles, 1h. 40m. 6s.; 27 miles, 1h. 43m. 51s.; 28 miles, 1h. 47m. 56s.; 29 miles, 1h. 51m. 41s.; 30 miles, 1h. 54m. 55s.; 31 miles. 1h. 58m. 42s.; 32 miles, 2h. 2m. 25s; 33 miles, 2h. 6m. 15s.; 34 miles, 2h. 10m. 4s.; 35 miles, 2h. 13m. 56s.; 36 miles, 2h. 17m. 45s.; 37 miles, 2h. 21m. 38s.; 38 miles, 2h. 25m. 17s.; 39 miles, 2h. 29m. 6s.; 40 miles, 2h. 33m. 7s; 41 miles, 2h. 37m. 4s. G. D. Gideon, 42 miles, 2h. 40m. 52s.; 43 miles, 2h. 44m. 56s.; 44 miles, 2h. 48m. 43s.: 45 miles, 2h. 52m. 17s.; 46 miles, 2h. 57m. 25s.; 47 miles, 3h. 1m. 20s.; 48 miles, 3h. 5m. 8s.; 49 miles, 3h. 9m. 7s.; 50 miles, 3h. 13m. 8½s. The times from 6 miles to 21 miles, inclusive, are now the best American amateur record, but are still far behind English records.

Keen and Prince.

THE TEN-MILE CHAMPIONSHIP OF THE WORLD, AND THE SIX-DAY BICYCLE TOURNAMENT. A CHANGE IN THE PROGRAMME.

IT has been for some time an open secret among Boston riders that the contest for the ten-mile championship of the world, in which Keen and Prince were to compete, was intended to form one of the leading attractions in a six-days' bicycle tournament, to be held under the auspices of the Boston Club in the Institute Fair Building, in this city; and with a track of six laps to the mile the record was expected to be lowered. It now appears that Keen's engagements in England will not admit of his remaining in this country until the arrangements for the tournament can be completed, and the two men will therefore meet at an earlier date, — probably 14 January, — for a ten-mile straight-away race in the same spacious building. This race will be open to all comers who may desire to cover the forfeit money of $100 a side, now in the hands of the editor of this paper, and this money will form the only stake at issue. No question of the championship will be involved, as the men have very wisely and fairly concluded that championships won on a board track, under cover, are at least doubtful honors, and always open to dispute. It is hardly likely under these circumstances that there will be a third aspirant for professional laurels; and this is not to be regretted, for a struggle for supremacy between two such noted riders will be the more exciting and interesting in the absence than in the presence of any outside competitors. In the mean time the preparations for the proposed tournament are being carefully forwarded, and the prospects are in favor of the most interesting bicycling exhibition that has ever taken place in this country.

Racing Challenge.

Editor Bicycling World: — Kindly insert that I am willing to make a match or matches on the following conditions: To take one hundred yards of John Prince (the American champion), in five miles, or ride F. Rollinson, of Chicago, level that distance. Either or both matches can be made for $50 a side or upwards; the race to take place on any fair track.

ROBERT PATRICK,
Of Wolverhampton, England.

Prince versus Rollinson.

Editor Bicycling World: —Mr. Rollinson's letter of 12 December was, I suppose, written before No. 6 of the WORLD reached him. Had he read it, he would of course have sent you his $100 instead of the letter, and I hope he has done so before now. But I don't like his saying, "if it is convenient"; it looks too much like wanting to continue this *racing on paper*, and I am tired of it.

JOHN S. PRINCE,
Champion of America.

Female Bicycle Championship of the World.

I HEREBY challenge Elsa Von Blumen, or any lady bicycle rider in the world, to ride the bicycle twenty-five to one hundred miles for $100 to $250 a side, or for a medal showing an emblem of championship; the sporting editor of the *Daily News* or any of the Chicago daily papers to be stakeholder; the race to take place in Chicago, or wherever mutually agreed upon by the contestants.

LOUISE ARMAINDO.

BICYCLE SCHOOL, MICHIGAN AVENUE,
CHICAGO, ILL., 19 December, 1881.

The president of the San Francisco Bicycle Club, Mr. Columbus Waterhouse, and the ex-president, Mr. R. De Clairmont, are making extensive preparations for a run on wheels to San Jose, which is to take place as soon as the roads have become sufficiently hardened after the rains.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dilwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, N.w York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Edito of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

KEYSTONE BI. CLUB. — Additional: T. S. B. Wood, 71 Duquesne way, Pittsburg. Pa.; John C. McCullough, 250 Allegheny avenue, Allegheny, Pa.

UNATTACHED. — O. L. Hurlbut, Box 348, Chattanooga, Tenn.

GLANCES ABROAD

(From the Cyclist.)

MR. RICHARD GARVEY, of St. Louis, Mo., President of the Missouri Bicycle Club, and State Director of the League of American Wheelmen, has been paying this country a visit. He leaves Liverpool on the return voyage to-morrow. During his stay in England, Mr. Garvey visited London, and called at our London Office. In Coventry he inspected most of the largest factories, and saw much to interest him; and before leaving, called upon us and told how pleased he had been with his visit.

THE "cycle" is certainly gradually weaving itself into our every-day life. Only the other day, we read in a recent

The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is INDISPENSABLE TO EVERY ONE.
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

THE BEST WAY TO KEEP
Your Bicycle from Rust
Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for $1.00. *Cannot be sent by mail.* Address
A. B. BROWN & SONS, WORCESTER, MASS.
CUNNINGHAM & CO., Boston Agents.

WHEELMAN'S ANNUAL FOR 1882.
CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.
Then may I set the world on wheels. — *Shakespeare.*
36 pages, crown quarto, printed on best paper and ably and tastefully edited
By WALTER D. WELFORD,
Pilgrim Street, Newcastle-on-Tyne, England.
Full of original articles, serial stories, cycling tales, humorous sketches, accounts of tours, foreign advices.
The only English cycling periodical giving American news regularly. Subscriptions post-free to America; 12 mos. $1.00, 6 mos. 50 cts. Received at office of BICYCLING WORLD. Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.
E C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

WHEELMAN'S YEAR BOOK,
ALMANACK AND DIARY, 1882.
Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)
The most useful book ever published. 250 to 300 pages brimful of all sorts of information.
No room in this advertisement for particulars, the attractions are so numerous.
Price, mailed free to U. S. A.....50 cts.
Or elegantly bound in cloth.....$1.00
Copies of last year's issue may also be had.
Publisher, WALTER D. WELFORD, Pilgrim Street, Newcastle-on-Tyne, England. May also be had at office of *Bicycling World.*

ALL BICYCLERS SHOULD READ
THE 'CYCLIST,
Which is not only the cheapest, but the largest and best got-up bicycling newspaper in Europe.
Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters. Edited by
HENRY STURMEY, Author of "The Indispensable,"
And C. W. NAIRN, Author of "The Bicycle Annual."
PUBLISHED EVERY WEDNESDAY.
PRICE, ONE PENNY.
ANNUAL SUBSCRIPTION, 6s. 6d.
From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only $3.50, from
E. C. HODGES & CO., 8 PEMBERTON SQ., BOSTON, MASS.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER.
Edited by – CHARLES CORDINGLEY.
HAMMERSMITH, LONDON, W.
Subscriptions received at this Office.
One year.....$2 25
Six Months.....1 15
Three Months.....60
Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.
We have a few copies left. Prices sent, postpaid, to any address according to size and style, $2.50, $2.00, $1.00. Address,
E. C. HODGES & CO., 40 WATER ST.,
BOSTON, MASS.

DIRECTORY
OF BICYCLE MAKERS, DEALERS, AGENTS, RIDING SCHOOLS, OUTFITTERS, ETC.
Addresses inserted in this department, $12 per year.

CALIFORNIA.
SAN FRANCISCO. Osborne & Alexander, 628 Market Street.

CONNECTICUT.
HARTFORD. Billings & Spencer Co. Weed Sewing Machine Co.
NEW HAVEN. American Bicycle Co., 79 Orange Street.

ILLINOIS.
CHICAGO. Jno. M. Fairfield, Cor. State and Van Buren Streets.

MASSACHUSETTS.
BOSTON. Cunningham & Co., 6 and 8 Berkeley Street.
C. R. Percival, 96 Worcester Street.
Elastic Tip Co., 157 Washington Street.
Pope Manufacturing Co., 597 Washington Street.

MONTANA.
HELENA. W. E. Norris.

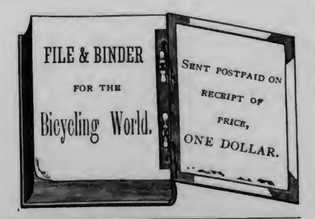
NEW HAMPSHIRE.
PORTSMOUTH. C. A. Hazlett, First National Bank.
NASHUA. Bicycle and Tricycle Agency, Gilman Brothers.

NEW YORK.
NEW YORK. Wm. M. Wright, 791 Fifth Avenue; Schuyler & Duane, 189 Broadway.

OHIO.
LIMA. Gale Sherman.

PENNSYLVANIA.
PHILADELPHIA. H. B. Hart & Co., 813 Arch Street.
PITTSBURG. Columbia Bicycle Agency, Cor. Fifth Avenue and Smithfield Street.

RHODE ISLAND.
PROVIDENCE. Chas. F. Handy, 236 Westminster Street.



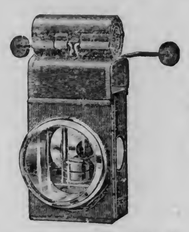
LIVINGSTON'S PERFECTION CYCLOMETER
GUARANTEED CORRECT
Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.
H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, CINCINNATI, OHIO.

THE PETITE TRICYCLE, FOR GIRLS,

Is an elegant little vehicle with suspension wheels, rubber tires, spring seat, front steering, etc It is light and well suited for girls of five to fourteen years. We have them now in stock at prices varying from $20 to $35, according to size. We have also a larger and more varied stock of large

TRICYCLES FOR LADIES AND GENTLEMEN

than ever before. Prices from $100 to $150. A full stock of SUNDRIES for bicyclers and tricyclers.



OUR NEW COLUMBIA LAMP,

Large size, with wide wick, large reflectors of new design, safety fastenings, special suspension, etc.; contains more improvements and desirable qualities than any other bicycle lantern in the market. Price, plain, $4; nickelled, $4.50. Bown's BALL PEDALS, with rubber or rat-trap bars, price $12. English and American novelties of value constantly on hand.

COLUMBIA BICYCLES.

Full descriptions in our illustrated catalogues and circulars, sent to any address on request, with 3-cent stamp enclosed. Address,

The Pope M'f'g Co., - - 597 Washington Street, Boston, Mass.

Tricycles and bicycles make valuable and often the most acceptable

☞ HOLIDAY GIFTS. ☜

LEARN to WALTZ at WALKER'S PRIVATE DANCING ACADEMY, 24 Dwight St. Please send for circular.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of

BICYCLES & TRICYCLES

Accessories, Parts, Stampings, etc., etc.

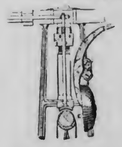
Office and Salesroom,

1291 Washington St., Boston, U. S. A.

Agents for HILLMAN HERBERT & CO., Coventry, Eng.; COVENTRY MACHINIST CO., Coventry, Eng.

Send 3c. for Illustrated Circular.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.

WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Grey Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for..... $41 00
From 50 to 56 inch..... 43 00



The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings. Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50
From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - Wolverhampton, England.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 6 JANUARY, 1882.

Volume IV. Number 9.

[Vol. IV. **CONTENTS.** No. 9]

Editorial Spokes 99
Happy New Year 99
Editorial: Annual L. A. W. Meet 99
The Opening Year 100
Correspondence: Scranton; Washington; Montreal; "No Time"; More about Tires: Wheel Progress; Pittsburg 100
French Notes 103
A Bicycler Abroad 104
Boston Bi. Club Reception 104
Personal 105
L. A. W.: Applications 105
Currente Calamo 106
Notes, Queries, etc. 106
Germantown Bi. C. War Song 106

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

Bicycling World and Scientific American.

THE regular yearly subscription to the SCIENTIFIC AMERICAN is $3.20. We will furnish a year's subscription to both that and the BICYCLING WORLD for $4.70. The regular subscription to the SCIENTIFIC AMERICAN SUPPLEMENT is $5.00. We will furnish that and the BICYCLING WORLD for $6.20. The regular subscription to both SCIENTIFIC AMERICAN and SUPPLEMENT to one address is $7.00. We will furnish both these and the BICYCLING WORLD for $7.75. All postpaid.

E. C. HODGES & Co.



A FEW EXTRA FINE GOLD BADGES of the new design have just been finished, and can be had to order with small ruby, sapphire or garnet centres. Prices, $8.00 to $12.00; with small diamonds, $12.00 to $25.00, according to size and quality of stone. The cheaper $2.00 to $5.00 badges will be ready early in 1882. C. H. LAMSON, Director, L. A. W., Portland, Me.

STODDARD, LOVERING & Co.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

WHEELMAN'S ANNUAL FOR 1882.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)
THE "HARVARD,"
ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)
THE "YALE,"
ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England
(THOS. SMITH & SONS,)
THE "SHADOW,"
LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

THE HUMBER BICYCLE

Is now being constructed specially strong for

AMERICAN USE.

Upon receipt of cheque, value £18,

We will send, securely packed (case inclusive), one of these celebrated machines, beautifully japanned and part nickel-plated, ball bearings to both wheels, brake and all latest improvements.

THE HUMBER BICYCLE

Is now used by nearly every rider of note in England, and is undoubtedly the best and most reliable machine in the market.

The fastest one mile, in 2m. 46s.; ten miles, 30m. 6s.,—by F. Cooper, at Cambridge, May, 1880. The fastest two miles, 5m. 36s., by the Hon. Keith Falconer, at Cambridge, May, 1879. The four Bicycle Union Championships of 1881, 1, 5, 25, 50 miles, in which races the fastest quarter-mile, 36s., and fifty miles, 2h. 50m., were by G. L. Hillier, Esq., the winner of all four events.

The fact that the above wonderful times were all made on the

HUMBER BICYCLE

Clearly proves their great superiority over all others.

HUMBER, MARRIOTT & COOPER,

Beeston Notts - - - - England.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 6 JANUARY, 1882.

EDITORIAL SPOKES

HAVE you ordered your new League badge?

WINTER started in Sunday night with a will, and sleighing has been the rage this week.

GENTLEMEN, it is time to get your wheels out of winter quarters and commence training. We intend to have an early spring, whatever Vennor says.

WE have received from the Pope Manufacturing Company a large pamphlet report of the testimony taken in the Central Park test case, from which we shall from time to time publish such portions as may be of interest, and which we have not already given.

WE direct attention to the grand racing events announced in our columns this week, to take place in the New England Institute Fair Building next week Saturday. The long-talked-of ten-mile contest between Keen and Prince will be considered *the* event by the general public; but it is probable that bicyclers will be fully as much interested in the amateur events. The inter-club race, especially, ought to be made very exciting, if the Germantown would only send Gideon, the Essex delegate Johnson, the Columbia pit Carpenter, the Boston either Stall or Frye, the Massachusetts Parkhurst, and other clubs each their best man.



Gaily the bright New Year—
Young Eighty-Two!—
Forth from the faded past
Bursts on our view.

Not now, as erst, a-wing,
Boist'rous and rude,
Cleaving the frosty air,
Shamelessly nude;

But, clad in jaunty rig,
Perched on a bike:
Waving a 'cycle cap,—
That 's something like!

On a bicycle he
Bursts on our view;
Hail then, ye cyclers all,
Young Eighty-Two!

THE ANNUAL L. A. W. MEET.

WHERE shall the next Annual Meet of the League of American Wheelmen be held? According to Art. 2 of the Constitution, one of the objects of the League is "to promote the general interests of bicycling." That the annual meeting may become an important factor in furthering this object, no wheelman will deny; and that the two great Meets already holden contributed largely thereto is equally certain. Hence, it is a matter of considerable importance where the next general Meet shall convene, and several important considerations should enter into the question of selection. First, there is the consideration of the greatest convenience of the greatest number; for undoubtedly numbers are the great desideratum in producing an impression of the extent and influence of bicycling in the community, not alone on the outside public, but upon bicyclers themselves. Even the fact that a majority of the wheelmen present may be new and undisciplined riders, and that the details of the parade may in consequence be often unsatisfactory to lovers of uniformity and order, will not affect this statement; for bicycling, like life, is made up of contrasts, and the very unevenness of proficiency in parade will keep the interest of the spectator wide awake where uniform excellence would become monotonous. Then there is the item of parade facilities and advantages. The parade is the prime feature of the Meet; and without it,—or if, in the event of ineffificient handling, or lack of municipal sympathy and co-operation, or insufficient police assistance, or by reason of bad roads, or an injudicious route selection, it should prove barren of desirable results,—the Meet itself would be a failure. Another point to consider is the ability, influence, and disposition of the local wheelmen to not only secure these desirable parade conditions, but also to creditably receive and entertain the visiting riders. Of course, the actual necessary expenses of the Meet will be borne by the League; but naturally, the local wheelmen will feel it incumbent on themselves to act the part of hosts, and to do this will entail not a little club and individual expense. The report of the treasurer of the Boston entertainment committee showed the expenses of the local wheelmen to be $1,308.48. The receipts for dinner and exhibition tickets amounted

to $692, leaving the balance of $616.48 to be made up by subscriptions. Of course, much of this expense is unnecessary, — that is, the liberal scale of entertainment provided by Boston need not be imitated, nor, for that matter, expected; for in no other section of the country are there nearly as many bicyclers as here, where not only Boston wheelmen, but suburban riders as well, subscribed liberally. Were the question of accommodating the greatest number the only one, of course Boston would still be the best location; but New England is obviously out of the fight this year. Last year, Washington, New York, and Philadelphia were the competing cities, with Boston, for the privilege.

WE recently heard a prominent Boston wheelman question the propriety of the League convening in Washington, on the ground that but three wheelmen in that city are now members of the organization; but we should esteem that fact alone as hardly a valid objection, provided its advantages are as great as that objection is slight. Probably no city in the country presents equal facilities for a successful parade, and in no other city can be found so many objects of public interest and beauty to attract and entertain the intelligent and æsthetic wheelmen. Yet such as would care to indulge in wheel runs apart from the parade would have to confine themselves mostly to the miles of splendid asphalt in the city; for Washington has no nice suburban sandpapered roads. That the visitors would be most cordially welcomed and heartily entertained, however, by the Washington wheelmen, whether Leaguemen or not, is a foregone conclusion.

UNFORTUNATELY, the same conditions which last year made objections against New York still obtain. The Central Park is still closed to us, and a successful parade in any other part of the city is impracticable. Yet the same reasons which made a Meet in New York desirable then, exist now: namely, it is the national metropolis; it is the most central Eastern city; it would probably attract more wheelmen to the Meet than any locality other than Boston; its social importance and municipal influence makes it a desirable subject for conversion; and the effect of the presence and parade of a thousand bicyclers would do much to disarm its prejudices; and if "like cures like," even the *Graphic's* idiotorial crank might be readjusted by the contemplation of so many other cranks; and there are several hundred wheelmen in New York and vicinity who would do their uttermost to overcome manifest disadvantages, and make the Meet as grand a success as the race meeting last October was not.

PHILADELPHIA offers excellent advantages in many ways. Her wheelmen are many, wealthy, enthusiastic. Many of her streets are excellent for riding, and she has some good and attractive suburban roads. The park drives are open to wheelmen and there is little public prejudice against the bicycle in any quarter; and a grand demonstration by the League would awaken active interest among many who at present have but little appreciation of it. Philadelphia is but little farther from the present bicycling centre than is the metropolis, is about as easily accessible, and would probably bring together nearly as many wheelmen as the latter.

THEN, again, the "general interests of bicycling" might be best promoted by going West, either to Cincinnati or Chicago. The latter city has splendid facilities for parades and races, between two and three hundred wheelmen, plenty of enthusiasm, and a community which is progressive, tolerant, and influential, and affords one of the best fields in the country for proselyting. If the Meet is held there, no doubt even St. Louis wheelmen will temporarily lay aside or conceal their aversion for Chicago girls' feet, and jealousy of her 60 inch bicycler, and send a large delegation to help make the Western gathering a grand one. Milwaukee would attend unanimously, and Louisville, Cleveland, Columbus, Springfield, and Dayton would send large delegations. Buffalo and Rochester would be represented, and Montreal and Detroit would swell the procession liberally; and many interior State and provincial localities would add their numbers to the grand total.

WE will suggest one more place, and then wait correspondence on the subject. Why not hold the Meet in Brooklyn? All we might hope to accomplish by holding it in New York is possible here, while it is just as accessible as the latter city, and more so to New England wheelman. It would give us a good chance to parade; and, by the way, why would not a parade and run to Coney Island for dinner be the thing of all things? However, brother wheelmen everywhere, let us have your views and suggestions at once; for although the directors have full power in the premises, a little judicious lobbying may assist them to a wiser decision.

The Opening Year.

OF all the times that gladden us with hope of coming good;
Of all the seasons cycling round, our fainting souls that cheer,
When brave "I will!" from out the heart drives timid, weak "I would,"—
The gladdest and the brightest is the opening of the year.

Then youth dons manhood's mantle, that old age hath lain aside
(Having vainly tried to wear it through life's journey to the bier),
And joying in the breath of earth, in prime of health and pride,
And heart elate with hope, begins the conquest of the year.

Of all the times that sadden and dishearten us, I ween;
Of all the seasons when despair doth make the heart more drear,
When the past is filled with spectres of the good that might have been, —
The saddest and the darkest is the opening of the year.

Then age, while bidding youth good-speed, looks back upon the way
Himself hath come, and dims his eye with many a rising tear,
To see awreck his lofty aims, his dearest hopes decay,
The apples turned to ashes that had lured him through the year.

O youth, go forth upon thy way, nor falter in thy faith
That firm upon the highest peak the banner thou 'lt uprear;
Keep heart and purpose true to that, for still the Master saith,
"Whoso that strives, shall surely win." Then hail the glad New Year!

And, age, deem yet the promise sure that lured thy joyous youth,
Though the goal still seemeth distant and the river rolleth near;
The past is but a vision, and the future, only, truth:
Thy crown and kingdom wait thee yet in heaven's opening year!

W. B. G.

CORRESPONDENCE

Scranton.

Editor Bicycling World: — This being the last afternoon of the last day in the year, I have time for a few notes on the wheel, and to wish you "A Happy New Year," and for the WORLD the same success it has met in the past, which is already assured.... During the past few weeks we have had little chance for bicycle riding; however, we have improved the opportunity to take two or three runs, which were very enjoyable. One of the latest additions to our club — and I might mention, a most valuable and agreeable one — is a club surgeon, in the person of Dr. J. E. O'Brien, who, besides being a most devoted and enthusiastic wheelman, is a gentleman it is a real pleasure to meet. The doctor joined us in our last

run, and as usual, was found very agreeable company. After going a few miles, (doing remarkably well for a new rider), he suggested that we oil up; our guide innocently replied that in his experience he only found it necessary to oil up once, upon starting — even on a long trip. The doctor, however, still insisted he was right, and at the same time producing a flask containing some fine old rye; whereupon our guide at once changed his mind and concluded it was time we all oiled up. While we are all very temperate, and individually and collectively never indulge to excess, there are times like the one here mentioned, when a little of the oil of gladness fills the niche very nicely..... Thinking I might spend a pleasant Christmas holiday in the city, I took the night train for New York the 24th, reaching the city early in the morning. For the first time since possessing a bicycle, I left it at home; much to my regret, as the weather turned out most pleasant for riding. Calling at the headquarters, I found members of the different clubs arranging for a run the following day, — Monday. My anxiety to join them can be readily imagined. At the appointed time for starting, I was on hand, and through the kindness of Messrs. Howard of the Mercury, and Hall of the Lenox Club, I was fitted out with a suit, and with the only machine available. I started with the party and enjoyed the ride very much; yet would have found it much more pleasant if my reliable Harvard had been my companion instead of the boneshaker I was obliged to use. I have fully made up my mind to take my machine with me in the future. My visit to the city was a most interesting one, and I shall remember the courtesies extended by bicyclers there, whom I found very hospitable. F. C. H.

SCRANTON, PA., 31 December, 1881.

Washington.

Editor Bicycling World: — The Capital Bicycle Club is one of the very few that can boast of a Christmas-day run this year. The day was such a one as only Washington can sandwich in between wintry ones. It was calm and mild, and proved sufficient temptation to bring the "biklers" out in full strength. A party of about a dozen went to the Soldiers' Home. At each of the three principal gates a halt was made, and the keepers, who have always been very courteous and pleasant to wheelmen in general, and Capital Bi. Club's in particular, were presented with a large bag of tobacco. The old veterans were pleased at the remembrance, and entertained the party with yarns of their war experiences. The gate-keepers say that although a great many bicyclers pass through the grounds, no accidents have been caused by them, and complaints are almost unknown. They all remarked that the fast horses gave them much more annoyance than do the bicycles. ..A few days ago a rather novel procession attracted a good deal of attention in our streets. It was composed of the "rolling stock" of Scribner's Bicycle School, manned by about twenty-five riders. A triocycle (or triple bicycle) headed the pageant, (!) and was followed by several styles of tricycles, including a tiny one that would fit Tom Thumb, and a variety of bicycles ....This week the Capital Club removed from 412 11th street, the quarters so long occupied, to the Le Droit Building, corner of F and 8th streets, where their accommodations and conveniences will be largely increased, as will their facilities for entertaining visitors. The decided success of the uniform *soirée dansante* given by this club last November will result in a similar occasion 9 January....."How stands the record of the dying year?" is a question that is constantly heard in the club-rooms now. Record-books are now referred to with great interest, and "grand totals of miles, runs, and croppers" form an interesting theme of conversation. A record book and a cyclometer add greatly to the interest of "bikling," and now is the best time to begin one for the coming year. ... The BICYCLING WORLD has ever so many friends here, and its weekly arrival is always watched for and its pages eagerly read. They wish you a Happy New Year. O. G.

WASHINGTON, D.C., 31 December, 1881.

Montreal.

Editor Bicycling World: — *Chère Monde*, I wish you Happy New Year. You ask us "How is Canada?" Well, we had a great time Christmas day (*i. e.*, 26 December). We indulged in an impromptu run, our "genial and painstaking" secretary having gracefully declined to call a meet, as if he did it was sure to snow, and "spile" the roads; so we all kidded Vennor on that we did n't want to go for a ride, anyhow, and the old duffer was sucked in: for about 10 A. M. the glittering wheels and blue uniforms began to appear in (comparatively) endless crowds, and to circle defily (that 's a good word) round the vicinity of Burnside place and Mansfield street. Like an energetic business man, I had been down to the post for my letters, and on the way up-town, I called at the club-house to see what was in the wind Seeing so much wheel about, I hurried up, and called on the secretary, who hangs out two or three doors from me, and he soon appeared in a nondescript rig, — having, as he said, left his swell uniform at the photographer's (I and one or two others suspected, however, that it was the pawnbroker's he meant), — and took command, much to my disappointment, as I have never yet had the honor of commanding the club, although I have been fourth lieutenant for quite a while.

Well, we got away without any of the mishaps sometimes attendant on starting a big crowd, and Jingling Johnnie acted as whipper-in (about as much good for that purpose as my hind wheel, and squeaks about as often). With the exception of two or three camels we scared on the road, we got to Blue Bonnets without anything occurring worthy of note; though my brother, the wealthy provision merchant, was out on his new D. H. F. for the first time, and was tickled to death to see how easy it went, considering he had n't had a ride since he was married The secretary kept up the reputation of a hard rider, which he has somehow or another managed to earn, and landed at the terminal point of our expedition about ten minutes before the ruck. I came in a good second, and should have done better, only I forgot to put my surcingle on before starting.

On the way home we met Hungry Tommy, and pulled up for a drink at the Windsor, after which we wound up the season by a little exhibition of drill on Dominion square. We missed our late captain and the bugler. None of the prominent racing men were to the fore either. The Growler is a greedy beast; he got us all out of the room at Blue Bonnets, on pretence somebody was handling the machines, and then swallowed eight milk punches prepared by order of KANUCK.

MONTREAL, 31 December, 1881.

"No Time."

RECORD FOR THE SEASON OF A BUSINESS MAN.

Editor Bicycling World: — I remember well the look of contempt which passed over the face of a good clergyman who, upon urging the claims of religion on me, — a boy of seventeen then, — was met by the reply, "I have no time." This is the plea offered by many who do not ride the wheel. Twice within a month have I recommended the wheel as a *medicine* to gentlemen in poor health, and both times have been met by this lame excuse. Do business men have no time for recreating and health-giving exercise? Let us see. Here is the only record I can swear to. I am a man in active business. I have taken a vacation of two consecutive weeks but twice in ten years. That does not look like much spare time. My profession is a sedentary one, and at the time I first mounted a bicycle, close attention to it had visibly and seriously affected my health. That does not indicate much spare muscle. I am no chicken, but am on the wrong side of thirty. Now for the score of this year's riding: —

Total number of miles from March 5 (when first ride was taken) to date, Dec. 26, 3,048. Divided into months, there were travelled in March, 91 miles; April, 282 miles; May, 306 miles; June, 257 miles; July, 260½; August, 430¾; September, 456; October, 436; November, 319; December (to date), 210. Upon fifty-two days, the distance covered was twenty miles or more; upon fourteen days, forty miles or more; five days, fifty miles or more; two days, over sixty miles. I have ridden on my wheel to and from my place of business mornings and afternoons (my residence is five or six miles out) one hundred and fifty-two times, using the wheel-room of the Mas-

sachusetts Bicycle Club for stabling. Much of my enthusiasm is due to the stimulating influence of the Massachusetts Bicycle Club, to which I belong, and whose members are mostly good and enduring riders, and wonderfully pleasant companions. I have joined in no less than twenty of their club runs this season, besides having had many a pleasant spin with individual members, and twice taking three-days' tours. The wheel has been put by me to some very practical uses, such as hurrying for a physician, going to church, to the lodge, and on numberless errands. Several times it has been used on short business trips to near towns, such as Natick, to which place I one day rode from the city on a business matter, and hurrying home made the distance (eighteen miles *via* Brighton), in one hour thirty-one minutes. The above figures are not given in any bragging spirit, for very likely there are many in and out of the Massachusetts Club who have ridden more miles and ridden them faster and better than I; but this article is written for the purpose of demonstrating the fact that business men may secure and *retain* health from this exhilarating exercise, without sacrificing their affairs. And such exercise! No dead dumb-bells or clubs to swing monotonously; no dull and heavy walking mile after mile to cure dyspepsia, and returning fagged and weary. I hear people call the bicycle a "machine." Wrong! It is not a machine. It is alive from head to heel, — from hub to tire. It is a thorough-bred horse! It rears and plunges in the waterway and gully. It shies in the frozen rut. It pants up the hills. It is a bird! It flies before the summer wind. It sings and hums along the race-course. It skims over the smooth gravel road. As silent as thought, as swift as time, as gentle as a woman, its mood changes with the varying road, and all the time it is alive, whether sauntering along the country side-path or madly coursing down the stony incline until every muscle is tense, every nerve tingling, and every drop of blood flying through the veins with excitement and exhilaration. "How extravagantly ridiculous!" exclaims the non-rider. Get a wheel; and when you have conquered the steed, and learned to guide the flight of the bird, mount and leave the town behind, and having returned, taken your bath, and satisfied your increasing appetite, read this again over your cigar; and though you may still criticise its weakness, you will not say that its weakness lies in its extravagance.

H. W. W.

"More About Tires."

Editor Bicycling World: — The discussion in your columns relating to rubber tires has been very interesting, and conducted by "Cyclos" and others with a degree of practical good sense which seems likely to make the result profitable.

The letter of Mr. G. W. Pressey, however, as published in your issue of 16th inst., is so ridiculous that I cannot forbear offering you a few suggestions. If it were merely an advertisement for the American Star bicycle, and were not palpably misleading upon other points than the merits of his peculiar velocipede, I should not trouble you with any notice of it. But when he signs himself as "Inventor," and refers to "experiments and investigations for the past year," and when he assumes to speak as an expert in favor of "wider and flatter tires" for a bicycle, we must expect that he will say something which has the merit of correctness at least.

He says "a rounded $\frac{7}{8}$-inch tire will flatten three eighths of an inch when carrying an ordinary rider upon a smooth floor; the flat place extends three inches forward and the same back of the centre of the wheel, causing the wheel to run up hill at an angle of about eight degrees. I had made some experiments and calculations before, but thinking I might have been in error, I have made some new experiments to test the accuracy of his assertions, and have the following reply to make: —

1. A rounded 1-inch rubber tire on a 50-inch Columbia bicycle, mounted with a rider weighing one hundred and fifty-eight pounds, on a smooth floor, settles or "flattens" one sixteenth of an inch, and a Special Columbia bicycle with a $\frac{7}{8}$ inch tire "flattens" a trifle less. I take these tires because I know they are the pure "fine" Para rubber, and have no hardening material in their composition. On this point Mr. Pressey makes an error of five-sixteenths of an inch, or five hundred per cent. So much for the value of his accuracy of experiment and observation.

2. Now, with a depression or "flattening" of one sixteenth of an inch, the "flat place" extends backward and forward 1.769 inches, instead of the distance given by him. But suppose his amount of "flattening" — namely, three eighths of an inch — were correct: "the flat place" would extend 4.313 inches "forward and the same back," instead of 3 inches; so that here in his mathematics he makes an error of 13 inches, or more than twenty-five per cent. That is supposing his previous observation to have been correct; but as a matter of fact, it is a little more than one and one half inches of error, or about one hundred and fifty per cent.

3. He says, "causing the wheel to run up hill at an angle of about eight degrees"!! Now, the only angle to which he can refer is (supposing his depression of three eighths of an inch) 0° 29′ 52″, instead of 8°, or an error of something over 7½°. But as a matter of fact, with the actual "flattening" of one sixteenth of an inch, the angle is 0° 11′ $55\frac{8}{10}$″. So much again for his accuracy of mechanics. Now, this depression of the rubber tire does not cause the wheel to run up hill at an angle of even 0° 11′ $55\frac{8}{10}$″, because under the motion of the wheel forward, the obstruction yields, and the raise is infinitely little by little so that it is scarcely appreciable. The fact that this is so is apparent from the difficulty of the standstill on a smooth floor. The power required to drive the wheel up-hill at an angle of even 11′ would be very considerable, and of course with the wheel at rest this up-hill would be equally against the forward motion and the backward, so that it ought to require considerable exertion to roll the wheel backward and forward, whereas almost the slightest difference of pressure on the pedals, as every one knows who has tried to ride slowly or to stand still on a floor, will cause the wheel to move. An angle of 8° would be greater than that of any hill which a wheelman is reported to have ridden. The steepest part of Muswell Hill was a rise of one in 8.7 feet, an angle of about 6° 33′. On a smooth floor, a wheel with an unyielding tire might run a trifle easier than a similar wheel with a rubber tire: but the difference would be represented, not by supposing the floor to be raised in front of the wheel to an angle of 8°, but by supposing a sixteenth of an inch of dust accumulated on the level floor. The round rubber tire for the bicycle affords a relief from the jar of the road for the wheel and its rider; it also saves the rider the labor of raising the wheel and its load over the entire height of small obstructions in the form of pebbles, etc. These two things might be done by a flat tire; but the bicycle wheel, as "Cyclos" has pointed out, is not always perpendicular to the plane of the road, and consequently the plane of a flat tire would not coincide with the plane of the road, while the round one prevents this difficulty. But the round form of tire is useful in two other respects. The yield of the rubber or its flattening on a smooth surface is not so great, since the half enclosing rim prevents its bulging outwards sidewise to a considerable extent; and at whatever angle with the surface of the road the wheel may incline, the pressure of the rubber against the wheel is directly against the rim, and not at an angle with it. This latter fact prevents the loosening of the tire in the rim, amongst other advantages; but I reserve a discussion of the merits of the round tire over a flat one for a bicycle wheel, until some other occasion. If Mr. Pressey has found a rubber-tired wheel which running over "an iron rod one third the size of the rubber" would not be raised, but would receive the rod one third its size in a "dent into the rubber," he has a curiosity. I hope Mr. Pressey will be able to bring out a wheel with a tire with which no trouble of any kind can be experienced; but if he has no clearer ideas in regard to a bicycle than he seems to have (and I do not blame him for ignorance, for I am informed that he has never ridden one), I do not wonder that he thinks it necessary to make a tire "like the bottom of a dog's foot."

C. E. P.

BOSTON, 22 December, 1881.

Wheel Progress.

Editor Bicycling World: — I was much pleased by reading, in last night's *Transcript*, the following article: —

"A victory for 'wheelmen' has been very quietly obtained in Chicago, which has an interest much wider than a local one. Ever since the introduction of the bicycle into Chicago, the South Park Commissioners have excluded it from the parks and boulevards under their jurisdiction, while another board, the West Park Commissioners, wisely yielded to the law and reason of the matter, and allowed free course to this modern courser of the highways. No doubt the satisfactory results of the action of the latter board, and the experience of the community derived thereby, had much to do with the decision arrived at during the present month by the South Park Commissioners. At any rate, when the wheelmen, through able and discreet counsel, petitioned this board for a repeal of the ordinance prohibiting the riding of bicycles, velocipedes, etc., on the park driveways, and for the privileges of the parks and boulevards, subject only to such just police regulations as might be consistent with the rights of all the public, this board gave the matter very intelligent and thorough consideration, and very promptly, but with one dissenting voice, granted the petition, and took such action as would secure the privileges asked for. It is not long since the Philadelphia Park Commissioners accorded to wheelmen the full liberty of Fairmount Park, and it is believed that nowhere except in New York are the equal rights of all persons to the use of public driveways, with their own choice of vehicles, in dispute; and it might as well be admitted that all who have predicted a fleeting career for the bicycle have been greatly mistaken. The bicycle has steadily gained in popular favor, in the number of those who use it, and in the variety of ways in which it is made useful, as well as amusing and healthful. We note that prominent clergymen and doctors of divinity are becoming its champions. If Mr. Beecher were but preaching to some suburban or rural church, he might find his prediction of a dozen years ago, that his parishioners would yet ride to church on the bicycle, fulfilled. A few years ago one of the most prominent of Boston clergymen, exchanging with a pastor of a neighboring city, might have been seen driving with taut rein a light-footed span in a buggy with top thrown down, at a pace which was not only suitable to the promptness of keeping his engagement, but also to the vivacity of his discourse. The other Sunday, a prominent clergyman of the same neighboring city might have been seen riding into Boston to keep a similar engagement, mounted on his less pretentious but equally exhilarating bicycle. No doubt the example of the latter might cause some comment amongst the conservative, but it is one which, although not by any means exceptional at the present time, might well be more widely followed. It is like a return to the virtues of our forefathers, when the minister saddled his horse and rode to the place of Sunday service with a degree of independence and of physical invigoration denied to most modern divines. The clergyman who is also a wheelman may reduce the vexed question of Sunday travel to a minimum. He may allow the faithful animals their Sabbath of rest, compel no hostler and no driver to forego his observance of Sunday; may save his own time in patronizing and making connections with public conveyances (whose excuse for running on Sunday is the fact that a tithe of their fares is taken from church-goers), and avoid many a Monday headache."

When an article like the foregoing appears in such a conservative paper as the *Transcript*, we may well believe that bicycling is making *progress*, and in the right direction. There has been too much discussion lately, in the bicycling press and otherwise, whether our sport is really progressing. Those of us who read the *Wheel* were somewhat surprised at the tone of the leading article, signed "J. W.," in its last issue. There are some people whom it is impossible to please; such people, when born with silver spoons in their mouths, are apt to cry because their monogram is not engraven thereon. Articles similar to "J. W.'s" are admired by some of us, who say: "Let us have the truth; let us look at the situation calmly and without enthusiasm." All very good for those who think that way. To my idea, a man without some enthusiasm is like a bicycler without legs or lungs. It is this very enthusiasm that is the foundation of all new departures and all great enterprises. Let us ride the wheel, talk the wheel, and above all, *push* the wheel, with the voice and brains as well as with the muscles. If any one among us quits his wheel, well and good; but that does not oblige us to do the same. Let us smile on any new departure that lends respectability and standing to our sport, and when the Boston Bicycle Club inaugurates the comfortable club-house movement, with an active and progressive club membership, let us say "Bravo!" and immediately set about doing the same or better for ourselves. When our digestion is bad and our circulation stagnant, there are two ways open to us (besides venting our bad feelings through the press): the first, to take a good day's spin awheel; and the second, to apply immediately to our family physician, and be advised ere it is too late.

AN "ENTHUSIAST"

Who is not ashamed of it.

P. S. — I might also include among the above remedies, a not *too* blue "blue pill."

Wheeling in Pittsburg.

Editor Bicycling World: — Wheeling has been very interesting in Pittsburg for the last two weeks. The event of this week was Miss Von Blumen's benefit at Old City Hall, 9 December. The entertainment consisted of a parade by the Keystone Bicycle Club; fancy riding by Brown, French, and Hoover, with two and three wheels; Messrs. Chas. and Henry Meyers in fancy riding on one and two bicycles. Then DeWitt C. Wilt, an eight-year-old boy, mounted his 32-inch Otto and rode one mile against time in 4.24. Mr. Harry Neeley gave an exhibition of his fancy riding, which was very creditably done. Then came the one-mile race, open to members of the Keystone Bicycle Club, each to go against time. Philo N. French started, making the mile (sixteen laps) in 4.10; J. C. McCullough next completed his mile in 4.07; F. T. Hoover then spurted a mile in 3.48, amid deafening cheers of the audience. Then O. G. Brown came on the track, mounted with apparent difficulty a 52-inch 'Xtraordinary Challenge (the only one in the city), and for the first time tried to "speed" the machine, he having never mounted the machine before (his own 56-inch machine having been broken by a friend in the parade), and completed his mile in 3.57. The next event was a three-mile race, — all to start at once. Messrs. Hoover, Brown, McCullough, and French faced the starter, and got away in fine style; but still that upper curve had a spite against the boys, for no sooner had they reached it than down went French with McCullough on top of him. The race went on with varying luck and many tumbles, till Brown, on the 'Xtraordinary, undertook to pass, and was driven into the wall; he remounted and started at such a gait as to rip part of his tire off on the upper curve, but saved a fall by tearing up the floor in such a manner as to get a good bit of wood wedged in between his felloe and tire. He dismounted and picked the wood out and started after the boys again, two laps in the rear (this was on the first mile) and turned off the laps at the maximum speed that he was able to cut the curves in safety with. At the end of the second mile, Hoover withdrew on account of a broken pedal shaft. Brown then finished the race in 12.32, having run two laps over three miles, winning by six laps. Mr. Henry Meyers, champion of America (so called by himself), then ran one mile against time in 3.58, ten seconds slower than Hoover's time, and one second slower than Brown's time on the Grasshopper.

The above races were interspersed by the singing of the Euterpe and Archie Roland Glee Clubs. Messrs. Long, Cable, and Ormsby played some very choice selections on the banjo and guitar. Mr. Will. H. Coffman gave an exhibition of his fancy roller skating. Miss Von Blumen then rode two miles in 8.07, — fastest mile being in 4.02. The music was furnished by the entire Great Western band. The benefit was financially a great success.

ONE OF THE RECKLESS THREE.

French Notes.

THE first number of *Le Sport Veloci-*

pedique appeared 4 March, 1880. It was then a four-page paper, but soon increased its size to eight pages. Last summer it became a twelve-page paper. Thus far it has been published semi-monthly, but in the future it is to be a weekly. .. Another bicycling paper is soon to be started in France, to be called *La Revue Velocipedique*. It is to be published every two weeks, in Troyes. ....The *Club des Cyclistes* founded at Lyons less than a year ago, by sixteen wheelmen, now counts fifty-one active and twenty-seven honorary members. ... Celbert Hoffmann, one of the most active of the French wheelmen, recently met with a painful accident while back-pedalling on a steep hill; his pedal suddenly caught and he was thrown to the ground, dislocating his arm in the fall.... Scuri, the Italian, who rides the one-wheel machine, has been exhibiting in Italy, England and France. Some of his tricks are surprising. He mounts by the crank; he turns in a space of less than two feet; with a child upon his shoulders he rides about upon a table on which are placed a number of bottles; he rides backwards, and even rides down-stairs. He calls his machine a *Scuricycle*. S.

A Bicycler Abroad.

A VISIT TO COVENTRY, THE HOME OF THE MODERN VELOCIPEDE.

[Correspondence of the St. Louis Post-Dispatch.]

"I waited for the train at Coventry;
I hung with grooms and porters on the bridge,
To watch the three tall spires."

Tennyson's Godiva.

IN Coventry at last, the Mecca of all true believers in the wheel. Arriving four days ago on the night train, we put up at Knight's Inn, the headquarters of the Bicycle Touring Club, an international organization of many thousand members. The hospitable Widow Knight and her three lovely daughters are known to fame wherever the 'cycle has penetrated, and from ten to a hundred riders can always be found among the guests. Glancing over the visitors' register, I observe the names of riders from nearly all parts of the civilized globe. Even the Bicycle Club of Auckland, New Zealand, is represented; as also the Missouri Bicycle Club, of St. Louis, U. S. A. I retired the first night, with the lifelike effigy of Peeping Tom in full view in the moonlight. Poor Tom's effigy leans out of the third-story window of the inn opposite, in a strikingly realistic attitude. Ah, Tom, if the fair Lady Godiva was as beauteous as represented by her statues and portraits shown here, your curiosity was not to be wondered at.

Before breakfasting next morning, standing at the window with a local rider, he called off to me the names and professions of the various riders coming in from the suburbs as follows: "That elderly gentleman is Mr. Singer; he is riding a 50-inch Challenge. Next to him, the cashier of the bank. Those two on tricycles, uniformed, are letter carriers; that machine turning the corner belongs to the police department." And so it went: a steady stream of bicycles, tricycles, and occasionally a double tricycle. Purchasing the morning paper from an old man over sixty years of age on a tricycle, we adjourned to discuss luscious chops, fresh-laid eggs, and the latest breakfast novelty, date coffee. In the dining room I observed several bicyclists in uniform, (shades of Kirkwood!) and on being introduced found they were from Birmingham, nineteen miles distant, and had ridden over for breakfast. They are booked ahead for dinner at Stratford-on-Avon, twenty-two miles from there, and were to sup at Birmingham, giving a day's run at about sixty-seven miles. At table also sat Medinger, of Paris, the coming man from France, who has beaten De Civry's record lately. Between these two and the Englishman Hillier rests the world's championship for 1882. As we eat, the children go to school, many on bicycles and several girls on three-wheelers; and now the huckster delivers vegetables for the inn from out a push-cart, the wheels being cast-off bicycle driving wheels. A wheelbarrow goes by, the wheel from the wreck of a nickel-plated bicycle. In every direction perambulators and baby wagons are met, with spider-like wheels and rubber tires superseding all others. Going to the theatre one evening, I observed an old apple-woman selling her wares by the light of a hub lamp. Verily, this is the land of the 'cycle. The roads are almost as smooth as a billiard table; and *per contra*, the sidewalks paved with square and oblong granite blocks set on end, giving the wheeler decidedly the call for comfort over pedestrians.

On Saturday, I visited a number of the bicycle manufactories, in two of which found nearly 600 employés, about five per cent of whom are females. An average of thirty or forty tricycles per month are furnished to the government by the company who have the contract here. They are principally for postal service. Ten miles has been run on a country road inside of forty-three minutes on these three-wheelers, and hence the police and fire departments of all towns and cities have taken to them. One dealer here rents eight tricycles to letter carriers direct, whose routes the government standard of distance does not cover in their allotment of machines. Thirteen steam bicycle works are in full operation here, besides a large number of small operators; also manufacturers of parts, and bicycle and tricycle fittings and sundries. It is safe to say 2,500 persons find employment all the year round at the business here, and give support to at least 5,000 more. The Queen has set the fashion by ordering two tricycles, and the nobility and gentry are falling rapidly into line and acquiring bicycles. An enterprising firm in this place has purchased the rink here, and use it as an exhibition and trial place for their wheelers. The building is a fine brick structure larger than your Natatorium, with a dead level asphalt floor. A local curate to one of the three tall spires was lately arrested for riding his bike on the sidewalk at a point where the road was in process of repair. He was fined 25s. While my bicycle was being packed for shipment to America yesterday, I was invited to join two of "the three graces," as my hostess's daughters are called, for a walk to Kenilworth Castle, distant five and a half miles, accompanied by a young gentleman of Coventry. We all started for a most enjoyable walk. It proves the average English girl thinks ten or twelve miles after dinner merely constitutional, and these young ladies frequently go twenty to forty miles a day on the tricycle. This eleven-mile walk, including inspection of the historic ruins, was accomplished within three hours. Passing by one of the tall spires this Sunday morning, I counted eight tricycles and over thirty bicycles on which a portion of the worshippers had come to their devotions. More anon. Bi-bi. R. G.

COVENTRY, ENGLAND, 4 December, 1881.

The Boston Bicycle Club.

WE have several times referred to, and already partially described the elegant and comfortable club-house recently leased by the Boston Bicycle Club, but have reserved a fuller account until the formal opening should occur. That event took place last Monday evening. Some two weeks since, a handsome and unique card of invitation, designed by Mr. Louis Harrison, of the club, was issued to the members, and by them very extensively circulated among friends, assigning Monday, 2 January, 1882, between the hours of 3 and 11 P. M., for a formal opening and reception. The result proved a happy one for both club and guests, the weather being exceptionally fine and the rooms being thronged with visitors during the afternoon and evening, many of whom were of course bicyclers, belonging to clubs of Boston and vicinity, although the majority of those assembled belonged to the cold, cold outside world. These latter often expressed surprise at the scarcity of very young men among the bicyclers; and it was difficult to make them understand that bicyclers, as a rule, were not boys, although they soon appreciated the fact that there might be considerable of the "old boy" among 'em. The president of the club, Mr. Charles E. Pratt, was present during the evening, with a large delegation of his colleagues of the Common Council (of which branch of the Boston city government, by the way, he has just been re-elected president), and these venerable gentlemen were hilariously engaged at the pool table during a great portion of the evening. The Boston press was well represented, and many well-known and prominent wheelmen were also among the guests. As already announced, the house is at the corner of Tremont street and Union park, is a three-story brick building, and is accessible by bicycle. The basement contains a handsome and comfortable dining-room, a large kitchen well furnished, and having all the accessories of pantry, closets, wash-room, etc. The bicycles are to be stabled either in the cellar or on this floor, but as yet the arrangements for this convenience are incomplete, and it is possible that an extension for this purpose will be made into the yard, on Tremont street. The uniform wardrobes and dressing-room will also be on this floor. On the first floor is the reception parlor, elegantly furnished, and with an abundance of lounges, sofas, chairs, and marble-top tables, while the walls are profusely but tastefully embellished with pictures in various styles, Japanese and club bric-a-brac, and emblems. Folding doors open from this into a most invitingly comfortable and convenient reading-room or library, with all the appurtenances for literary study or work. The walls of this room also are hung with pictures, and otherwise tastefully embellished, and in addition to furnace heat there is the cheery glow of an open-grate fire, around which the late-lingering members will often indulge in wheel reminiscences and plan races and runs. This will be the business room, and the most commonly used, as it is the most attractive room in the house. The next floor embraces a handsome pool and billiard room, card-room, upper smoking-room, steward's cabinet, sideboard, etc., and will not often want for visitors. The third floor has two large and two small chambers, the first two already let to lodgers, and, as also the floor below, has a commodious bath-room. The floor above has two large attics and smaller rooms, and these will be occupied by the steward and servants. Hand-basins and water-closets are on all the floors, and the stairways as well as all the rooms are elegantly carpeted. In short, the whole establishment is amply furnished and fitted for the æsthetic and physical entertainment of man and — bicycle. The club has an active membership of sixty (to which number it is limited), and already an associate membership of about as many more, and no doubt these will rapidly increase as the advantages of such association become known. The fee for associate membership is $10, for which small sum one can obtain every privilege accorded to active membership, except of course that of participating in club business; and for any who can make use of these privileges, it will be money well and wisely spent. The members of the club comprise many of the active business men of Boston, as well as professional and literary men, and several journalists, and a majority of these exercise more than ordinary influence in their several immediate communities. On the occasion of the reception, many little temporary accessory decorations were observable, especially in the way of flowers and evergreens, and not the least useful as well as unique and attractive was Capt. Hodge's Stanley Racer, which stood between the bay windows of the parlor fronting on Union Park, and was charmingly wound and decorated with smilax and blossoms, and was plainly visible from the street, and indicated to arriving guests the house they were in search of. A bountiful and excellent collation was constantly supplied and was amply appreciated by the guests, while the pool and card tables were at no time deserted. The whole affair was well conceived and most creditably conducted, and cannot but redound to the substantial benefit of the club.

PERSONAL

ROLLINSON, where are you now?

KEEN and Prince are training like fury.

LOOK at Percival's announcement now — on the last page.

THE consul of Scranton, Pa., has been showing his hand to the New-Yorkers.

JUVENIS likens the Boston Bicycle Club to the United States, because it has a president and "cabinet."

CONSUL WILMOT was on Monday last seen industriously pedalling his way through the snow on Tremont street.

PRINCE says that he will attend to Robert Patrick's challenge after he gets the race with Keen off his hands. Will be glad to meet him, — but "one thing at a time."

THE editor of the *Wheel* has got an elephant in the shape of a 54-inch American Star; and *now* when you see him going "forwards," he 'll really be going "backwards."

THE "Club Dawg" telegrams us that the Montreal Bicycle Club opened the 1882 season with a ride around the city. There was no snow, but the roads were very rough, and the thermometer showed eight above zero.

MASTER GEO. GIRARD, of Portsmouth, the lad who attracted so much attention at the time of the bicycle tournament in Nashua last fall, by his bicycling skill, has been spending a few days in that city as the guest of the Gilman brothers.

THE papers last week recorded the marriage of Miss Caroline K. May to William M. Wright, at the residence of the bride's father, Dr. J. Frederick May, in New York, on Thursday, 29 December. We cannot joke upon this occurrance, no matter Howard we May try.

JAY E. ALDEN, the fifty-year old veteran of the Massachusetts Club, who has ridden a Standard Columbia about 1,200 miles the past season, tells us that he had one of the most enjoyable trips, Sunday, 1 January, that he has ever experienced. The day and the roads in this vicinity were in splendid order, as everybody here knows, and he first wheeled out to West Newton and lunched with the genial Dyer, the bugler of his club, and thence extended his run to Waltham and return.

WE have received a communication from Elsa Von Blumen's manager, stating that he has been informed that Rollinson has been exhibiting a bicyclienne in Chicago as Miss Von Blumen, and he wishes us to denounce the fraud. If the lady in question is Louise Armaindo, whose challenge to Elsa we published last week, he has been misinformed; as Mr. Rollinson sent us, and we published several weeks since, an account of Miss Armaindo, and we had at the time a printed programme of an athletic exhibition given in that city under Rollinson's management, in which Louise was announced under her own name.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Edito of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED. — George B. Hayes, Canandaigua, N. Y.; Henry M. Stillwell, 114 West avenue, Rochester, N. Y.

CONSULS APPOINTED. — MARITIME PROVINCES. — Amherst, N. S., D. W. Robb, 223.

CURRENTE CALAMO

Punch's Almanac for the current year has a cartoon on "The Coming Force," which represents among other things an electric bicycle.

THE second annual party of the Crescent Bicycle Club will be held at Odd Fellows' Hall, Thursday, 1 February. Tickets obtained of members.

THE new cyclometer advertised by Fairfield & Taylor, of Chicago, is very attractive in size and price; and if it is as accurate and well made as the proprietors say, will find a ready sale.

THE Union Athletic Club games will be held in Mechanics' Fair building, 25 January. The bicycle events will comprise a 75-yards slow race, one-mile and two-mile races for gold and silver medals in each, and a club drill by the Crescents. Committee of arrangements, Messrs. Carpenter, Keyes, and Robinson; referee, Chas. E. Pratt; judges, Lieut. C. P. Shillaber of the Massachusetts Club, Capt. E. C. Hodges of the Bostons, and A. B. Turner of the Crescents; starter, W. W. Stall. Entries, accompanied by $1.00, should be sent to H. W. Keyes, Hotel Brunswick.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.

WHAT is the best thing to polish nickel-plating with? and how should it be applied? C. G.

Germantown Bicycle Club War Song.

HAIL! Chieftian of all who bestride
The steel steed in *our* world;
Who seized the gauntlet that defied,
And five opponents hurled!

Around thy brow fame now entwines
The victor's laurel crown,
And intrusts to the fleeting winds
Thy undying renown.

From ever ice-locked Baffin's Bay
To Mexico's warm sun
Extends thy sudden, mighty sway,
Since thy immortal run.

A nation with its hallowed voice
In praises raise thy name;
O'er thee *one* club madly rejoice, —
Who pawed thy way to fame!

IRA JOYCE.

PHILADELPHIA, PA., 31 December, 1881.

Boston Amusement Record.

BOSTON THEATRE. — Her Majesty's Opera Company this week. Next week John McCullough.... BOSTON MUSEUM. — Boucicault in "Coleen Bawn" this week. Next week the "Shaughraun."... GAIETY THEATRE. — "The Tourists." Next week Wilbur Opera Co.... GLOBE THEATRE. — "Black Crook."... HOWARD ATHENÆUM. — Maffit and Bartholomew and variety.... PARK THEATRE. — T. W. Keene.... WINDSOR THEATRE. — Kate Claxton this week. Next week "Humpty Dumpty."

New England Institute Fair Building,
HUNTINGTON AVENUE - - BOSTON.

JOHN KEEN, Champion of England,
Will compete with
JOHN S. PRINCE, Champion of America,
IN A TEN-MILE BICYCLE RACE,
On the six-lap bicycle track, in the above building, on
Saturday Evening, 14 January, 1882.

This contest will not involve any question of Championship; but its importance to the reputation of the contestants cannot fail to result in one of the most

KEENLY CONTESTED AND EXCITING BICYCLE RACES

Ever witnessed either in this country or in England. It will be preceded by

TWO AMATEUR BICYCLE RACES,

One a ten-mile straightaway, in which it is expected that Messrs. FRYE and STALL of the Boston Club will meet

MR. C. D. VESEY,

Of the Surrey (Eng.) Bicycle Club,

THE ENGLISH CHAMPION AMATEUR,

AND AN INTER-CLUB RACE,

Distance, Five Miles,

To which each of the leading Clubs in this vicinity is invited to send one representative.
The entries to the latter event are free, and will close at noon of 13 January, with the editor of the *Bicycling World*, 8 Pemberton square, Boston.

Doors open at 6.30 P. M. Racing commences at 7 P. M.

ADMISSION, 50 CENTS.

MISCELLANEOUS.

Addresses inserted in this department, $6 per year.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamps for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention
A. J. PHILBRICK & CO.,
SALEM, MASS.

LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St.,
Please send for circular.

WHEELMAN'S ANNUAL FOR 1882.
1882. CHICAGO 1882.



Comes up smiling with a new Cyclometer, warranted to record accurately all distances, from *one hundredth of a mile* to *one thousand miles*.
Dust tight; air tight; water tight. It is no larger or heavier than a watch, can be used with a hub-lamp, is positive in its action, and cannot be worked or jarred backward.
Sent C. O. D. with privilege of three days' trial.
No direct orders filled in places where local dealers carry a line in stock. Price, $4.00, nickel-plated and well finished.
Fairfield & Taylor, cor. State and Van Buren Sts., Chicago.



WESTERN TOY CO'Y.
MAKERS OF
Bicycles, Velocipedes,
ETC., ETC.
We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in front wheel, inclusive.
For illustrated Catalogue and Price-Lists, address
WESTERN TOY CO.,
495 to 503 N. Wells Street,
CHICAGO, ILL.



The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who intends **purchasing a new Machine.**
Is INDISPENSABLE TO EVERY ONE.
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NOW READY
THE THIRD ANNUAL XTRA
Xmas Number of the 'Cyclist.
EDITED BY
HENRY STURMEY.
WHICH CONTAINS
64 PAGES OF CLOSELY PRINTED MATTER,
And over **80 ORIGINAL ILLUSTRATIONS,** many of them of large size, the whole encased in a handsome illuminated cover. The advertisements are printed artistically in two colors, and contain the first announcements by all the leading makers of
Novelties for the Coming Season.
Price One Shilling (post-free 30 cents).
Iliffe & Son, The 'Cyclist Office, Coventry, England

WHEELMAN'S ANNUAL FOR 1882.
Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)
The most useful book ever published. 250 to 300 pages brimful of all sorts of information.
No room in this advertisement for particulars, the attractions are so numerous.
Price, mailed free to U. S. A.....50 cts.
Or elegantly bound in cloth $1.00
Copies of last year's issue may also be had.
Publisher, WALTER D. WELFORD, Pilgrim Street, Newcastle-on-Tyne, England. May also be had at office of *Bicycling World*.

GOY, The Athletic Outfitter,
21 Leadenhall Street, 22 Leadenhall Street, 54 Lime Street, } LONDON, ENGLAND.
Any make of English Bicycle or Tricycle can be purchased of Goy at a very liberal discount off makers price-lists.
Club Uniforms, and every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing, and all Athletic Sports. Also, Billiard and Bagatelle Tables, Lathes and Fret Saws, Home Trainers, Boats and Canoes.
Goy's Calendar of Sports and Price-Lists forwarded free.

League Hand-Book.
THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —
BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.
Then may I set the world on wheels. — *Shakespeare.*
36 *pages, crown quarto, printed on best paper and ably and tastefully edited*
By WALTER D. WELFORD,
Pilgrim Street, Newcastle-on-Tyne, England.
Full of original articles, serial stories, cycling tales, humorous sketches, accounts of tours, foreign advices.
The only English cycling periodical giving American news regularly. Subscriptions post-free to America; 12 mos. $1.00, 6 mos. 50 cts. Received at office of BICYCLING WORLD. Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.
E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER.
Edited by — *CHARLES CORDINGLEY.*
HAMMERSMITH, LONDON, W.
Subscriptions received at this Office.
One year.....$2 25
Six Months.....1 15
Three Months.....60
Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

WM. FORD & CO.
Astley Bicycle and Tricycle Works,
WOLVERHAMPTON, ENGLAND.
Our No. 1 Bicycle is fitted with the "Ædlus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Grey Rubber Tires, and finished all-bright or painted in three colors
up to 50-inch, for.....$41 00
From 50 to 56 inch.....43 00
The Cheapest High-class Bicycle made IN or OUT of England.



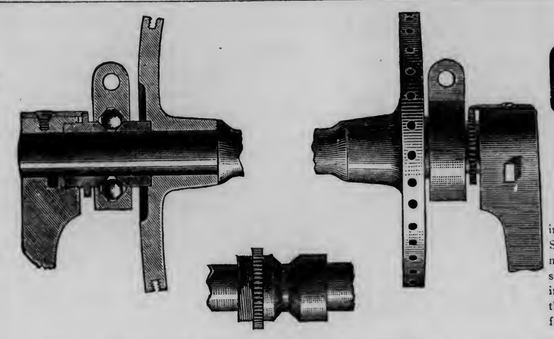
Our No. 2 Bicycle is fitted with our patent double row Ball Bearings Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.
Price up to 50 inch.....$26 50
From 50 to 56 inch.....29 00
Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881: —
"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."
Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,
FROM $20 EACH.
PRICE LISTS FREE. PHOTOS 6 CENTS.
WM. FORD & CO. - - - - - - Wolverhampton, England.

BICYCLING LITERATURE.
We have a supply of the following bicycling literature, which we will send postpaid at prices named: —

Bicycling World, Vol. 1. bound in cloth	$2 00
" " 2, " "	1 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	50
" " 1881	60
American Bicycler, by Charles E. Pratt	30
Velocipede, History of	60
Lyra Bicyclica; Poems by J. G. Dalton	30
Wheelman's Year Book, 1881	30
Cycling Sketches, cloth	$1 00
" " paper	50
Wheel World Annual, 1881	30
Photographs of Wheelmen at Newport	$2.50 and 2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly)	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	3 50
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	2 00
Tricycling Journal, London, England (weekly)	2 00



THE

Columbia Ball-Bearing.

(Patent No. 249,278. Dated 8 November, 1881.)

Invented expressly for our SPECIAL COLUMBIA Bicycle, and brought into public use in July, 1880. It is sold only with our machines. Our STANDARD COLUMBIA is also furnished with these latest, neatest and most perfect of ball-bearings, at an extra cost of $10. The means of securing the adjustment have been improved, and the bearing has been tested in continuous use by hundreds of experienced riders, and is pronounced, theoretically and practically, the most desirable adjustable anti-friction bearing for bicycles yet devised.

The points of superiority of the Columbia Ball-Bearing over any other now in use are:

1. Its scientific construction; it takes both "journal" and "pivot" friction without wedging the balls.
2. Its simplicity; it has a less number of parts, and these of more direct action.
3. Its great wearing qualities, it being of case-hardened steel in every operative part.
4. The perfection of its mechanism, every surface made with positive automatic tools perfectly true and smooth.
5. The great distance it may be run without re-oiling or cleaning; the box being of one piece holds the oil, so that the balls are continuously lubricated, and the whole is practically dust-proof.
6. Its readiness and certainty of adjustment. Any one, however unskilled, with the means in the tool-bag, can handle it anywhere, and not fail to adjust it properly.
7. Its compactness and beauty. It is small, symmetrical, and presents only smooth surfaces, and few of them, to the chamois or oiling rag.

THE POPE M'F'G CO.

MAKERS OF COLUMBIA BICYCLES,

AND DEALERS IN TRICYCLES AND BICYCLERS' SUPPLIES,

597 Washington Street - - - Boston, Mass.

PHOTOGRAPHS

OF THE

WHEELMEN AT NEWPORT IN 1880.

We have a few copies left. Prices sent, postpaid, to any address according to size and style, $2.50, $2.00, $1.00. Address,

E. C. HODGES & CO., 40 Water St.,
BOSTON, MASS.

The "Indispensable Bicyclist's Hand-Book" has arrived, and we can now fill orders promptly. Fifty cents, postpaid. E. C. Hodges & Co., 8 Pemberton Square.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

COVENTRY BICYCLE for sale; 52-inch; ball bearings; excellent order. RICHARD GARVEY, 407 Chestnut street, St. Louis, Mo.

READY EARLY IN JANUARY.

WHIRLING WHEELS,

The American Wheelman's Annual for '81-2.

About 150 pages. 12mo.

Price, paper cover, 30c.; cloth, 75c., (postage, 5c. extra). Advance orders received, and placed on file, to be filled in the order of their receipt. Order now and secure an early copy.

E. C. HODGES & CO. . . . BOSTON.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles & Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, Etc.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LASON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings, and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; Bown's **Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc, etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10r. Foreign. 7 cents a copy.

BOSTON, 13 JANUARY, 1882.

Volume IV. Number 10.

[Vol. IV. **CONTENTS.** No. 10]

Editorial Spokes 111
Editorial: U. A. C. Winter Games: Racing . 111
Wheel Club Doings: Worcester: New Bedford; Springfield: Hub; Essex; Missouri . . 112
Bicycling in Europe 112
Correspondence: Chicago; Chicago; Madison; Rust or no Rust; The Yale Again; And More about Tires; More about Tires; The "Tire" 114
Personal 117
The Reckless Three 117
Books and Pages: St. Nicholas; Christmas Cyclist: Wheelman's Annual: Harvard Daily Herald 118

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

Bicycling World and Scientific American.

The regular yearly subscription to the Scientific American is $3.20. We will furnish a year's subscription to both that and the Bicycling World for $4.70. The regular subscription to the Scientific American Supplement is $5.00. We will furnish that and the Bicycling World for $6.20. The regular subscription to both Scientific American and Supplement to one address is $7.00. We will furnish both these and the Bicycling World for $7.75. All postpaid.

E. C. Hodges & Co.



A FEW EXTRA FINE GOLD BADGES of the new design have just been finished, and can be had to order with small ruby, sapphire or garnet centres. Prices, $8.00 to $12.00; with small diamonds, $12.00 to $25.00, according to size and quality of stone. The cheaper $2.00 to $5.00 badges will be ready early in 1882. C. H. Lamson, Director, L. A. W., Portland, Me.

STODDARD, LOVERING & Co.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

And Tricycles.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

WHEELMAN'S ANNUAL FOR 1882.

Bicycle Suits and Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)
THE "HARVARD,"
ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)
THE "YALE,"
ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)
THE "SHADOW,"
LIGHT ROADSTER.

Direct Importers of the "**Special Timberlake,**" the "**London,**" the "**Stanley,**" the "**Matchless,**" and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the "**L. L. C.**" and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

THE HUMBER BICYCLE

Is now being constructed specially strong for

AMERICAN USE.

Upon receipt of cheque, value £18,

We will send, securely packed (case inclusive), one of these celebrated machines, beautifully japanned and part nickel-plated, ball bearings to both wheels, brake and all latest improvements.

THE HUMBER BICYCLE

Is now used by nearly every rider of note in England, and is undoubtedly the best and most reliable machine in the market.

The fastest one mile, in 2m. 46s.; ten miles, 30m. 6s.,—by F. Cooper, at Cambridge, May, 1880. The fastest two miles, 5m. 36s., by the Hon. Keith Falconer, at Cambridge, May, 1879. The four Bicycle Union Championships of 1881, 1, 5, 25, 50 miles, in which races the fastest quarter-mile, 36s., and fifty miles, 2h. 50m., were by G. L. Hillier, Esq., the winner of all four events.

The fact that the above wonderful times were all made on the

HUMBER BICYCLE

Clearly proves their great superiority over all others.

HUMBER, MARRIOTT & COOPER,

Beeston Notts - - - - England.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

WILLIAM E. GILMAN . . . . . EDITOR.
JOSEPH H. DEAN, EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 13 JANUARY, 1882.

EDITORIAL SPOKES

OUR Prince wants to be King.

DETROIT wants the L. A. W. Annual Meet held there.

FULL reports of the Prince-Keen and Frye-Vesey races next week.

MANY of our readers have our thanks for kind New-Year wishes. May they ever, etc., etc.

WILL club secretaries oblige us by sending reports of annual and semi-annual meetings as soon as possible after they occur?

THE inter club race between Chicago and Milwaukee seems to hang fire, and now one is projected between the big feet of Chicago and little legs of Louisville.

BRING your ladies to the Institute Building races Saturday evening, and have them well and warmly wrapped, as the place may be chilly, there being such an immense area to be heated.

THE Louisville Sunday *Commercial* has long maintained a lively and entertaining bicycling department, and now the *Courier-Journal* and *Evening Post* of that city, have begun to give space to wheel doings.

THE Louisville *Commercial's* bicycle man says people stare at bicyclers "because they are centaurs of attraction." He also asks what the New Year will bring forth, and before we have time to think it over, he shouts out: "Bring Fourth o' July, of course!"

WE inadvertently left out of last week's issue Hill & Tolman's advertisement of the automatic alarm. Our readers may see it this week, however; and since we see our English friends discussing the comparative merits of bells, we would recommend them to inquire into the merit of this most excellent one.

WE took several spins over the track at the Fair building, Monday, and were surprised at its excellence for the races. Accurate surveys give exactly five laps to the mile, and the line was being painted accordingly. Frye, Prince, Harrison, and several other racing men were practising over the course, and all were delighted with it. It is a very short ellipse — almost round, in fact, and the turns are so long as scarcely to be perceptible, and if the men are in as good condition, there is no reason why all previous indoor records may not be lowered.

UNION A. C. WINTER GAMES.

WE had occasion last year to congratulate Mr. Ferris on his original enterprise in striking out from the traditional athletic programme as given by athletic clubs all over the country. This year he has done even better, — in fact, we do not see how it could be improved upon. The bicyclers, at least, should be satisfied; out of twelve events they secure four, viz., three races, and an exhibition which Mr. Ferris tells the officers of his club he considers his trump card for the entertainment. The races are one and two mile and a slow race, for which gold and silver medals are to be given to first and second in each race, and an elegant silk club trophy for the Crescent Club exhibition drill. If athletic organizations in other cities would drop their prejudices, and note the "writing on the wall," and seek self-interest in adding similar events, their treasuries would be replenished thereby, and enable them to provide better facilities for outdoor athletics. The club's enterprise in securing the Mechanics' Building is commendable, as it is one of the best of the very few halls in New England at all suitable for such sports. We hope and believe that the public will show their appreciation by a large attendance. We are informed that the one item of prizes is to cost $400. Money may not be made, but the club will have the great satisfaction of knowing that they help by these means the true cause of physical culture. As a reminder to our military friends that we do not forget all other sports but our own, we hope they will do a little work, and make at least a good show against the doughty Seventh Regiment (N. Y.) Tug-of-War team, who have for two seasons vanquished all our crack military athletes. We have it on the authority of Mr. Ferris — and there is no better — that with three weeks' practice there is material enough in the Cadets for two teams to make more than a match for the Seventh.

RACING.

WE do not intend to write in defence of racing from a personal standpoint, but only as it benefits the riders of the bicycle on account of its effect on the public, and the improvement in the construction of the machine. We cannot but feel charitable towards the racing man, when we reflect that to him we are indebted for so many improvements in the make-up of the bicycle, which materially aid us in road riding and touring. It was his thought and experiments which gave us the competition among the makers, and turned out the light, strong, and almost perfect bicycle of to-day. The road rider, it is true, has furnished us with improved and easy springs, good bells and lamps; but the demand of the racing bicycler produced our long handle bar, ball bearings, etc. Racing appeals to the public in a way which no other use of the wheel can; it interests the public press, and keeps the subject of bicycling before that class of people which will keep our ranks full of devotees and enthusiasts. The uninitiated, as all riders well know, are more interested from the start in the speed and distance a rider can go in a given time, than in the fact that a man has ridden from one point to another, with numerous stops and dismounts. To touring and road riding we must always appeal to obtain the respect of the public for the wheel; but as an adjunctive and different use of the bicycle, let us encourage the racer to reduce the records, and show the possibilities of the machine. If Cortis had not raced and made twenty miles in one hour and a few seconds, would we be justified in the assertion that in speed the bicycle was only vied with by the steam engine? And to

Appleyard, who rode from Bath to London, a distance of 100 miles, in 7 hours 18 minutes 55 seconds, we are indebted for our argument that as a means of locomotion the horse is put into the shade. Judicious racing is not injurious to health; it is only when it is carried to excess by those who are not physically able to withstand the strain that it is hurtful in its effects. Let us do nothing to discourage legitimate and proper racing, although we personally may not care to use our own machines and muscles for this purpose. "Envy, malice, and all uncharitableness" are, it is said, engendered and increased by the rivalry created between our record makers; but is it confined to racing men? Would not the same temperaments be affected by competition in any of the pursuits of our every-day life? Better legs and lungs are no cause for jealousy, and will not cause any among those who have true and good hearts. We are continually being outstripped by others in the race of life, but go plodding on and compete with those whose capabilities are not superior to ours. Let our riders use the wheel for whatever purpose they see fit, whether it be for pleasure or business. To the racing man we appeal for the possibilities of the wheel, and to our road riders for its ordinary capabilities. Let us have both, and build around us a barrier which cannot be assailed by our opponents from any side. J. S. D.

WHEEL CLUB DOINGS

WORCESTER BI. CLUB. — The annual meeting of the Worcester Bicycle Club was held Wednesday evening, 4 January, and the following were elected officers for the six months' term ensuing: President, Waldo Lincoln; captain, Fred. S. Pratt; sub-captain, A. W. Darling; secretary and treasurer, E. F. Tolman. A call to *supper* brought out a full attendance at the meeting. The members present favored Washington as the place for the L. A. W. Annual Meet.

E. F. TOLMAN, *Sec.*

WORCESTER, MASS., 6 January, 1882.

NEW BEDFORD BI. CLUB. — *Editor Bicycling World*:— At the regular meeting of the New Bedford Bicycle Club, held 7 November, 1881, the resignation of Mr. H. L. Dwight as secretary of the club was received and accepted, and O. Frank Bly was elected to fill the vacancy.

O. FRANK BLY,
Sec. N. B. Bi. Club, P. O. Box No. 323.

NEW BEDFORD, 4 January, 1882.

SPRINGFIELD BI. CLUB. — Our club which was permanently organized last year, and did much during the summer and fall months toward furthering the interest in bicycling in this city, is already making arrangements for a grand bicycle tournament to take place in here some time next spring. The programme, as far as completed, comprises two parts: the exhibition at Hampden Park during the day, in which the races will combine speed and endurance, and the exhibition of fancy riding and club drills at the City Hall in the evening. Only amateurs will be allowed to contest for the prizes, which will amount in all to about $1,000. The following is the programme for the park: Five-mile race, first prize, $150, second, $50, third, $25; two-mile race, best two in three, first, $100, second, $50, third, $25, fourth, $10; mile race, best two in three, first, $75, second, $50, third, $25, fourth, $10; half-mile dash, first, $50, second, $25, third, $15, fourth, $10; slow race, 100 yards, first, $25, second, $15, third, $10. At the City Hall in the morning, for the best club drill of not less than four members nor more than six, first, $100, second, $50, third, $25, fourth, $10; best exhibition of fancy riding, single, first, $50, second, $25, third, $10, fourth, $5; best exhibition of fancy riding by twos, first, $75, second, $50, third, $25. There will be two bands of music in attendance, both at the park and the hall; and after the fancy riding is over in the evening, the tournament will probably be wound up with a ball in honor of the visiting bicyclers. Our boys are fully aware of the fact that they have work before them if they intend to keep some of the prizes in this city, and will accordingly go into training for the event, early. The races which were held at the park in connection with the Grand Army field day served to awaken considerable enthusiasm for the sport, and a tournament was then talked of for last fall, but the season was then so far advanced that it was impossible to bring it about; but this one which the club proposes for the spring will be on a much grander scale, and cannot but prove a success if well carried out, and will at least prove something of a novelty.

SPRINGFIELD, MASS., 4 January, 1882. ** **

THE Hub Bicycle Club No. 2 announce their first annual ball to take place at Paine Memorial Hall, Appleton street, Thursday evening, 19 January. Brown's band will furnish the music, and the committee in charge are Messrs. Turpin, chairman; Oxley, secretary; Cruckendale, Drummond, Woods, Bryant, Hart, Walker, Selden and Roberts. This is the only bicycle club in the country composed of colored young men, and they are a wide-awake set of fellows, and should be liberally patronized and encouraged. Frank Hart, the plucky young pedestrian, is one of the committee, and we expect he will some day win new laurels as a bicycler.

VICE-PRESIDENT SNYDER, of the Essex Bicycle Club, Orange, N. J., under date of 5 January, writes: "Our club reception takes place this evening, and promises to be a brilliant gathering of the *élite* of Newark and Orange.... Many of the boys are ordering new wheels, and there will be a boom in bicycling here next spring. I am going to mount a 60-inch, if nothing happens."

AT the regular January meeting of the Missouri Bicycle Club, Mack Evans was expelled from the club for conduct unbecoming a gentleman.

Bicycling in Europe.

ENGLAND is the home of bicycling. An exercise so exhilarating would not fail to be popular with the sport-loving Englishman. He is fond of all athletic pastimes, and excels in them all. As a bicyclist he is unrivalled. He makes long journeys, both at home and on the Continent, which make the Frenchman stand aghast. He covers distances, day after day, which would push the powers of his American cousin to their utmost endurance, but of which he makes light. The tinkle of his bicycle bell and the whirr of the wheels is heard in every corner of England. In the morning he is seen wheeling his way skilfully through the crowded streets of London, going to business, and in the evening the colored light of his swinging lantern glimmers through the trees of Hyde Park, as he rattles in from some long excursion in the country. At present the streets of London, even in the busiest parts of the city, are open to him. Only Hyde Park is closed; a wise provision, perhaps, owning to the constant stream of carriages which fills its avenues. On the high-roads and by-ways of the country he goes and comes at pleasure. No drivers of easily frightened horses think of protesting against his presence. English lovers of horses — and what Englishman is not a lover of horses? — have sensiby recognized that the bicycle is a useful and legitimate means of locomotion, to which horses, however shy, must be accustomed, as they easily can. Incompetency in the management of horses never seeks, in England, to hide itself under an abuse of the bicyclist and his sport. "Live and let live" is the principle on which English drivers act. The story is told of two Americans, making a bicycle tour in England, who, meeting a lady with a skittish horse dismounted. Evidently a thoroughy horsewoman, instead of feeling femininely spiteful against our bicyclists and their pastime, as a dangerous sport which ought not to be permitted, she felt it necessary to apologize for herself and horse. Her example is to be recommended to all American drivers who, if any such are to be found, begrudge the wheelman his fair share of the road and its pleasures.

Bicycling bids fair never to be so much at home in France as it in England. No sports are. As an Englishman, a long resident here, said to me the other day, "The fact is, the Frenchman hates work too much ever to take kindly to exercise of any kind." The most athletic games I have ever seen him extensively indulging in are kind of battledoor and shuttlecock, and a mild form of quoits. The very name of sport he has to borrow from the English. It is true, I believe, that the champion bicyclist is at this moment a Frenchman, and that the French bicycles are unrivalled for lightness and finish; the French bicyclist does not, however make the same general and constant use of the wheel as the English. On Sunday or another holiday he likes to take a short spin in the Bois de Boulogne. In long-tailed coat and top-boots, in which he is fond of riding, he cuts a figure in sorry contrast to the neat, trim appearance of the Englishman, who never rides, unless it be merely to business, except in a jaunty suit with knee-breeches or knickerbockers, appropriate to the exercise. Whenever the Frenchman undertakes any outdoor sport, indeed, he looks out of his element. When he goes out shooting he swaddles himself in a dress of stiff brown linen in which he can hardly move hand or foot, so that he looks like a veritable Egyptian mummy, or one of those formidable suits of armor which one sees helplessly propped up against the walls of museums; and he does about as much execution, I suspect.

If, however, France is not the home of bicycling, it is the paradise of bicyclists, Every good wheelman, when he dies, ought to look forward to coming here and having a spin along one of the splendid roads which are everywhere to be found, stretching away straight before one for miles, smooth and level oftentimes as a floor, or rising and falling like prairie land in gentle undulations, with just enough of an ascent to make the blood, on one of these cool, bracing, autumn days, tingle in the veins and give an opportunity of making the monotony of the tread-mill work by a sharp spurt down the other side. It is indeed, as it has been called, "the land of racing paths." And then, to the zest of the exercise is added the charm of looking forward to comfortable quarters, as well as something interesting to be seen at the end of almost every day's journey. It is impossible to ride for twenty or thirty miles without coming to a town of considerable size, where may be found a good hotel with excellent table d'hôte. That the French are good cooks is known to all the world. How universally good the cooking is in France can be appreciated only when one leaves the beaten paths of travel and finds himself obliged to put up at small and unfrequented towns. Such a one I remember on the road from Marseilles to Avignon. Intending to reach the latter place in one day from Marseilles, after a hard struggle against the *mistral*, a violent wind that prevails in the valley of the Rhone, I found myself obliged to stop half-way, at Salon. It was a pleasant town, with broad streets, lined with overhanging elms, reminding one of a New England village. The hotel was an unpromising tumble-down looking wooden building, evidently old, and which might well have been transplanted to a New England village, and never been suspected of being other than a native. All resemblance vanished out of my mind, however, when I came to sit down to dinner. This consisted of four or five courses, excellently served by a white *garçon* in dress coat, and excellently cooked. The company consisted of several officers belonging to a regiment stationed in the town, very intelligent, cultivated men; agreeable society which one is sure to find in almost every town of France. Everywhere is heard the sound of the bugle through the streets at morning and evening, the rattle of sabres on the pavement, and the click of spurs. Everywhere large *casernes*, or barracks, filled with soldiers, and constantly troops on the march on the roads, until it seems as if the majority of the young able-bodied men of France must be in service. An American comes to understand what the burden of a large standing army is, and is thankful that his own country is free from it. Five years it is that these men, the working classes of France, the bone and muscle of her industrial life, give to non-productive work, at the very period when their labor is most valuable to themselves and their country. An effort was recently made, in the French Chamber of Deputies, to reduce the term to three years; but that was not considered by military men time enough to give a proper training, and it failed. The loss of labor is not the only evil that results from this long military service. It must be a demoralizing life. In the evening, the cafés are filled with men lounging idly around, or drinking, smoking, playing cards or billiards. They lend, however, oftentimes an air of liveliness to towns that would be dull without them, and it is not for the traveller thus indebted to them to complain of the system that places them there for his benefit.

It must be confessed that there is one drawback to the pleasure of bicycling on the roads of France. If they are smooth and level, they are, on the other hand, often monotonous. One gets tired of speeding along mile after mile between two interminable rows of poplar-trees, which always line a French highway, like a succession of flag-poles; and casting about as much shade to protect from a summer sun. For the enjoyment of fine scenery the bicyclist must go to Switzerland or the Black Forest. In France it is the town, and not the country, that will form the chief point of interest. Within an easy run of a few days from Paris are the great cathedrals of France: Rheims, Beauvais, Laon, Amiens, Rouen, Chartres, Orleans. In Rheims, one may put up opposite the beautiful cathedral, at the Red Inn, formerly the Zebra, where lodged the parents of Joan of Arc when they came to attend the coronation, in that same cathedral of the king whom their daughter had restored to the throne of France. A curious old inn it is, with large court-yard in the centre, the low-studded chambers looking upon it, and opening upon balconies running around it. No memorials of Joan's parents are preserved there. Instead, one will see upon the walls — a common sight in all these inns — the colored poster of some hotel in a neighboring town, — a cheap and convenient mode of advertisement, as cheap as that practised by all landlords in Europe, and especially Swiss, of pasting similar flaming posters on the trunks and bags of departing guests. It is the expectation of enjoying such interesting historic associations as are found in these old cathedrals and inns that makes the day's run enjoyable, whatever may be the sameness of the scenery.

For a summer's trip, the most pleasant part of Europe — on the Continent, at least — will be found the Black Forest. In Switzerland a walking trip is preferable, to my mind, after an experience of both kinds, to the wheel. The ascents are so long and steep that one is not paid by the run down — which is often dangerous and sometimes impassable, owing to the sharp turns of the roads, winding down the mountain sides — for the labor of pushing a bicycle up. In the Black Forest, on the other hand, the mountains not being so high as those of Switzerland the ascents are not difficult, and a climb of an hour or two is more than compensated, if it be not enjoyable in itself, by a descent for two or three hours over a fine road and through wild and beautiful scenery. No bicyclist knows the full delights of the wheel until he has had the excitement of speeding, without effort, at the rate of ten or fifteen miles an hour, down one of these mountain roads; smooth and hard, almost all of the main roads as the best stretch of road to be found about the Hub. The side roads are not to be depended on for the wheel. There is seldom any need of departing from the main roads, however; and when there is such an occasion, an excursion on foot will almost always be found enjoyable. The hotels are good and need not be very dear. The first-class hotels are of course expensive. In second and third class hotels, however, in Germany, very excellent accommodation is to be had at moderate prices. They are always neat and clean.

In all parts of Germany the bicyclist is a sensation, and will excite attention enough to more than satisfy his most morbid love of notoriety. Berlin and Frankfort have, indeed, the seeds of an enthusiasm for bicycling in two clubs recently organized, one in each city. As yet, however, a bicycle is a novelty. The most amusing ideas as to its speed are to be found. People seem to think it may be run up a precipice as well as down, without the slightest inconvenience. I came across a German in the Black Forest, who stoutly maintained, in dispute with one of his countrymen, that a bicyclist could easily make fifty or sixty miles an hour! He appealed to me for

confirmation, and evidently thought very lightly of my prowess when I told him I was satisfied to average that distance per day. I unintentionally gave authority for such erroneous notions. In Strassburg, being asked by a gentleman how many miles I could make in an hour without fatiguing myself, and understanding him to say a day, I replied, carelessly, "Oh! fifty, on an average; occasionally, seventy." "Donnerwetter!" cried the simple German, almost falling backwards, "that 's faster than with the railway." But he never thought of doubting my statement. As a matter of fact, in making prolonged tours, I have found that more pleasure is to be had in travelling thirty-five or forty miles a day than in attempting longer distances. Most bicyclists have an invincible repugnance to a knapsack. According to my experience in tourlng, however, comfort demands a larger supply of articles of dress than can be crowded into the bicyclist's usual touring bag, which fits on to the backbone of the bicycle. The luxury of having a plentiful change of clothing after a long ride on a hot day is not to be weighed against the slight inconvenience of the weight of the clothing. In England, indeed, one may venture anywhere in bicycling costume, and never attract any notice. On the Continent, he is stared at, followed around by crowds of small boys, and barked at by dogs, as if he were a veritable relic of the age of knickerbockers and knee-breeches, woke up from a long sleep, like Rip Van Winkle, and come back to "revisit the glimpses of the moon." In the large cities, at any rate, a change of trousers will greatly add to the enjoyment of sight-seeing. An excellent road skirts the Black Forest from north to south. The bicyclist may strike into it in a few hours, from almost any point in the mountains, and so take advantage of it as to avoid making any long ascents, keeping to it until he can enter the forest again at a point where a down grade may be found.

It must not be supposed that very excellent running is not to be found in Switzerland, which may well repay a bicyclist for a tour there. The grandest scenery, however, will be inaccessible to him with a bicycle. He may travel over all the post-roads, to be sure. Pushing a bicycle for several hours against a head wind, up to a height of two or three thousand feet, is not hilarious fun, even on one of the splendid post-roads. A tour may be made of the principal lakes of Switzerland, however, taking in Geneva, Berne, Freiburg, Lucerne, and Zurich, without the necessity of any fatiguing mountain climbing. V.

CORRESPONDENCE

Chicago.

Editor Bicycling World: — The almost perfect evenings of the past week have been taken advantage of by most of our Chicago bicyclists; for a spin on the boulevard, and to say that riding was heartily enjoyed is putting it rather mildly. The moon, now almost full, has shed its beams on our avenues, making it almost as light as day itself, and New-Year's night it was unusually brilliant. Four of the Aeriel Club found riding on this particular evening equal to any ever enjoyed by them; not too cold, and no wind to speak of, and elegant roads: what more could be asked?.... Several gentlemen living on Michigan avenue boulevard have sent a petition to the park commissioners entreating them to abolish the bicycle from the boulevard; one of their arguments reading something as follows: "You do not allow funeral processions to pass on this boulevard, and why should you allow this riding to continue, — which surely will increase the number of them, by frightening horses, and so causing serious runaways"? Now, as far as I can remember no such accident ever occurred as to cause the death of any one by horses becoming frightened by the bicycle. Mr. John G. Shortall, president of the humane society of this city, has become very much interested in this manly sport, and he has espoused the cause before the park commissioners; and almost from this cause alone have the boulevards been thrown open to us. The bicyclers of this city owe him their heartfelt thanks for his efforts in their behalf..... Mr. James Walker and his brother of the Aeriel Club have received their elegant new machines, which they ordered in. England this summer. Both are D. H. F. Premiers, full nickel-plated, with ball bearings in both wheels, and improved ball-bearing pedals. They are without doubt two of the finest bicycles in Chicago.... The Aeriel Club, now consisting of fifteen members, have held no regular business meeting for the past six months. Three of our number are attending Yale College, and others are out of the city more or less, so we have been unable to obtain a quorum at any of the late meetings. AERIEL.

CHICAGO, 4 January, 1882.

Chicago.

Editor Bicycling World: — Partly to relieve the apprehension you must feel in regard to the veracity of some Chicago riders and some sporting reporters, and partly to acquit myself of the charge of telling stories in proportion to the size of my wheel, I feel called upon to explain that little article in your last issue. Although we have tried hard to keep it a club secret, it has gradually become known to our unattached that the Chicago Bicycle Club were paragons of grace and skill with the wheel; and now, through some of our numerous Eastern visitors, it has been spread clear to the Hub: therefore you will understand, and I hope pardon me if I feel terribly nervous (don't you see my pen tremble?) for my safety. "Steno" has gone home green with envy, and I suppose is consoling himself by contemplating his new 6-inch hubs; and our club Hublamp" (you don't know *him*, but we do) swears all sorts of vengeance so there is nothing for me to do but explain. You have probably heard of our training machine. Well, that explains the whole thing: combination of 60-inch wheel and training machine. A correspondent of the Chicago *Inter-Ocean* was a witness of the performance, and the next day credited me with riding in that time. From there it has been going the rounds. Never mind, we scared Milwaukee all the same. After having our challenge in their hands over three weeks, and assuring us semi-officially that it would be accepted, nine days before the time proposed they excused themselves on the plea of not having sufficient time to train for the race. We may possibly get all the satisfaction we want, however, before long, as rumor is rife that the Louisville boys are about to send us a challenge. We are all in fair condition, and having practice in the Exposition building. I made a mile in 3.01 last week in the gallery (Rollinson and others timed me). Ayres has been showing some splendid long-distance time. I hope before long that my business will not be such as to confine me closely to Chicago. Then I should be glad to meet some of the smaller stars. Perhaps I may be able to attend the next League Meet with quite a large representation from Chicago.

SIXTY.

CHICAGO, 4 January, 1882.

Madison.

Editor Bicycling World: — I had the opportunity to try my wheel on one of our lakes here yesterday. The ice was smooth and hard, and covered with about half an inch of snow, which gave just enough *hold* to the tire to prevent its slipping. I rode across the lake against a stiff head wind, and came back at a 2.40 pace, with legs over the handles part of the way. I have no doubt but that, with a large umbrella, and that wind at my back, I could have sailed across that lake at a rate to make some of our ice-boats envious. Unfortunately, a heavy fall of snow has put a stop to sport in that direction, and we shall have to return to our gymnasium for riding until the streets clear up. FRESHMAN.

MADISON, WIS., 7 January, 1882.

Rust or no Rust.

Editor Bicycling World: — The following poem by Ebenezer Elliot, the famous "corn-law rhymer" of England, is just now going the rounds of the press. As that justly celebrated man departed this life in 1849, it is highly improbable that he ever could have had the slightest acquaintance with the modern bicycle. He died too soon to taste the delights of the rolling wheel, or to experience the after miseries of bringing it back again to a condition of pristine cleanliness and lustre. Yet the thoughts of the great are often prophetic. "Coming events cast their shadows

stration that balls create more friction in a bearing than they save, that a bicycle cannot go up grade, and that it cannot be ridden at all without independent support for the rider. I do not believe there is any real, practical objection to round tires, notwithstanding miles of theory, yet this may be quite true without proving that there may not be practical advantage in some other form of tire. The thing to be done, if it is practicable is to make a rim and tire which will practically convert sandy and other yielding surfaces ("surface" is inexact here, for a surface can hardly be yielding, yet no matter), into an unyielding one; to skim soft places without crushing into them. Why the problem has not been attacked in England (if it has never been) may be because English roads are hard, and for them the round tire has no fault. It is conceivable that a broader tire, in (or on) a broad rim, might run over sand and not into it, without involving worse practical difficulties than it removed; conceivable, but not at all sure. Experiment alone can determine, and theory is not worth a cent. I should like to see the experiment tried.

While writing, may I add that "Enthusiast," who is surprised at the tone of a recent article of mine in the *Wheel*, should not allow his enthusiasm to cause him to misread and misunderstand? By inference, I am accused of being one of the people who can never be pleased, but object to the lack of a monogram on the silver spoons inserted in their mouths congenitally. This reminds me of what struck me as an ill-deserved attack upon my modest self. quite long ago (perhaps by the same gentlemen who is now an "Enthusiast"), because I ventured some mild criticism about the L. A. W., and the selection of place for the last Meet; whereupon I was informed that "the only thing to be done with such a man, if the officers do not give him his fifty cents and let him go," was to cool him down by a year's hard labor at unpaid work for the League. Enthusiasm is a good thing in bicycling; I would not discourage it, and have never before been suspected of having too little of it: but enthusiasm which deprecates discussion whether bicycling is making progress, is more "heady" than wise. Is anybody fearful of meeting disagreeable facts; is enthusiasm afraid of being dashed by cold water? I wish my unknown friend, and all who shared his surprise, would curb their exuberance sufficiently to avoid mistaking a quiet call for facts for a groan of despair or a growl of discontent.

JULIUS WILCOX.

NEW YORK, 7 January, 1882.

PERSONAL

FRANK SIVRET, of the Boston Club, severely sprained his right arm the other day.

SMITH and VESEY are likely to be pitted against each other in another fifty-mile contest.

A HUNDRED-MILE race between Louise Armaindo and Prof. Rollinson (the former to have ten miles start) is talked of for Louisville this winter.

BYRON F. BLACKINTON, of the Columbia Bicycle Club, Attleboro', authorizes us to enter his name in all the amateur events to come off on the occasion of the Prince-Keen race, 14th inst.

SNOW-AND-MUD-SCORNING Wilmot is daily seen wheeling over the Boston pavements, and having recently joined the Massachusetts Club, that gallant body of veterans is justly proud of him.

THE proprietor of the skating rink in Louisville, Capt. Jennings, has generously volunteered the use of his hall in the Exposition building to wheelmen when the floor is not occupied by skaters.

SECRETARY SPRUANCE, of the Chicago Ariels, sent us his New-Year greeting, in the shape of a neat address card, embellished with the club seal and motto, — one of the handsomest designs we have yet seen.

MR. J. S. PRINCE will have something to say in reply to what he terms a malicious falsehood, which recently appeared in the New York *Police Gazette*, as soon as he gets the race between himself and Keen off his hands.

MR. J. S. DEAN, secretary of the Boston Bicycle Club, and one of the most enthusiastic of wheelmen, has become associated with the BICYCLING WORLD as editorial contributor, and this week presents his and our views on the subject of racing.

MR. BURNHAM of Newton, by occupation a mason, uses the bicycle almost constantly in his business about the city. He also belongs to the Newton fire department, goes to all fires on his wheel, and almost invariably arrives before the steam fire engine, all ready for business.

CAPT. CONKLING of Chicago says it was a combination of the club training machine with his sixty-inch revolver which secured him a quarter-mile record of twenty-eight seconds, and a "fresh" *Inter-Ocean* reporter being present made a note of it, thinking it was the regular thing.

CAPT. HAYDOCK, of the New York Bicycle Club, writes us that bicycling is quiet now in that city, although the open winter has enabled men to use their wheels considerably. He also says 5th avenue is now macadamized to 110th street, so that they now have easy access to the boulevards and adjacent roads.

GEORGE E. FRYE, of the Marlboro' Bicycle Club, will represent his club in the five-mile inter-club race at the New England Institute building to-morrow (Saturday) evening. Mr. Frye is cousin to Lewis T. Frye, the League champion, and was winner of the first two heats of the mile contest at Brockton last October. Lewis is entered in the ten-mile straightaway with Vesey, and will give the Englishman plenty of work.

The "Reckless Three."

[THE following lines were written by a Baltimore (Md.) lady friend of one of the "Reckless Three," and were suggested by her reading "Midnight Meanderings of the Keystone Bicycle Club" in Vol. IV., No. 4, of the WORLD, while she was visiting at the residence of the 56-inch man.]

ONCE upon an evening dreary, when of house and quiet weary,
While I pondered o'er the problem what could make time faster flee,
Suddenly I cried, uprising, "Really, this is quite surprising,
For one of the 'RECKLESS THREE,' —
Sitting quiet, almost dozing! surely this can never be, —
Reckless one of 'RECKLESS THREE.'"

Yes, distinctly I remember it was in the bleak November,
And I thought, "The whirling 'Bi.' will make time's footsteps quickly flee";
Few then were the moments counted, e'er upon the wheel I mounted, —
Fifty-six the inches be;
And I joined the other wheelmen, who so wild and fearless be,
That we dub them "RECKLESS THREE."

Then together we departed, from "Excelsior's" doorway started,
Through the smoky city, at the hour of 9 P. M., rode we;
Then without a shoulder shrugging, up Forbes hill we struggled, lugging,
Tugging bold and fearlessly,
Till we found the "Funny Man," and yawning, sleepy though was he,
Made him join the "RECKLESS THREE."

Then the "Coming Man," we bagged him, from his home we ruthless dragged him;
Then we found and told our "Irish" he no longer could be free,
So without a *league*-al feeling, soon with us he went a-wheeling, —
Went a-wheeling readily;
And our "Petsey" with his 'cycle joined us also readily, —
Joined for fun the "RECKLESS THREE."

But our captain spoke, be-*waring*, "'T is too late, good night"; not daring
Further to intrude upon him, thus we seven did agree:
"That our numbers be not laxy, we will call our bugler, 'Flaxey,' —
He will bugle merrily."
Eight abreast through Pittsburg city rode we wheelmen, merrily, —
Rode and wheeled the "RECKLESS THREE."

"Off by fours," the bugler sounded. "Right wheel," how the curves were rounded!
"Left wheel!" all the wheels, confounded, rolled together like a sea;
But the waves not silent swelling: very wild they were, and yelling, —
Yelling that they thus should be
Rolled together, wheel and wheelmen, torn and broken thus to be, —
Rolled together, "RECKLESS THREE."

Each one cried, "You cannot blame me"; but we blamed him, "allee samee,"
As we quickly rose, our broken spokes and pedals bent to see;
Then the sleepers in the city heard the bugle blast, what pity!
Some one cried, "What can this be?
Waking up the peaceful sleepers in this smoky city P."
Quoth some others, "RECKLESS THREE."

But our voices growing waxy, "'T is not we," we cried, "but, Flaxey':
'Flaxey' bloweth, and his music, peaceful sleepers, wakened thee."
On we sprang like spring grasshoppers, taking "headers" now, or "croppers,"
Till "Excelsior" showed the miles were forty-seven; parted we, —
Then dispersed the "RECKLESS THREE."

But the 'cycle, never ceasing, may its speed go on increasing,
Till the *race* and *iron* horses in the background far we see;

And through all the future loomin', may its advocate be
BLUMEN,
And in front rank may we see,
Always gallant, gay, and fearless, always noble, frank, and free,
Standard bearers, "RECKLESS THREE."

PITTSBURG, PA., 7 January, 1882.

THE Rev. O. P. Gifford, of Boston, is an enthusiastic rider on the bicycle. He says that "the centaur of future art and poetry will be a man on a wheel." He "spins" on his "steely steed past foot and horse," to use his own words, until "the red blood rushes to the finger tips, the nerves tingle, the head grows rested, and the heart grows light."—*New York Sun.*

BOOKS AND PAGES

ST. NICHOLAS for January, the New-Year number, is fully as handsome and entertaining as the Christmas number, and is in fact in some sort a second part of that, several of the Christmas stories in the latter being continued in this. Then there are, besides, lots of new stories and verses, and several pictures of even more than unusual excellence. The Century Company, 743 Broadway, New York.

THE CHRISTMAS CYCLIST for 1881 is received, and is a handsome and entertaining pamphlet of sixty-four reading pages, comprising stories, squibs, verses, etc., and a great many humorous pictures,—all relating to b cycling. See the publishers' announcement in our advertising pages.

THE WHEELMAN'S ANNUAL for 1882 will be published about the middle of this month, and will contain wheel stories, essays, sketches, and verses by many of our most noted American wheelmen, among them being Ixion, Steno, President Bates, Cyclos, Kol Kron, Kanuck and others. From advance sheets of some of the pages, we see that IXION'S story of "Whirling Wheels" has its scenes laid in Boston; but riders in this vicinity will be amused at the idea of his eloping heroine and her deceiver fleeing from Lynn to Boston by a twenty-five mile drive around through Saugus, Malden, Medford, Somerville, Cambridge, and Brighton to the Hub by way of the Milldam, when it is only nine miles over the turnpike and Chelsea or East Boston ferries. The story is lively and entertaining, though.

THE HARVARD DAILY HERALD is a new venture by the wide-awake Cambridge student, the initial number of which appeared 2 January, and that and succeeding issues have been both bright and newsy, and it seems likely to prove a financial success as well as a popular one. The subscription price is $2.00, and for single copies, two cents.

Boston Amusement Record.

BOSTON THEATRE.—John McCullough in "Virginius." ....BOSTON MUSEUM.—Boucicault in the "Shaughraun" this week. Next week, "Arrah na Pogue." .....GAIETY THEATRE.—Wilbur Opera Company in "The Mascot." ...GLOBE THEATRE.—"Hack Crook" this week.....HOWARD ATHENÆUM.—"Mrs. Partington" and variety.....PARK THEATRE.—T. W. Keene this week. Next week, Maggie Mitchell.....WINDSOR THEATRE.—"Humpty Dumpty" this week. Next week, Miss Buckingham in "Mazeppa."

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.

DON'T FORGET!!!
The Bicycle Races at the
New England Institute Fair Building,
HUNTINGTON AVENUE - - BOSTON,
Saturday Evening, 14 January, 1882.
WHEN
JOHN KEEN, Champion of England,
Will compete with
JOHN S. PRINCE, Champion of America,
IN A TEN-MILE BICYCLE RACE,
On the five-lap bicycle track, in the above building.

This contest will not involve any question of Championship; but its importance to the reputation of the contestants cannot fail to result in one of the most

KEENLY CONTESTED AND EXCITING BICYCLE RACES

Ever witnessed either in this country or in England. It will be preceded by

TWO AMATEUR BICYCLE RACES,

The first an Inter-national ten-mile straightaway, in which Mr. LEWIS T. FRYE of the Boston Club will meet

MR. C. D. VESEY,
Of the Surrey (Eng.) Bicycle Club,
THE ENGLISH CHAMPION AMATEUR,
And the Second an INTER-CLUB RACE,
Distance, Five Miles,

To which each of the leading Clubs in the country is invited to send one representative.

The entries to the latter event are free, and will close at noon of 13 January, with the editor of the *Bicycling World*, 8 Pemberton square, Boston.

Doors open at 6.30 P. M. Racing commences at 7 P. M.
ADMISSION, 50 CENTS.

Carriages may be ordered at 9.45 P. M.

UNION ATHLETIC CLUB,
OF BOSTON.

Third Annual Winter Games

TO BE GIVEN IN THE
MECHANICS' FAIR BUILDING,
Wednesday Evening, Jan. 25th.

BICYCLING CONTESTS!
BICYCLING CLUB DRILL!
TUGS OF WAR! RUNNING!
WALKING! JUMPING!
LAWN TENNIS MATCH!
POLO MATCH!

Reserved Seats for sale at the Brunswick, Parker House and Union Gymnasium.

MISCELLANEOUS.

Addresses inserted in this department, $6 per year.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamps for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St.,
Please send for circular.

WHEELMAN'S ANNUAL FOR 1882
1882. CHICAGO 1882.



Comes up smiling with a new Cyclometer, warranted to record accurately all distances, from *one hundredth of a mile* to *one thousand miles.*

Dust tight; air tight; water tight. It is no larger or heavier than a watch, can be used with a hub-lamp, is positive in its action, and cannot be worked or jarred backward.

Sent C. O. D. with privilege of three days' trial. No direct orders filled in places where local dealers carry a line in stock. Price, $4.00, nickel-plated and well finished.

Fairfield & Taylor, cor. State and Van Buren Sts., Chicago.

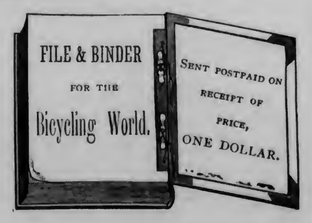


WESTERN TOY CO'Y.
MAKERS OF
Bicycles, Velocipedes,
ETC., ETC.

We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in. front wheel, inclusive.

For illustrated Catalogue and Price-Lists, address

WESTERN TOY CO.,
405 to 503 N. Wells Street,
CHICAGO, ILL.



The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every one Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**

The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NOW READY
THE THIRD ANNUAL XTRA
Xmas Number of the 'Cyclist.
EDITED BY
HENRY STURMEY.
WHICH CONTAINS
64 PAGES OF CLOSELY PRINTED MATTER,
And over **80 ORIGINAL ILLUSTRATIONS,** many of them of large size, the whole encased in a handsome illuminated cover. The advertisements are printed artistically in two colors, and contain the first announcements by all the leading makers of
Novelties for the Coming Season.
Price One Shilling (post-free 30 cents).
Iliffe & Son, The 'Cyclist Office, Coventry, England

WHEELMAN'S ANNUAL FOR 1882.

WHEELMAN'S YEAR BOOK,
ALMANACK AND DIARY, 1882.

Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)

The most useful book ever published. 250 to 300 pages brimful of all sorts of information.
No room in this advertisement for particulars, the attractions are so numerous.
Price, mailed free to U. S. A.....50 cts.
Or elegantly bound in cloth $1.00
Copies of last year's issue may also be had.
Publisher, WALTER D. WELFORD, Pilgrim Street, Newcastle-on-Tyne, England. Orders received at office of *Bicycling World.*

GOY, The Athletic Outfitter,
21 Leadenhall Street, 22 Leadenhall Street, 54 Lime Street, } LONDON, ENGLAND.

Any make of English Bicycle or Tricycle can be purchased of Goy at a very liberal discount off makers price-lists.
Club Uniforms, and every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing, and all Athletic Sports. Also, Billiard and Bagatelle Tables, Lathes and Fret Saws, Home Trainers, Boats and Canoes.

Goy's Calendar of Sports and Price-Lists forwarded free.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have,—constitution, rules, officers, directors, consuls, list of members, and general information,—rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses:—

BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.
Then may I set the world on wheels.—*Shakespeare.*
36 pages, crown quarto, printed on best paper and ably and tastefully edited
By WALTER D. WELFORD,
Pilgrim Street, Newcastle-on-Tyne, England.
Full of original articles, serial stories, cycling tales, humorous sketches, accounts of tours, foreign advices.
The only English cycling periodical giving American news regularly. Subscriptions post-free to America; 12 mos. $1.00, 6 mos. 50 cts. Received at office of BICYCLING WORLD. Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.
E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER.
Edited by – CHARLES CORDINGLEY.
HAMMERSMITH, LONDON, W.
Subscriptions received at this Office.
One year.....$2 25
Six Months.....1 15
Three Months.....60
Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

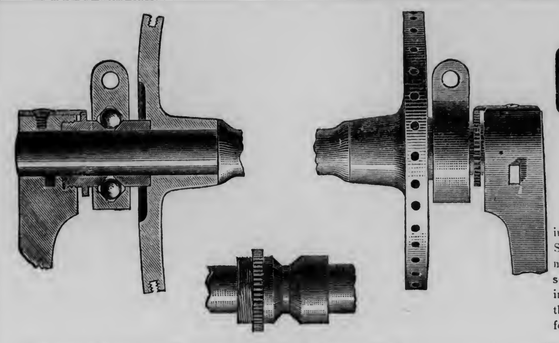
WM. FORD & CO.
Astley Bicycle and Tricycle Works,
WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Ælous" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Grey Rubber Tires, and finished all-bright or painted in three colors
up to 50-inch, for.....$41 00
From 50 to 56 inch.....43 00



Our No. 2 Bicycle is fitted with our patent double row Ball Bearings, Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.
Price up to 50 inch.....$26 50
From 50 to 56 inch.....29 00
Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—
"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."
Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,
FROM $20 EACH.
The Cheapest High-class Bicycle made IN or OUT of England.
PRICE LISTS FREE. PHOTOS 6 CENTS.
WM. FORD & CO. ------- Wolverhampton, England

LIVINGSTON'S PERFECTION CYCLOMETER
GUARANTEED CORRECT
Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.
H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, CINCINNATI, OHIO.



THE

Columbia Ball-Bearing.

(Patent No. 249,278. Dated 8 November, 1881.)

Invented expressly for our SPECIAL COLUMBIA Bicycle, and brought into public use in July, 1880. It is sold only with our machines. Our STANDARD COLUMBIA is also furnished with these latest, neatest and most perfect of ball-bearings, at an extra cost of $10. The means of securing the adjustment have been improved, and the bearing has been tested in continuous use by hundreds of experienced riders, and is pronounced, theoretically and practically, the most desirable adjustable anti-friction bearing for bicycles yet devised.

The points of superiority of the Columbia Ball-Bearing over any other now in use are:

1. Its scientific construction; it takes both "journal" and "pivot" friction without wedging the balls.
2. Its simplicity; it has a less number of parts, and these of more direct action.
3. Its great wearing qualities, it being of case-hardened steel in every operative part.
4. The perfection of its mechanism, every surface made with positive automatic tools perfectly true and smooth.
5. The great distance it may be run without re-oiling or cleaning; the box being of one piece holds the oil, so that the balls are continuously lubricated, and the whole is practically dust-proof.
6. Its readiness and certainty of adjustment. Any one, however unskilled, with the means in the tool-bag, can handle it anywhere, and not fail to adjust it properly.
7. Its compactness and beauty. It is small, symmetrical, and presents only smooth surfaces, and few of them, to the chamois or oiling rag.

THE POPE M'F'G CO.

MAKERS OF COLUMBIA BICYCLES,

AND DEALERS IN TRICYCLES AND BICYCLERS' SUPPLIES,

597 Washington Street - - - Boston, Mass.

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.

We have a few copies left. Prices sent, postpaid, to any address according to size and style, $2.50, $2.00, $1.00. Address,

E. C. HODGES & CO., 40 WATER ST., BOSTON, MASS.

THE "Indispensable Bicyclist's Hand-Book" has arrived, and we can now fill orders promptly. Fifty cents, postpaid. E. C. HODGES & Co., 8 Pemberton Square.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

COVENTRY BICYCLE for sale; 52-inch; ball bearings; excellent order. RICHARD GARVEY, 407 Chestnut street, St. Louis, Mo.

READY EARLY IN JANUARY.
WHIRLING WHEELS,
The American Wheelman's Annual for '81-2.
About 150 pages. 12mo.

Price, paper cover, 30c.; cloth, 75c., (postage, 5c. extra). Advance orders received, and placed on file, to be filled in the order of their receipt. Order now and secure an early copy.

E. C. HODGES & CO. . . . BOSTON.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles & Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LASON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,
BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.;** Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings, and Premier Ball Pedals;** Hy. Keat & Sons' **Buglets and Slings;** Bown's **Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings;** Thompson's **Cyclometers;** John Harrington's **Cradle Springs;** Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 20 JANUARY, 1882.

Volume IV. Number 11.

[VOL. IV. **CONTENTS.** No. 11]

Editorial: International Racing; Pedals	123
The Last Jockey	124
The N. E. Institute Races	124
Garvey's Choice	126
Wheel Club Doings: Marblehead; Buffalo; Chicago; Germantown; Falls City; Keystone; Essex	126
Four Shakespearian Wheelmen	126
Correspondence: Scranton; Philadelphia; Cleveland; The Invincible; Suggestions to the L. A. W.	128
What Is to Be	129
Currente Calamo	130
Notes, Queries, etc.	130

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

Bicycling World and Scientific American.

THE regular yearly subscription to the SCIENTIFIC AMERICAN is $3.20. We will furnish a year's subscription to both that and the BICYCLING WORLD for $4.70. The regular subscription to the SCIENTIFIC AMERICAN SUPPLEMENT is $5.00. We will furnish that and the BICYCLING WORLD for $6.20. The regular subscription to both SCIENTIFIC AMERICAN and SUPPLEMENT to one address is $7.00. We will furnish both these and the BICYCLING WORLD for $7.75. All postpaid.

E. C. HODGES & Co.



A FEW EXTRA FINE GOLD BADGES of the new design have just been finished, and can be had to order with small ruby, sapphire or garnet centres. Prices, $8.00 to $12.00; with small diamonds, $12.00 to $25.00, according to size and quality of stone. The cheaper $2.00 to $5.00 badges will be ready early in 1882. C. H. LAMSON, Director, L. A. W., Portland, Me.

STODDARD, LOVERING & Co.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

WHEELMAN'S ANNUAL FOR 1882.

Bicycle Suits and Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

THE HUMBER BICYCLE

Is now being constructed specially strong for

AMERICAN USE.

Upon receipt of cheque, value £18,

We will send, securely packed (case inclusive), one of these celebrated machines, beautifully japanned and part nickel-plated, ball bearings to both wheels, brake and all latest improvements.

THE HUMBER BICYCLE

Is now used by nearly every rider of note in England, and is undoubtedly the best and most reliable machine in the market.

The fastest one mile, in 2m. 46s.; ten miles, 30m. 6s.,—by F. Cooper, at Cambridge, May, 1880. The fastest two miles, 5m. 36s., by the Hon. Keith Falconer, at Cambridge, May, 1879. The four Bicycle Union Championships of 1881, 1, 5, 25, 50 miles, in which races the fastest quarter-mile, 36s., and fifty miles, 2h. 50m., were by G. L. Hillier, Esq., the winner of all four events.

The fact that the above wonderful times were all made on the

HUMBER BICYCLE

Clearly proves their great superiority over all others.

HUMBER, MARRIOTT & COOPER,

Beeston Notts - - - - England.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 20 JANUARY, 1882.

INTERNATIONAL RACING.

RECENT racing events in this country have had an effect somewhat similar to that produced by the result of the first battles of the American Revolution. Previous to the repulse of the British at Concord and Lexington, and the later and more important struggle at Bunker Hill, English soldiery and invincibility were almost synonymous terms in the mental lexicon of the great mass of the American people; but those two virtually Continental victories corrected that error, and revealed the fact that British prowess partook largely of the element of "bluff," and that England could be beaten at her own game. Not only is England the home and paradise of bicycling, but it is pre-eminently the home and paradise of bicycle racing. Its sporting journals are constantly teeming with names famous on the race track, and their records of fast times are as frequent as they are brilliant. Not only are there such names as Cortis, Hillier, Liles, and Vesey, but a host of other amateurs are scoring records under the best times of riders here. We certainly hear and read enough of their wonderful actual performances to make our riders, like Scott's discreet coon, come down before a shot is fired; and when these reports are supplemented by the loud bayings of the celebrated British dog "Brag," we tremble on our pedals with despair, accept with resignation our ignominious inferiority, and complacently congratulate ourselves if we win an occasional nod of patronizing approval from over the water. Smith's winning of the two-mile L. A. W. amateur championship of America in the not very fast time of 6.35¼, last fall, and his lowering that figure by 2¼ seconds on the same track two days later (the time was at first erroneously reported as 6.08½), gave the English press fresh food for complacently commenting on our inferiority as a matter of course; and now that the intelligence has reached them that one of their crack long-distance men, Vesey, has been thoroughly beaten in his specialty by two of our comparatively inexperienced riders, one of them a boy of fifteen, on a third-class American wheel, they are trying to account for it on other grounds than the Englishman's inferiority to his competitors. Our report this week of last Saturday's races will still further open their eyes to the fact that British prestige is seriously imperilled, if not destroyed. Mr. Frye has not only fairly and easily beaten Mr. Vesey, but the latter candidly acknowledges the fact that he was both outraced and outgeneralled in the contest; and in another trial to take place this week between himself and Frye, accepts from the latter a start of one fifth of a mile in the ten. We will not venture to predict the result of this contest; but for the further edification of our transatlantic cousins, we will state that while Boston wheelmen are proud of Mr. Frye, both as a gentleman and a racing bicycler, they do not think Mr. Vesey or any other Englishman has yet encountered their fastest rider. Furthermore, while aware that Mr. Vesey is a long way from being the best amateur racer at home, at any distance. we wish it distinctly understood that our wheelmen will henceforth be less willing to imitate the before-mentioned apprehensive coon, but will be ready to try conclusions with the best advertised Briton that ever pushed a pedal for honor.

PEDALS.

THE value of discussing the comparative mechanical effects or defects in the construction of the bicycle inures so greatly to the riders' and dealers' benefit that we feel justified in venturing, from time to time, opinions on the various parts of the bicycle; feeling, as we do, that anything which leads riders to think and rely on their own good sense in the choice of a machine will do much to create a demand for bicycles of the best possible construction, and stimulate what little competition there is among the manufacturers and importers. Although the pedal would seem at first glance to form such a small item in the construction of a bicycle as to be hardly worthy of much space, yet it really is an important factor in the make-up of the machine, and thus offers an excuse for this editorial; which is not intended to be an exhaustive discussion of the various kinds, but only a cursory survey of the principal points of advantage or disadvantage of each. There are two classes of pedals, the rat-trap and rubber. The first consists of (the part on which the foot rests,) two narrow pieces of steel with serrated or saw-like edges. These offer a firm hold to the feet, and for racing are almost a necessity. Their tendency to wear out the shoes of the rider is an objection of considerable weight with some; but the advantage of a firm and steady grip, and the immunity from falls caused from slipping the pedal would seem to outweigh this objection, as well as the fact that they are a little more harsh to the feet and take up less vibration than the rubber pedal. We have found that an ordinary shoe, with an extra sole of rubber, is an excellent thing to wear with rat-trap pedals, saving the shoes from a great deal of wear, as well as increasing the firmness of the grip, and allowing of a slight upward pull in ascending hills. The rubber pedal is the most common in use. The steel bars are replaced with a small rod, on which is cemented a round rubber tube of about an inch in diameter. These offer a soft and easy rest for the feet, but are exceedingly treacherous when riding fast, or in wet weather; the round surface allowing the heel of the shoe to slip over and in front of the pedal, resulting oftentimes in a severe and violent "cropper." They are also a trifle heavier than the rat-trap pedal, as ordinarily made. There is a hybrid pedal, combining both the

advantages of the rat-trap and rubber; but as most riders "go in" for one thing or the other, its use is limited, but it is increasing in popularity; as are also But ler's pedal slippers, light steel plates with turned-up saw edges, which can easily be attached to the ordinary rubber pedal. These are very good, but their liability to come off is an argument against their use. Numerous other combinations are in use, but these comprise the most common forms. The pedal bearing has been much discussed of late, and should be as carefully considered as any on the machine, subjected as it is to numerous and uneven strains. There are three principal varieties, — the cone, plain, and ball. The coned pedal is the most common, and allows for the taking up of wear, and thus preventing all rattle; but the tendency of the rider on machines of ordinary tread being to push outwards, there is more friction and a liability to jam, especially in going up hill, when the outward pressure is the greatest and a perfect pedal most desirable.

The plain or parallel pedal is superior, and when well made, will not rattle; it is no more expensive than the coned pedal, and when well lubricated, runs easier. The pedal of the future, and the one which seems to meet a want long felt, is the pedal fitted with ball bearings, which are objectionable only on the ground of expense; the best ball pedals costing in this country about $12.00. There are numerous makes, but all are constructed on the same general plan. They are cleaner and require less oil, and under uneven pressure, run much easier and smoother than either the cone or parallel pedal. In choosing a ball pedal, care should be taken that the balls run inside the outer flanges as constructed in this way the pedal can be brought closer to the crank and the tread of the machine be materially lessened, — the value of which is appreciated by most riders, although some have attempted to argue that as the distance between a man's feet when sitting or standing is equal to the distance between the pedals on machines of broad tread, it is the most natural position for the feet. This may be and undoubtedly is true when the extensor muscles are at rest; but as soon as exertion for a downward and forward pressure is required, the feet are naturally brought closer together, allowing the force of all the muscles of the side and hip to be brought into play to the best advantage and the least fatigue. Care should also be taken to see that the ends are well protected from dust and grit, especially on the inside, or that part nearest the crank, as the constant dropping of dust and dirt from the tire of the front wheel soon wears out the surface of the bearing. The pedal pin should project as little as possible beyond the outer flange, as a fall is less liable to bend the pin when constructed in this way, is neater in appearance, and is less liable to catch on and grease the clothing of the rider.

J. S. D.

The Last Jockey.

He leaned against the rail.
Around the hall spun whirling gleams of steel,
As wheel after wheel flew by in radiance pale.
He heaved a sigh that quivered from his soul,
And made an angel throb with sympathy.

He leaned against the rail,
With hands deep buried in the mystic folds —
Of robes regal once, but now so ghostly frail;
Begirt with orders, tarnished with old age,
The wind-swept shroud of tattered majesty!

He leaned against the rail.
His saddened gaze slow wandered o'er the hall,
Then drooped low his head before Conviction's hail.
"My day is done!" and on the associate oath
The angel dropped a tear that blurred the page.

J. Park Street.

The N. E. Institute Races.

INTERESTING EVENTS. — AN EXCITING AMATEUR CONTEST. — FRYE WINS THE INTERNATIONAL RACE. — KEEN, THE PROFESSIONAL, VICTOR.

About 1500 were assembled in the New England Institute Fair Building Saturday evening, 14 January, to witness the Keen-Prince and accompanying events. The track, as has already been stated, is exactly five laps to the mile, and from twelve to twenty feet in width, slightly elliptical in form, and having long, safe turns. It is not, however, what would be termed a fast track, because the greater part of it runs across the flooring, instead of with it; and there are several other slight obstructions, such as railway tracks, etc. The interior of the building was uncomfortably cold, and considerable stamping of feet was heard among the spectators, pending the commencement of the races, which was delayed somewhat by the non-arrival of some of the inter-club entries for the five-mile contest; and it being finally evident that these would not appear, the starter divided those who were on hand into two parties for trial mile heats: the first comprising C. A Carpenter of the Columbia (Attleboro') Club, W. O. Faulkner of the Star (Lynn) club, and J. E. Goldthwait of the Marblehead Club. These started well, Faulkner taking the lead and Carpenter second, and this order was maintained to the finish, — the former making the mile in 3.12½, and the Attleboro' man ⅘ of a second later. The next heat was contested by Geo. E. Frye of the Marlboro' Club, and H. D. Corey of the Meteor (Boston) Club, and was won by the latter in 3.25⅝.

The result of these trial heats was to make Faulkner and Corey the competitors in the final contest of five miles. This was a surprise to many present, as both Frye and Carpenter were better known, and had won prestige in former races, which made them presumably the best men. Faulkner and Corey, whose excellent form in the trial heats had won commendation, now took their positions, and at the sound of the pistol got off in good order, the Lynn man leading, and for the first four miles this order was maintained, the space between the riders varying from a yard to a rod. On the last lap of the last mile, however, Corey made a spurt; and although Faulkner contested the position gallantly, the Meteor man got well to the front, eliciting wild enthusiasm from the spectators as he passed his opponent, and the cheers rolled around the course with him, culminating in a tumultuous roar as he passed the judges' stand a second and a quarter in advance, in 18.49½. The watches recorded the times of the five miles as follows: Corey, 3.49½, 7.46⅜, 11.32¼, 15.15, 18.49½; Faulkner, 3.48½. 7.44½, 11 29½, 15.14¾, 18.50¾.

The next event was the international straightaway contest of ten miles, between Cuthbert D. Vesey of the Surrey (Eng.) Bicycle Club, and Lewis T. Frye of the Boston Bicycle Club. At the Surbiton Grounds, in England, 27 October, Mr. Vesey made a hundred-mile record in 6.45.54⅜, being the first amateur to ride this distance on an out-door track. He received from the Surbiton management a splendid gold medal for this record, which he exhibits with just pride. The best professional record is 6 37.51. Mr. Vesey's times, from fifty-one miles upwards, are the the best amateur times on record. Personally, Mr. Vesey has a well-built figure, is quick and energetic in his motions, genial and witty in conversation, a jovial comrade, evidently inclined to rollick, and ready to give and take a joke. His best mile time is 2.58, and he has done fifty miles in 2 51.58⅜. Mr. Frye is well known here, having won the L. A. W. mile championship last October in 3.12½, besides winning other less pretentious contests. The men were both in good condition, and made a good impression on the spectators as they mounted their wheels and awaited the signal sho... As quick as the report sounded they got away in fine style. Frye taking the lead and maintaining it until the end of third lap. when Vesey went ahead and led four laps; when his opponent again, on the seventh circuit, took the front and maintained it until the fifteenth; when Vesey ended the third mile in advance. The race began to get exciting now, and the cheers and shouts of the spectators added greatly to the interest as it became evident that the men were pretty evenly matched. For the two first laps on the third mile Frye led; then Vesey took command for two turns; then Frye led for one, taking second place for the first three laps of the fifth mile, when Vesey resigned his lead again, and hugged the Boston's heels until the fourth lap of the ninth mile, when he made a gallant spurt, and the two crossed the line abreast amidst the wildest excitement, and loud shouts from the spectators, which increased as the mile closed with the Briton well in front, and bending pluckily to his work, maintaining his advantage for two laps more, and it began to be apparent that the race was his; but Frye was looking in much better condition at this point, and his appearance did not belie the fact, for before the next circuit was completed he once more led, and from this time steadily held the race, despite the best efforts of the Briton to pass him, and crossed the line in 25.44½, his opponent easing up as soon as he knew the race lost, and coming in nearly a minute later. Frye's last mile was made in 3.10½, and his record for the ten miles is the best yet made in this country. This was really the most exciting and interesting of the three events, because the contestants were not only evenly matched and so frequently alternated positions, but because national pride entered largely into the feelings of the spectators, there being a good sprinkling of resident Englishmen present. The following table will show the record of miles: —

	Frye.		Vesey.	
1	3.44 3-4		3.44 1-2	
2	3.33	7.17 3-4	3.33 1-2	7.18
3	3.42 1-4	11.00	3.41	10.59
4	3.38	14.38	3 39 1-8	14.38 1-8
5	3.40 3-4	18.18 3-4	3.40 7-8	18.19
6	3.28 1-4	21.47	3.28 1-8	21.47 1-8
7	3.33 5-8	25.22 1-2	3.35 5-8	25.22 3-4
8	3.36	28.58 1-2	3.36 1-4	28.59
9	3.35 1-2	32.34	3.34	32.33
10	3.10 1-2	35.44 1-2	3.37	36.10

The final and principal event of the series was the professional race between John Keen, the English ex champion, and John S. Prince, who claims the title of champion of America, although in this race no question of championship was involved. The race was for ten miles, and the stakes were $100 a side, the editor of the Bicycling World being stakeholder. Mr. Keen's record is well known to our readers, his best mile time being 2.43, from a flying start; and he has a good reputation, both as a man and a racer, having been a successful and honorable competitor in nearly all the principal professional events from the beginning. Mr. Prince also is an Englishman, but has been in this country since last summer, and at present hails from Boston. He has been a racing man only about two years, but has competed with some of the best riders in England, including Keen and Cooper, both of whom he has beaten, and was and still is confident of his ability to outrace either. He claims a mile record of 2.54 from stand-still — Keen's record being 2.51. The men showed on the track promptly, and started in good form, with Keen slightly in advance, and when they completed the first lap in this order, Prince's driver almost touched the rear line of the champion's trailer. This race was so handsome in its regularity of pace and the almost unvarying relative positions of the riders up to the close of the ninth mile as to merit the term "æsthetic," and our gushing Wilde would have pronounced the men not only two, but "quite too-too, you know." A glance at the table below will show how close together the wheels kept; there being at no time, with one exception, more than half a second variation in their relative times. Indeed, it became rather monotonous to many of the spectators; and when, on the second lap of the last mile, Prince made a splendid spurt and took his opponent by surprise, passing him and getting a good lead in advance, a perfect storm of cheers and shouts greeted the change. Prince made such a gallant effort here that the watches made the magnificent record for this lap of twenty-nine seconds. But, alas! he made a mistake just here; for although he maintained his lead well throughout the next circuit, he exhausted himself too much to hold his advantage; and when they passed the line for the final lap the riders were nearly wheel and wheel, with Keen a little the best and working tremendously. The interest and excitement were now most intense, and around the judges' stand, where the greater portion of the spectators were assembled, all awaited with anxious expectation the reappearance of the men around the turn; and as they came in sight, with Keen two seconds in advance, one simultaneous shout greeted both victor and vanquished, and both alike received congratulations on their performances. Prince's error was caused by mistaking the number of laps remaining to complete the race. Had he reserved himself, as he intended, for the last two laps, it is very probable that he would have won; for Keen's efforts to recover the lost ground, although finally successful, were about as hard as he ever put forth in any race, and Prince looked much the fresher man of the two at the finish. The record of miles is as follows: —

	Keen.		Prince.	
1	3.21 1-2		3.22	
2	3.18 1-2	6.40	3.18 1-8	6.40 1-4
3	3.19 1-2	9.59 1-2	3.19 7-8	10 00
4	3 [illegible] 1-4	13 18 3-4	3.19	13.19
5	3.20 3-4	16.39 1-2	3.21 1-8	16.40 1-8
6	3.20 1-2	20.00	3.20 1-8	20.00 1-4
7	3 19 1-4	23.19 1-4	3.19 1-8	23.19 3-8
8	3 20 1-4	26.39 3-4	3 20 3-8	26.39 1-2
9	3.18 1-2	29.58	3.18 1-2	29.58 1-4
10	3.05	33.03	3.06 3-4	33.05

The races were governed by the Wolverhampton rules. The referee was Mr. Percy A. Legge of the Bradford (Eng.) Bicycle Club. The judges were Capt. E. C. Hodges of the Boston, and Capt. E. W. Pope of the Massachusetts Bicycle Clubs. Frank W. Weston was starter and J. S. Dean was clerk of the course. Members of the Massachusetts and Boston Clubs acted as aids. The time was taken with the Auburndale timers, and the track was lighted by the Weston Electric Light. The building will be open a few days longer for exercise and practice from 10 A.M. to 10 P.M., at a slight admittance fee. Another series of races were to be run this week Thursday evening, for Mr. Prince's benefit, including a ten-mile between Keen and Prince and a ten-mile between Frye and Vesey, the former giving the latter one lap start; but as the paper goes to press before that time, we must defer a report until next week.

The machines used by the contestants in Saturday's races were: Keen and Vesey, Keen's Eclipse, full racers, 56-inch. each; Prince, 38-pound Yale (Invincible) roadster, 53½-inch; Frye, 48-pound Harvard (Excelsior) Roadster, 58-inch; Corey, 38-pound Yale, 53½-inch. W. W. Stall of the Boston Club was Mr. Prince's attendant, and Robert Patrick attended Mr. Keen.

NOTES ON THE RACES.

Keen and Vesey predict that Corey is the coming man.

Corey took a hint from the professionals, and put in his spurts in the last lap in each of his races.

Vesey at supper Sunday evening declined fried potatoes, on the plea that he had such a surfeit of Frye the previous evening.

Personal differences between Mr. Stall and the race management were the occasion of the former's failure to compete in the five-mile inter-club contest.

Keen and Vesey express their intention of revisiting this country next August, when the latter will challenge Stall, whom the Bostons rate their best man.

The one-mile trial heats for the five-mile inter-club race were much condemned by the riders and their friends as unfair, as a five-mile man may not be so good in the shorter contest.

Among the prominent visiting wheelmen present at the races we noticed Editor Jenkins of the *Wheel*, President Philbrick and Director Hazlett of the Rockingham Club of Portsmouth, N. H., Director Lamson of Portland, and Capt. Cross of the Providence Club.

During the interval between the Frye-Vesey and the Prince-Keen races, Mr. H. W. Tufts, of the Columbia Bicycle Club, gave an exhibition of trick and fancy riding, which for grace and skill and completeness was pronounced by experts present to surpass anything of the sort yet seen here.

The amateur was the only distinctively international race in Saturday's events. Prince, although now residing in this country, is an Englishman, but recently arrived here. Frye is a genuine Yankee boy, born and bred among us, and his triumph has elicited another scream from the American Eagle.

A correspondent writes: "I think the Meteor Club rather too vague an association to be called a club, in comparison with the other competing organizations. Early this season a few boys in

Allston District undertook to form a club which should go by that name; but they never made good their claim, and shortly after told me they had given it up." The following organization of the Meteor Bicycle Club has been furnished us: President, Dwight Baldwin; secretary and treasurer, H. E. Brown. Other members are: Arthur Stetson, H. D. Corey, George Brock, Eugene Clark, W. R. Rollins.

Garvey's Choice.

MR. RICHARD GARVEY, president of the Missouri Bicycle Club, was formerly "before the mast," and on his travels circumnavigate the globe. To honor his arrival from Europe, two weeks since, the Poet Laureate of the M. B. C., Henry Talbott, Esq., broke out as follows: —

Once I rode upon a drag to Epsom races,
When all the world seemed crowding to the show;
I seemed to sail upon a sea of faces
Of a dozen miles of puppets in a row.

I have jaunted in a car o'er Irish causeways,
I have coasted down steep Ætna's crumbling cone;
On Nevada's slopes I've coached with "Reckless Jimmy,"
On snow-shoes crossed the Rockies once alone.

I have jolted on a camel 'cross Sahara,
In a droschke too on Russia's frozen plain;
On an ice-boat have I sailed upon the Hudson,
And some years have spent upon "the raging main."

On a buck-board I have trotted under '30;
I 've a hunter that can fly a hedge or ditch;
En ballon once too I sailed from Brest to Paris;
I have even tried the broomstick of a witch.

In Canton, my hansom was a barrow,
A Deccan palanquin too have I tried;
Across the Andes I had "backing" by a native, —
Fact, I 've ridden everything there is to ride.

But of all the different kinds of locomotion,
There is one that seems to me the rest to rank;
It is making here a very great commotion, —
We call it now and then, in jest, "The Crank."

And the public sometimes slander thus the rider,
Call him "Crank" and not the vehicle he 'd ride;
"Sans faire rien" I still hold to my opinion,
The bicycle is boss of the world wide.

WHEEL CLUB DOINGS

MARBLEHEAD BI. CLUB. — The Marblehead (Mass.) Bicycle Club was organized 21 May, 1881, with four members. Mr. Joel E. Goldthwait was elected president, and Mr. A. M. Brown secretary and treasurer. It now has a membership of twelve.

BUFFALO (N. Y.) BI. CLUB. — At the annual meeting held 4 January, the following were elected officers for the ensuing term: President, F. F. Williams; captain, John T. Gard; secretary and treasurer, J. O. Monroe.

CHICAGO BI. CLUB. — At the annual meeting of the Chicago Bicycle Club, held 9 January, 1882, the following officers were elected: President, Charles F. Whitmarsh; captain, Thos. S. Miller: secretary, Burley B. Ayers; treasurer, Ed. F. Brown; quartermaster, Louis W. Conkling. B. B. AYERS, *Sec.*

GERMANTOWN BICYCLE CLUB. *Editor Bicycling World:* — At the regular monthly meeting of the Germantown Bicycle Club, at club quarters 25th and Fairmount avenue, the annual election of officers was held. The balloting resulted in the election of the following ticket: —

President, J. Whitall Nicholson; vice-president, H. M. Sill; treasurer, H. M. Linnard; secretary, G. D. Gideon; captain, William Wilson; first lieutenant, W. Scott O'Connor; second lieutenant, Frank S. Harris; buglers, Messrs. Wright and Brown.

Mr. Joseph Pennell, our captain last year, was re-elected, but declined serving. A new constitution and by-laws have been adopted, a number of new members admitted, comfortable and convenient rooms secured, and things generally look promising for the Germantown.

GEORGE D GIDEON, *Sec.*

HEADQUARTERS, PHILADELPHIA, PA.,
10 January, 1882.

FALLS CITY BI. CLUB. — At a called meeting held Wednesday, 11 January, Messrs. Guy Emmett and Henry Benninck were unanimously elected members. A proposition offered by the Louisville Bicycle Club for consolidation of the two clubs was next considered, and after some stirring speeches by President Beddo and Mr. Haupt, was favorably received. A committee of three were appointed and given full power to make complete arrangements for team race between Chicago and Falls City Clubs. After some minor business was transacted, the meeting adjourned.

HENRY SCHIMPELER,
Secretary pro tem.

KEYSTONE BI. CLUB. — The Keystone Bicycle Club, of Pittsburg, held its annual election last night. The following is the result of the ballot: For president, Mr. O. H. Allerton, Jr.; captain, W. A. Conner; sub-captain, O. G. Brown; secretary, John W. Pears (address Pennsylvania avenue, Homewood, Pittsburg, Pa.); treasurer, Charles Beltz; buglers, J. C. McCullough and George A. Wilson; guide and color bearer, Philo M. French. There is considerable enthusiasm among the members for this time of year, which is being kept up in part by drilling and fancy riding once a week in Armory Hall. The future of the club looks quite promising. They expect to make a good showing at next annual Meet, which they hope will be in Philadelphia. B. R.

PITTSBURG, 13 January, 1882.

ESSEX BI. CLUB. — The annual reception of the Essex Bicycle Club was held at the residence of E. R. Bellman, Esq, Newark, N. J., on the evening of Thursday, the 5th of January. There were about forty couples present, and dancing was enjoyed until after midnight, when supper was served. After this very interesting matter had been properly attended to, dancing was resumed and continued until an hour which, for the reputation of the members present as "steady" young men, shall be nameless. The occasion was enjoyed by all present, and was very successfully carried out. It is the opinion of the Essex Bicycle Club that receptions and similar social events during the winter or "off" months form a very important element in the growth and development of bicycle clubs; and this opinion seems to be pretty well founded, for each of the annual receptions of that club have been the means of considerably increasing its membership strength, and more firmly binding those ties which should exist between the members of such organizations. THE ARAB.

NEWARK, N. J., 14 January, 1882.

Four Shakespearian Wheelmen.

CHAPTER I.

"Then may I set the world on wheels." — *Shakespeare.*

EVERY wheelman should read Shakespeare, for in it are numbers of passages which can be aptly applied to the wheel in its different phases. So thought Stubbs, Grubbs, Jones, and myself, and accordingly, we purchased a set of the great poet's works, and alternated reading them. For months after the perusal of these, we mystified our friends and relatives by bursting out with some quotation from Shakespeare in speaking of our favorite sport, wheeling; and at last we were christened "The Four Shakespearian Wheelmen," a title which after some time became very generally known. Now for an introduction: Stubbs was a tall, muscular specimen of humanity, somewhat awkward, not particularly good-looking, kind-hearted, but affected with a very quick temper, from which trait he was called our fighting man. He bestrode a 56-inch Standard. Grubbs, on the other hand, was small in stature, of a gentle, retiring disposition, disliking a fracas of any kind, and always trying to make peace in such cases. He rode a 48-inch. Jones and myself were very commonplace individuals, content to look on and see Stubbs get angry, or Grubbs make peace. We ran 52-inch machines each, thus retaining an equilibrium between the 56 and 48. So completes the introduction, and we are acquainted. On one occasion in particular there were more of these outbursts than usual. It was a pleasant Saturday afternoon when we determined to take a run to the town of Egypt, twelve miles distant. Besides the four spoken of, we had in mind to invite another wheelman of our city to join us, — Brown by name, who had a somewhat dilapidated 50-inch, English machine, one of the first importation. Brown was a jovial fellow, good at a song or a story, and a welcome companion. We wheeled to his residence and dismounted, gave a blast on our whistles, which always put one of us on the *qui vive* when heard, and in a second Brown appeared. We were not aware that he had caught the Shakesperian fever, and were somewhat astonished when he accosted us with a quotation from Macbeth, "Ride you this afternoon?" but Jones, not to be outdone, answered in the same metre, also from Macbeth, "Aye, my good lord." We then invited him to join us, but much to his and our regrets, he informed us that his wheel was at the machine shop undergoing repairs, and he would be unable to ride for two or three days. We expressed our condolence at this misfortune, and mounting our machines, sped away; Brown quoting as we went, from Macbeth, "I wish your horses swift and sure of foot, and so I do commend you to their backs."

CHAPTER II.

"Be warned by me then, they that ride so, and ride not warily, fall into foul bogs." — *King Henry V.*

FOR the next seven miles we met with no adventure, the monotony being broken with the cries of the small boys, "Ring your bell, mister," occasionally stopping at a farm-house for a drink; and only once did our Shakespearian knowledge show itself, when Stubbs, after toiling up Gravel Hill, ejaculated: —

"Now, by my life, this day grows wondrous hot. Some airy devil hovers in the sky, and pours down mischief." — *King John.*

Soon the outskirts of Rowley were reached, and here we had the first adventure of the day. Stubbs and Grubbs were ahead; in fact, they persisted in riding together, making a very ridiculous appearance, — Stubbs looming up like a Cardiff giant beside the little 48-inch. Jones and myself were plodding along behind, talking of our new club-room and riding hall, and debating whether we should pay $200 per annum for it. Suddenly we heard shouting, and on looking down the road we saw a wheelman's terror coming; viz., a loaded hay-cart, with an unreasonable driver and a spirited pair of horses. The horses were evidently frightened at something, probably at the contrast between the two riders; and the driver was doing his best to exasperate them further by beating them, and between each blow delivered a few words at the wheelmen, not in accordance with the third commandment. We immediately spurted, and reached the scene in time to see Stubbs roll safely off the road-bed into the gutter, where he dismounted. But Grubbs was not so fortunate; he was somewhat flurried, and accordingly incautious, and went into the gutter at a ten-mile-an-hour gait. We immediately saw a pair of feet, a flash of blue, heard the words: —

"Down, down I come, like glistering Phaeton, wanting the manage of unruly jades." — *King Richard II.*

— and all was over. Grubbs had taken a header, the first of the day. Not even in the very moment of disaster could he forget the teachings of the immortal bard. In the meanwhile the driver, having got his steeds under control, came back to see and to laugh at us. We hastened to assist Grubbs to rise, picking up his machine, which had a handle bar bent slightly. Stubbs was the first to the rescue, and accosted the fallen rider with: —

"Give me your arm. Up: so; how is 't? Feel you your leap?" — *Lear.*

Grubbs must have struck mother earth with some force, for on rising he ejaculated in a somewhat dazed manner: —

"As I struck there below, methought his eyes were full moons; he had a thousand noses, horns whelk'd, and wav'd liked the enridg'd sea. It was some fiend." — *Lear.*

What he was talking about we did not know, but came to the conclusion that he had seen "stars." He then assured us that no bones were broken, and we took our machines preparatory to mounting, when we were startled by a laugh from the driver, and heard him say: —

"Yea, dost thou fall upon thy face? thou wilt fall upon thy back when thou hast more wit." — *Romeo and Juliet.*

This angered Stubbs, and passing his wheel to one of us to hold, he strode up to the driver and shouted: —

"Were it my fitness to let these hands obey my blood, they are apt enough to dislocate and tear thy flesh and bones." *Lear.*

Grubbs then began to get interested, passed his wheel over to Jones, and prepared to make peace if he could; but Stubbs was thoroughly aroused, and again he shouted: —

"Now, afore God, I am so vexed that every part about me quivers. Scurvy knave!" — *Romeo and Juliet.*

At being called a "scurvy knave," the driver got vexed and began to blaspheme and curse, which only excited Stubbs the more; and what would have been the result if Grubbs had not interposed, is unknown. He expostulated with the "fighting man," reminding him that we did not have much time; and he reluctantly gave up, but not until he had delivered a parting shot, from Othello: —

"O heaven, that such companions thou 'dst unfold, and put in every honest hand a whip, to lash the rascal naked through the world, even from the east to the west."

This met with hearty approval by us, and is a sentiment that will be echoed by every reader of the WORLD.

We then mounted and rode on, leaving the driver standing in the road.

CHAPTER III.

"Infirm of purpose." — *Macbeth.*

WE wheeled on till we reached a little but tough hill, this side of the Rowley railroad crossing, — one that is familiar to all wheelmen passing over this road, — where the second header was taken; this time by the "fighting man," caused no doubt by his thinking of the adventure just described. In one of these reveries his wheel struck a stone; Stubbs tried in vain to recover, but in vain, and over he went, his heels going almost as high as the telephone wire by the side of road. Jones remarked: —

"O Hamlet, what a falling off was there."

But Stubbs was not hurt, and as Grubbs remarked afterwards, we saw him

"Rise from the ground like feathered Mercury, and vaulted with such ease into his seat, as if an angel dropped down from the clouds to turn and wince a fiery Pegasus, and witch the world with noble horsemanship."—*King Henry IV.*

The Eagle House, Rowley, was reached in a few minutes, and we dismounted here for refreshments. Ten minutes sufficed to refresh the inner man, and on coming out we saw a young man examining our machines, who evidently had a longing to mount one of them. On inquiry it was found that he had intended to purchase a wheel; in fact, he was quite enthusiastic in that direction, but he had been deterred from so doing by fear of the tumbles, having witnessed the tribulations of an amateur wheelman of that town in learning to govern that mysterious article, bicycle. In describing these to us, speaking of the manner in which the amateur rode, he said: —

"Which hung so tottering in the balance that I could neither believe nor misdoubt." — *All's Well that ends Well.*

We at once recognized the quotation, and were astonished. Had everybody been reading Shakespeare? First a driver of a hay-cart hurls some of the poet at us, and here was some more. But we recovered, and began on that line ourselves. We found that he would ride a 52-inch, if any; and accordingly I offered to loan mine if he would attempt to ride. He was somewhat timid, and protested that he would fail in the attempt. Stubbs then set the ball rolling: —

"We fail. But screw your courage up to the sticking point, and we 'll not fail." — *Macbeth.*

This did not reassure him, however, he claiming as an excuse that he might fall and be killed. At this Jones spoke, and quoting from Hamlet, remarked: —

"Why, what should be the fear? I do not set my life at a pin's fee."

Grubbs then remarked, as a kind of feeler: —

"Be not too tame neither, but let your own discretion be your tutor." — *Hamlet.*

It was evident that he had a strong desire to ride, and this remark concerning his discretion did the business, and with a quotation from Macbeth, —

"The mind I sway by and the heart I bear, shall never sagg with doubt or shake with fear,"

He climbed into the saddle, with one of us on each side holding him. He evidently was pleased, for when Grubbs asked him to try it alone, he answered gallantly: —

"What man dare I dare." — *Macbeth.*

We then let him go. Unfortunately there was a team coming up the road, and the driver was in a quandary. So was the wheelman, who was trying his best to keep in a straight line, but could not. He dared not stop, for he could

not dismount except by falling off, and so he shouted, in agonizing tones: —

"Which is the side I must go withal? I am with two, both, each army hath a hand, and in their rage they whirl asunder and dismember me." — *King John.*

Down he came, and the horse, frightened by the crash, sped by at a pace that would have done credit to St. Julien. The beginner was not injured materially, but had enough of practice for that day. We tarried here no longer, and after bidding our friend good by, and congratulating him on his success, we left.

CHAPTER IV.

"Gallop apace, you fiery-footed steeds." — *Romeo and Juliet.*

It was now three o'clock, and Egypt was four miles away. We reached it in about half an hour, no adventure being met with other than a slight fall by myself by the burying ground on High street. A gentleman who was passing at the time ran up, but on seeing me rise, he exclaimed: —

"The times have been that when a man's brains were out, the man would die." — *Macbeth.*

More Shakespeare! The air seemed full of it to-day.

But I assured him that my brains were not out, and we were about to mount, when he invited us to his house near by to take a little refreshment; an invitation we were not loth to accept. He treated us right royally, we entertaining him the while with stories of adventures on the wheel, till he was quite enthusiastic on the subject, and remarked: —

"These indeed seem, for they are actions that a man might play." — *Hamlet.*

After thanking our genial host for his generosity, and bidding him adieu, we once more got astride the pigskin and started for the centre of the town, Jones saying, as we rolled off: —

"He was a *man*, take him for all in all." — *Hamlet.*

While turning the corner of the street on which we were, we saw a small boy with a stick; we saw the devil in his eye, and before we could give warning he darted forward and thrust the stick into the wheel of Jones, who was ahead, and the rider came down from his perch, other than the regular way. We immediately dismounted and struck for the youngster, Stubbs shouting, "Say, you boy, don't you know any better than that?" and was just going to grab the "boy," when he drew himself up grandly, and with a delivery that Booth would have been proud of, hurled at us a little of Coriolanus, with variations: —

"Boy! false hound, if you have writ your annals true, 't is there that like a man falling from a housetop, I have thrown your riders at Salem and Brockton. Alone I did it (with a stick). Boy!"

It was fully five minutes before we recovered, and by that time the boy had disappeared. We inquired of each other, "What was it?" but were unable to tell. At this juncture we saw coming up the road somebody

"Mounted upon a hot and fiery steed, which his aspiring rider seemed to know." — *King Richard.*

He came up, dismounted, and informed us that he was a wheelman of that place, and an enthusiastic one he was indeed. In speaking of his wheel he remarked: —

"It is indeed a horse, and all other jades you may call — beasts." — *King Henry V.*

We had but a short time to talk; so, inquiring where we could get the handle-bar of Grubbs's machine straightened, we mounted and were off. We found the man a genial young blacksmith, once the possessor of a bicycle, and who talked incessantly upon that subject while making the necessary repairs. We were suddenly aroused by Stubbs remarking: —

"We must away; our wheel is prepared and time revives us."

And away we went. As we rolled into Rowley we espied our amateur friend leaning against one of the trees on the green. He did not seem to notice us. We shouted, but he took no notice, and we then perceived that he was talking. As there was no one else in sight, we presumed that it must be to himself; and so, dismounting, we stole up behind him, and heard him soliloquizing thusly: —

"To ride or not to ride, that is the question: Whether 't is nobler to suffer the bruises and knocks of a bicycle, or to take arms against a host of strong inclinations, and by opposing end them, and be content to plod along shanks' mare or behind some four-footed beast. To ride — to be skilful — no more, and by being skilful to end the thousand natural shocks a poor wheelmen is heir to: 't is a consummation devoutly to be wished. To mount — to ride — to ride! perchance to fall: ay, there 's the rub. For in that fall what bruises may come —"

We as silently crept away and left him. Poor fellow! I believe he never got a wheel. We were soon near home, and at the "oyster-shell road" we were met by Judge, Major, Cully, and John, on their wheels, who escorted us home. We unanimously agreed that inasmuch as we had all tumbled, had a fine time, with no damage other than a bent handle bar, we had been very fortunate, and that

"All's well that ends well."

ELLSWORTH.

NEWBURYPORT, 30 December, 1881.

CORRESPONDENCE

Scranton.

Editor Bicycling World: — I am assured by your correspondent here, Mr. "F. C. H.," that a line from a free lance may not be unacceptable to you, and I have his permission to correct a slight inaccuracy in his otherwise veracious and highly flattering report of our last run, in your issue of 6 January. The inadvertance to which I would refer is regarding the kind of oil which I proposed applying to our machines after making a few miles in pretty good time. I will not mention the unæsthetic title which Fred gives it in his report; but I have since shown him the bottle, duly labelled, and he freely acknowledges his error and the superior qualities of the preparation as a lubricant to the internal machinery. You will find it mentioned in Prof. Holmes's celebrated poem of "Rip Van Winkle, M. D.": —

"One full-sized bottle stood upon the shelf.
Which held the medicine that he took himself;
What drug it held I don't presume to know:
The gilded label said, '*Elixir pro.*'"

I propose soon to write a monograph on the medicinal qualities of bicycle exercise, and recommend the sport to a host of patients. Among its therapeutic virtues I shall mention that it is the most powerful *diaphoretic* (sweat promoter) known; a gentle laxative, and a magnificent tonic for the muscles, lungs, nerves, and the whole system. Personally, I have exchanged my saddle-horse for a fast trotter, and after riding constantly in the saddle for twenty years (five in the army), I have given up the exercise for the superior advantages of bicycling..... At the last meeting of the club I had the honor of proposing the bicycle as the only true and scientific solution for the Arctic problem. Will you kindly urge this mode of spinning around the polar circle on the attention of Mr. Bennett and the government? A special machine should be constructed for the work. Both rider and wheel should of course be tireless, and on this account your correspondent "F. C. H." should be the leader of the expedition. His modesty prevented his telling how, on our last run, after freely lubricating his machine with *Elixir pro*, he rode up our steel-mill hill, a grade, I am sure, of at least 30°. I am having the angle measured by an engineer, and can give you the exact figures later. Meantime, I will wager a box of Havanas, or any other gentlemanly stake, that Fred can ascend a steeper grade than any 'cycler in the State. But to return to our polar project. The machine should, to be consistent, have parallel or polar bear-ings, and sufficient *latitude* should be allowed in the matter of supplies, blubber oil, and *Elixir pro.* I leave this fascinating subject reluctantly. Please urge the feasibility of going up Baffin's Bay and Smith's Sound, and making a little run from the highest point of land, six hundred miles or so over the ice, and back in a week..... Comrades Kulp, Hand, and Pentecost introduced me to the genial Capt. Wood, of the Honesdale Club, last week, and we enjoyed a glorious talk on wheels, over our cigars. Truly yours,

THE CLUB SURGEON.

SCRANTON, PA., 10 January, 1882.

Philadelphia.

Editor Bicycling World: — Philadelphia bicyclers read the WORLD, of 6 January, with mingled feelings of pleasure and surprise. We know we are many, wealthy, and enthusiastic (and you might have added, magnificent riders and extraordinarily handsome men); but we were not aware that many of the streets of our city are excellent for riding, hence our surprise and delight at receiving that information from so reliable a source as the WORLD. You have neglected to give us the names of the streets, but that is no doubt reserved for a future number, as you did not wish to overpower us with an excess of good news. Seriously, we are not prepared to press our claims to the holding of the League Meet in the Quaker City. We have nothing to offer outside of the park: a street parade is utterly impracticable; and so far as I know, there is but one macadamized road leading out of our city, which is but nineteen miles in length, up-hill all the way out, and does not lead to any important town. The rest of our roads are pikes, and are by no means as good as they might be. I think that I voice the preference of the greater number of our riders when I say that Washington is the city for this year. The claims of our Western wheelmen, can, I think, lie over until next year, at which time the honor should unquestionably be accorded to them. This is the year for the long session of Congress, and we may have our "National Menagerie" in full blast, which will be an additional attraction. Brooklyn, with the suggested run to Coney Island, is also very favorably regarded.... Will not the WORLD publish an article on the proper pronunciation of the word b-i-c-y-c-l-e? Believing that the long sound of *i* is the correct one in this word, I pronounce it bī'-sī-kl, and do not like to hear others pronounce it as rhyming with *icicle*. I have argued with several bisicklers, and have convinced them of their error; but the WORLD reaches hundreds where I reach individuals. [All the best authorities pronounce it as does our correspondent, — Bi-*cy*-cle. See Webster's Dictionary, Supplement.—EDITOR].... A number of correspondents, as an example of their interest in the WORLD, have instanced the fact that they read even the advertisements. but I beat that, — I read the sheet that is used as a wrapper.

A WHEELER.

PHILADELPHIA, 10 January, 1882.

Cleveland.

Editor Bi. World: — I will come out of my hole for a moment, if only to say a word or so, and that to wish you a Happy New Year; which I do, and in every sense of the words.....Local wheelers are alternately despondent and hopeful; for the state of the weather here since the middle of November has been trying enough to us, and would drive most any one mad with its inconsistency. First, two or three inches of snow will fall, then ditto rain; then perhaps it will freeze; then we will have a few days of sunshine and begin to feel happy, when it will change again.....We are very much interested here about the races that are announced for this month in Boston, and wish the affair every success..... Now that "the place for the League Meet" question has opened again, I would like to suggest a little scheme which would do no harm, and might help the directors to determine where the next shall come off. Here it is: That each League member send you on a postal card (if he wants to) the name of the place he would prefer to have the Meet held at, signing his League number or name, and the WORLD to publish the returns as they come in. RELCYCIB.

CLEVELAND, 10 January, 1882.

The Invincible.

Editor Bicycling World: — I note in the WORLD inquiries as to the durability of the Invincible or Yale machine, over the rough roads of this country. I rode an Invincible during the greater part of a year, in 1880-1, and subjected the machine to pretty severe usage. A member of my club rode a Yale during part of the same period, and subsequently. Our opinions agree that the machine is wonderfully rigid, easy running and easy riding, and that its durability is fully equal to that of any machine in the market, in every particular save one. That one defect was the liability of its front-wheel spokes to break at the junction with the rim, where the very fine wire used for spokes is cut and weakened by a screw thread. The remarkable rigidity of the wheel and rim makes the spokes all the more liable to break, because the rim is so stiff that it does not spring under a shock, and the spokes are strained very taut. The machine I rode wore out the rubber of the rear wheel, on account of the narrowness and large diameter of that wheel, and from not having a first-class quality of rubber on that particular machine, though others I know of did not have this defect. But the rest of the machine — its ball bearings, hubs, rims, backbone, spring, forks, etc., — proved strong and durable, and maintained their rigidity admirably. One side of the front fork of my machine was cracked, and I had it brazed, because my infant son stuck the end of a file through it, with the aid of a hammer. in a youthful endeavor to investigate the interior. I am of opinion that it is a very durable machine, and I know it is a very easy one to ride any distance and everywhere. But its liability to have the spokes break was a nuisance, especially as its peculiar construction made the replacing of a broken spoke — practically always two spokes — costly. Every time I broke out a spoke it cost me $1.00 for repairs. A slight change in construction would obviate this. The spokes break only at their screw threads; his because they are so fine that cutting a screw thread weakens them too much for a wheel with such a stiff rim. If the tires were made with shot ends, and no screw threads, with a thimble split in halves, half or three quarters of an inch long, placed under the shot heads, with the screw threads cut in the thimbles, which thimbles might project through the inner surface of the rim, not exceeding an eighth of an inch at most, and generally to be flush when screwed up, the spokes would not require to be weakened by cutting screw threads in them; and they would not break. These thimbles would cost, perhaps, two to three cents each, and add say $2.00 to the expense of manufacture. With some such improvement, I believe this machine would be one of the best made anywhere for all purposes and all roads. I rode mine between 2,000 and 3,000 miles. The spokes of the rear wheel never broke. B.

DETROIT, MICH., January, 1882.

Suggestions to the L. A W.

AT the business meeting of the L. A. W., 30 May, there was carefully selected and elected a list of officers for the League, who it was supposed would endeavor to do their duty as well as accept the offices. It will be seen that to make the L. A. W. a useful and permanent institution, a great deal of hard work is necessary to be done; and unless the officers do something (and they evidently are not straining themselves), who will do it? The most essential thing to be done, and it should be pushed, is to have the League officially represented in each and every place in the country where there is a bicycler, by means of a suitable *consul*. The directors cannot appoint all consuls from personal knowledge, and consequently it falls to members to suggest suitable names. If club secretaries would take pains to hunt up eligible members in their own and neighboring towns to act as consuls, and forward their names with a recommendations to their state directors, they would undoubtedly accept and appoint them immediately. When we have a suitable list of consuls we can put the hotel tariff contemplated into operation; and this alone should cause more activity, and probably will when it is understood. Now, members all, put your shoulders to the wheel and help to start the L. A. W. along at a fifteen-mile gait, for at present it seems to be running a slow race with itself.

PRACTICAL.

BOSTON, 2 January, 1881.

WHAT IS TO BE.

Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.

25 January. Boston, Mechanics' Fair Building, Union Athletic Club games, to include bicycle races and club drill.

6 February. Boston, annual meeting and fourth annual dinner of the Boston Bicycle Club, at Young's Hotel.

1 February. Boston, Crescent Bicycle Club ball, at Odd Fellows' Hall.

22 February. St. Louis, Mo., 25-mile race, at Amphitheatre Fair grounds, Washington's birthday, under the auspices of the Missouri Bicycle Club. Entry free. No handicapping. League rules. Riders to start abreast, and all to be on the track together; pine flooring; track in perfect condition; 3 1-7 laps to the mile. Entries close 20 February, at 417 Chesnut street. Prizes (presented by President Garvey, Missouri Bicycle Club): First prize, gold League badge, new design; second prize, silver League badge, new design; third prize, bicycle scarf-pin.

CURRENTE CALAMO

The Star Bicycle Club, of Lynn, gave a party last week, about sixty couples being present. The order of dances was a very neat one.

The Missouri Bicycle Club are to be photographed *en costume* 29 January. As our transatlantic cousins would say, we have "bespoke" a copy.

The Crescent Bicycle Club hold a social party in Odd Fellows' Hall, on the evening of 1 February, and it will be a nice affair, and a most interesting club event.

Messrs. Davis & Hunt, bicycle agents in Cleveland, opened a riding school in that city this week, at Richardson's Hall, to be held Monday, Wednesday, and Friday evenings.

In renewing their subscription to our paper, the Missouri Bicycle Club say: "Mother Shipton's prediction having failed to come to time, gives us the pleasure of enjoying many more Worlds."

President Garvey of the Missouri Bicycle Club says he asked a London wheelman lately if the English horses ever scared at a bicycle? The answer was, "No: you know our 'osses don't make such hasses of themselves; if they did, they 'd be sold for cat's meat"!

Keen evidently appreciates pluck. He says if he was to choose a man from among our American riders to meet the best English readers, Frye would be the man. He bases his decision not on Frye's speed, but because of his good heart and pluck, and his willingness to try conclusions with any man.

Our correspondents are requested to direct all communications intended for the editor, or for publication, to William E. Gilman, 8 *Pemberton square, Boston, and not to the* Bicycling World. *Our reason for this is that a new daily journal called The World has been started, and the similarity of names causes some postal confusion and consequent annoyance. Business letters to this office should be addressed to E. C. Hodges & Co.*

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*

Editor Bicycling World: — Can any of your readers tell me how to prevent the rattle of the rear-wheel ball bearing of my Harvard Roadster? Arcturus.
Windsor, Conn., 11 January, 1882.

Editor Bicycling World: — Will some bicycler who has tried Fairfield's cyclometer please give me an opinion on it? F. C. H.,
Scranton, Pa., Consul.

Editor Bicycling World: — I have been using the past season a 24-inch handle bar, with two soft rubber balls for handles, and I am very much pleased with them. The shape is most comfortable to the hand in any position, and the hand never slips on them; and the soft, yielding rubber prevents the vibration we usually have to endure even with the so-called rubber handles; and the cost is only fifteen cents each.... I am much pleased with the World; it is improving, and I like it better than the English 'cycle papers, E. N. B.
Fredonia, N. Y., 15 January, 1882.

UNION ATHLETIC CLUB,
OF BOSTON.

Third Annual Winter Games

TO BE GIVEN IN THE

MECHANICS' FAIR BUILDING,

Wednesday Evening, Jan. 25th.

BICYCLING CONTESTS!
BICYCLING CLUB DRILL!
TUGS OF WAR! RUNNING!
WALKING! JUMPING!
LAWN TENNIS MATCH!
POLO MATCH!

Reserved Seats for sale at the Brunswick, Parker House and Union Gymnasium.

Racing Men will find in the *Wheelman's Annual*, specifications for Racing Machines, contributed by John Keen, champion of England, Lewis T. Frye, W. W. Stall, L. H. Johnson, and others. Now ready: price, 30 cents.

PHOTOGRAPHS
OF THE
WHEELMEN AT NEWPORT IN 1880.

We have a few copies left. Sent, postpaid, to any address. Price, $2.00.

E. C. HODGES & CO., 40 Water St.,
BOSTON, MASS.

MISCELLANEOUS.

Addresses inserted in this department, $6 per year.

Nashua Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

Bicycle Leggins. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

Portsmouth, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamps for full information relating to the Marine Bicycle.

Lamson's Luggage Carrier, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

Bicyclers wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

To Dealers. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

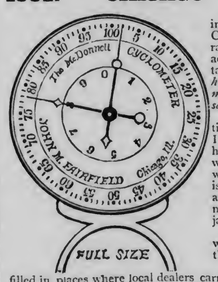
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St.,
Please send for circular.

WHEELMAN'S ANNUAL FOR 1882.

1882. CHICAGO 1882.



Comes up smiling with a new Cyclometer, warranted to record accurately all distances, from *one hundredth of a mile* to *one thousand miles*.

Dust tight; air tight; water tight. It is no larger or heavier than a watch, can be used with a hub-lamp, is positive in its action, and cannot be worked or jarred backward.

Sent C. O. D. with privilege of three days' trial.

No direct orders filled in places where local dealers carry a line in stock. Price, $4.00, nickel-plated and well finished.

Fairfield & Taylor, cor. State and Van Buren Sts., Chicago.



WESTERN TOY CO'Y.
MAKERS OF
Bicycles, Velocipedes,
ETC., ETC.

We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in. front wheel, inclusive.

For illustrated Catalogue and Price-Lists, address

WESTERN TOY CO.,
495 to 505 N. Wells Street,
CHICAGO, ILL.



The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881

IS NOW READY! 300 pages. 150 Illustrations.

THE INDISPENSABLE

Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is INDISPENSABLE TO EVERY ONE.

The "Indispensable," by Henry Sturmey, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NOW READY
THE THIRD ANNUAL XTRA
Xmas Number of the 'Cyclist.
EDITED BY
HENRY STURMEY.
WHICH CONTAINS
64 PAGES OF CLOSELY PRINTED MATTER,
And over **80 ORIGINAL ILLUSTRATIONS,** many of them of large size, the whole encased in a handsome illuminated cover. The advertisements are printed artistically in two colors, and contain the first announcements by all the leading makers of
Novelties for the Coming Season.
Price One Shilling (post-free 30 cents).
Iliffe & Son, The 'Cyclist Office, Coventry, England

WHEELMAN'S ANNUAL FOR 1882.

WHEELMAN'S YEAR BOOK,
ALMANACK AND DIARY, 1882.

Edited by H. T. ROUND, London (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)

The most useful book ever published. 250 to 300 pages brimful of all sorts of information.
No room in this advertisement for particulars, the attractions are so numerous.
Price, mailed free to U. S. A.....50 cts.
Or elegantly bound in cloth.....$1.00
Copies of last year's issue may also be had.
Publisher, Walter D. Welford, Pilgrim Street, Newcastle-on-Tyne, England. Orders received at office of *Bicycling World*.

GOY, The Athletic Outfitter,

21 Leadenhall Street,
22 Leadenhall Street,
54 Lime Street,
} LONDON, ENGLAND.

Any make of English Bicycle or Tricycle can be purchased of Goy at a very liberal discount off makers price-lists.
Club Uniforms, and every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing, and all Athletic Sports. Also, Billiard and Bagatelle Tables, Lathes and Fret Saws, Home Trainers, Boats and Canoes.

Goy's Calendar of Sports and Price-Lists forwarded free.

League Hand-Book.

The L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —
Bicycling World, 8 Pemberton square, Boston, Mass.
The Wheel, 75 Fulton street, New York.
Kingman N. Putnam, Corresponding Secretary, 54 Wall street, New York.
Dillwyn Wistar, Treas., 233 N. 10th street, Philadelphia, Pa.
Wm. M. Wright, 791 5th avenue, New York.

CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels. — *Shakespeare.*
36 pages, crown quarto, printed on best paper and ably and tastefully edited
By WALTER D. WELFORD,
Pilgrim Street, Newcastle-on-Tyne, England.

Full of original articles, serial stories, cycling tales, humorous sketches, accounts of tours, foreign advices.
The only English cycling periodical giving American news regularly. Subscriptions post-free to America; 12 mos. $1.00, 6 mos. 50 cts. Received at office of Bicycling World. Subscriptions to both Cycling and Bicycling World, postpaid, only $3.00 per annum.
E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

THE TRICYCLING JOURNAL
— AND —
MANUFACTURERS' ADVERTISER.
Edited by – CHARLES CORDINGLEY
Hammersmith, London, W.

Subscriptions received at this Office.

One year.....$2 25
Six Months.....1 15
Three Months.....60

Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

Rédaction et Administration: 36, Rue Monge, Paris.

Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the Bicycling World Office.

WM. FORD & CO.
Astley Bicycle and Tricycle Works,
WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Grey Rubber Tires, and finished all-bright or painted in three colors
up to 50-inch, for.....$41 00
From 50 to 56 inch.....43 00



Our No. 2 Bicycle is fitted with our patent double row Ball Bearings, Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.
Price up to 50 inch.....$26 50
From 50 to 56 inch.....29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881: —
"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, As it seemed impossible to produce it for the money."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,
FROM $20 EACH.

The Cheapest High-class Bicycle made IN or OUT of England.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - Wolverhampton, England

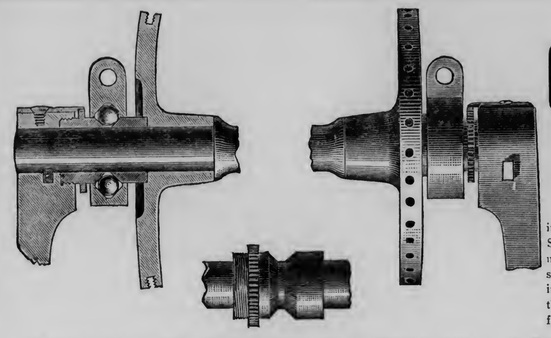
BICYCLING LITERATURE.

We have a supply of the following bicycling literature, which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	30
" 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
" " paper	50
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly)	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00



THE

Columbia Ball-Bearing.

(Patent No. 249,278. Dated 8 November, 1881.)

Invented expressly for our SPECIAL COLUMBIA Bicycle, and brought into public use in July, 1880. It is sold only with our machines. Our STANDARD COLUMBIA is also furnished with these latest, neatest and most perfect of ball-bearings, at an extra cost of $10. The means of securing the adjustment have been improved, and the bearing has been tested in continuous use by hundreds of experienced riders, and is pronounced, theoretically and practically, the most desirable adjustable anti-friction bearing for bicycles yet devised.

The points of superiority of the Columbia Ball-Bearing over any other now in use are:

1. Its scientific construction; it takes both "journal" and "pivot" friction without wedging the balls.
2. Its simplicity; it has a less number of parts, and these of more direct action.
3. Its great wearing qualities, it being of case-hardened steel in every operative part.
4. The perfection of its mechanism, every surface made with positive automatic tools perfectly true and smooth.
5. The great distance it may be run without re-oiling or cleaning; the box being of one piece holds the oil, so that the balls are continuously lubricated, and the whole is practically dust-proof.
6. Its readiness and certainty of adjustment. Any one, however unskilled, with the means in the tool-bag, can handle it anywhere, and not fail to adjust it properly.
7. Its compactness and beauty. It is small, symmetrical, and presents only smooth surfaces, and few of them, to the chamois or oiling rag.

THE POPE M'F'G CO.

MAKERS OF COLUMBIA BICYCLES,

AND DEALERS IN TRICYCLES AND BICYCLERS' SUPPLIES,

597 Washington Street - - - Boston, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, Etc.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LASON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings, and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; Bown's **Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 27 JANUARY, 1882.

Volume IV. Number 12.

[Vol. IV. CONTENTS. No. 12]

Currente Calamo	134
Plain Pin Pedals	134
Editorial: Our English Visitors; The Riding Season; Central Park	135
United States Bicycle Patents	135
Wheel Club Doings: Bay State; San Francisco; New Bedford	136
Correspondence: League Meet; Chicago's Claims; St. Louis; Washington; Buffalo; Æolus, Worcester; Summing up the Tire Discussion; The Meteor Bi. C.	137
French Notes	139
1881: Principal Events	140
Fancy Riding in Baltimore	141
L. A. W.: Applications and Expulsion	141
What Is to Be	142
Notes, Queries, etc.	142

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

BUY YOUR

ACCOUNT BOOKS & BLANK BOOKS

Of the Manufacturer at Lowest Prices.

FRED. W. BARRY, 108 and 110 Washington St.

CORNER ELM,

BOSTON.



Pat. Sept. 13, 1881.

NOW READY, $5.00. FINE GOLD L. A. W. BADGES of the new design can now be obtained, with garnet stone centre, $5.00 each. Extra finish, with ruby, sapphire or diamond centres (14 or 18 K): Prices, $8.00 to $20.00, according to stone. Send orders to the design patentee, C. H. LAMSON, Portland, Me.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

WHEELMAN'S ANNUAL FOR 1882.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the "**Special Timberlake,**" the "**London,**" the "**Stanley,**" the "**Matchless,**" and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the "**L. L. C.**" and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

CURRENTE CALAMO

LOOK for Fred. Barry's card on first page, and "when found make a note of it."

THE new badges will make very suitable prizes for L. A. W. members who participate in racing events.

GO to the bicycle handicap races tomorrow (Saturday) evening, in the Institute Fair building. See announcement.

WHIRLING WHEELS; or, the Wheelman's Annual for 1882, is now ready for delivery. See advertisement on last page.

IT has been said that every man must own a dog once in his life, and so a Louisvillain is now *temporarily* "Star"-ing it.

WHEELMAN KAYE, of Louisville, has accepted a position in Kenton, Ohio, and left the Louisvillians mourning his departure.

FRED. JENKINS can now experience the pleasure of Helen's Baby at seeing the little wheel "go wound,' when on his American Star.

NEXT week, or the week following, we shall have something to say about the Expert Columbia, the Pope Manufacturing Company's new and improved machine.

THE new League badge seems to find ready favor among our wheelmen, judging from the number we see worn. It makes a very attractive and dressy scarf-pin, with its golden spokes and jewelled hub.

THE error in one portion of our report of the races last week, giving Frye's ten-mile time as 25.44½, instead of 35.44½, was so obviously typographical that it seems hardly necessary to state the fact.

THE timers and scorers in the Boston bicycle races, 14 January, were Fred. Jenkins of the *Wheel*, Percy A. Legge, the referee, and C. A. Walker, Jr., an expert of the Auburndale Watch Company.

THE secretary of the Bay State Wheel Club says the South Boston wheels are getting rusty, and asks impatiently: "Will the snow never hold up?" We respectfully and sympathizingly refer him to the Signal Service Department for probable information.

THE Marine Bicycle Company has been formed at Portsmouth, N. H., with Director C. A. Hazlett as general manager, to manufacture and introduce, through appointed agents, their novel, speedy, and comfortable crafts. A large number, for which orders have been received, are being built by A. J. Philbrick, the well-known maker of road bicycles at Salem, Mass., and a limited number will be ready for the spring trade. The fastest professional rowing time was nearly equalled by Mr. Hazlett, in a trial last week, on a flat-bottomed craft weighing six times as much as the racing shell, and he easily passed the fastest row-boats on the river.

FRANK W. WESTON, C. C. B. T. C., L. A. W., B. Bi. C., etc., etc., ran his maiden race with Arthur Cunningham, the veteran bicycle importer and dealer, on the Institute Fair track one day last week the distance being one mile. Mr. Cunningham was allowed one fifth of a mile start, and won a waiting race in 15m. 10s. The winner was presented with an elegant picture of the old L. A. W. badge, cut from the cover of the League Hand-book.

P. S.—As we go to press we learn that in a subsequent race between the same gentlemen, Mr. Weston beat his opponent, reducing the former's record, one second, and was awarded a duplicate of Mr. Cunningham's prize.

"Two souls with but a single prize," etc.

THE HUB BICYCLE CLUB ball, Thursday evening of last week, was a very successful and pleasant affair, about eighty couples being present. Good music was furnished by Brown's orchestra, and about midnight the party sat down to a capital supper, after which many more dances were indulged in until the small hours. As has been before stated, this club is composed of colored young men, there being about a dozen in all at present, and they are very enthusiastic. We were present at their ball, and spent a most enjoyable hour looking on. We did not participate in the festivities of the floor, although the attractive graces of many a charming face and figure often tempted us to do so A couple of handsome, full-nickelled, Special Columbias adorned the head of the hall, and one or two of the dancers were in bicycling dress. The floor was under the direction of Frank Woods, assisted by Messrs. Cruckendale, Drummond, Capt. Turpin, and Lieut. Oxley.

SOME time ago there appeared in these columns an account of how a party of bicyclers were taken in and done for at the Blue Bell Inn, at East Milton. It was alleged that after contracting for a dinner at seventy-five cents each they were charged a dollar and a half, and their machines held until the bill was settled. The statement was a strong one, and being well backed, was published without any investigation. It now appears on very good authority that although the bicyclers inquired the price of dinners, they ordered the best dinner the Inn could furnish, which was served and charged for at the regular rate of $1.50 per plate. In disputing the bill several of the gentlemen, it is averred, used language that was unwarranted, which only tended to aggravate matters, and their machines were held until the bill was paid. The investigation shows that there can be two sides to every question; and as some injustice has evidently been done to the Inn, we hasten to correct any misstatements that have been made in this paper. Bicyclers who have hitherto patronized the Inn know that although the rates are not as low as other places in the city, the treatment they have received has always been satisfactory and strictly honorable. It has been a general rendezvous for bicyclers, and we hope that they will continue to patronize the establishment as long as they can be assured of honorable treatment. To those who have never visited the Blue Bell, we can say that it is on one of the most popular routes for wheelmen; and after the long pull over Milton Hill, its lemonades and cooling shades are especially inviting on a warm summer day.

Plain Pin Pedals.

Editor Bicycling World:—Having thoroughly tested the plain pin pedals, I would like to say a few words in its favor, giving the results obtained. According to the result of investigations so far, our impecunious riders need not despair at not being able to expend $12 for a pair of ball pedals, as the plain are probably within five per cent as easy running, are surely much stronger and more simple, and only cost $5.00 per pair. The pair tested was made by a local manufacturer of the best material in the market, and very carefully fitted. They were run 4,000 miles, and at the end of that time the rubbers had not worn, the frame was solid, the pin had not worn the tube at all, and the only evidence of 4,000 miles travel over forty was a wear of about one sixty-fourth inch endwise, which could be very easily compensated for by thin steel washers; whereas the pedals were not dust-capped at all, and were oiled only once a week, except when riding a great deal, and then twice in that time. They were lighter in weight than the common cone style, but were furnished with half-inch pins, whereas coned pedals, and also ball, have only ⅜-inch pins.

Parting with the machine and getting a new one, I experimented in the way of ball pedals, and much to my disgust, succeeded in shoving off each one twice inside a month's time beside bending one on a start so badly as to nearly lose a race. The advantages of ball pedals sum up about as follows: they do not require the attention to oiling which the plain pin does, and run a trifle easier; then, again, they are "*ball pedals*," you know.

On the other hand, the plain run fairly easily, and if attended to once or twice a week, will not get out of order. They are twice as strong for the weight as any other pedal than can be made.

I find Hancock's non-slipping pedal rubbers a great advantage over the plain, and should recommend them to all. In regard to the cone pedal, it is hardly necessary to say anything, as it is rapidly following its companion in misery, the cone front wheel. PRACTICAL.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 27 JANUARY, 1882.

OUR ENGLISH VISITORS.

WE intimated last week that additional races between the principals in the contests of the 14th inst. were projected. Our authority for the announcement was based on the following facts: The day after the races, Messrs. Keen and Vesey, in conversation with Mr. Weston, proposed to race their opponents again, the proceeds of the exhibition to be given to Mr. Prince as a complimentary benefit. Mr. Weston immediately notified Mr. Frye and Mr. Prince, and the parties all met the next day, Monday, and agreed upon the races, as follows: A ten-mile amateur race between Mr. Frye and Mr. Vesey, the latter being allowed one lap or one fifth of a mile start; a ten-mile professional race between Mr. Keen and Mr. Prince, the latter being accorded one lap start; the net proceeds to be presented to Mr. Prince. The races were to take place Thursday evening of that week, and Mr. Weston at once set about completing the details, and authorized public announcement of the event; but it appeared that the Englishmen, soon after making this arrangement, which was primarily of their own proposing, went and got their machines from the rink, and took train for New York that same Monday evening, leaving word simply that they were suddenly called home, and must go by Wednesday's steamer. Up to this writing we have no further explanation of their singular conduct. We trust they have good and honorable reasons for it. We should be loath to think otherwise; for while here they were treated courteously and welcomed cordially by our wheelmen, and by their own conduct and bearing created a favorable impression, and would no doubt have made many friends. We certainly regretted their sudden departure no less than the seemingly discourteous manner of it; for the interest which the exciting competitions of the previous Saturday had created among bicyclers and all lovers of athletic sports in this vicinity, would have attracted a much larger attendance at a second exhibition.

IN a few weeks the riding season will have opened, and we shall once more see many faces which have been missed during the winter months. The familiar roads and haunts of bicycles will be alive again with joyous and athletic men. Groups of riders in jaunty club uniforms will be seen bowling along on shining steeds, while ever and anon some poor, morbid, lonesome, unattached man, on an antiquated bicycle, clothed in a nondescript suit of "cast-offs," will be found toiling over the less frequented roads with no company save the rattle of his machine. The novice, indulging in his first road ride, will recount to his admiring friends his prowess on the wheel. The heart of mine host will be gladdened by anticipated patronage of a class who fill his coffers with shekels; his face will assume a radiant smile, and the poor bicycler who has not called on the L. A. W. consul for reliable information will be sent over the "best road" (usually the worst) to his destination. On the whole, the prospect for the year is very encouraging, and we look forward to a most successful bicycling year. Touring is on the increase, and its pleasures are being more appreciated by riders of the wheel. Its advantages cannot be overestimated, either on account of its social enjoyments or its healthful effect as an exercise.

The settlement of the Central Park controversy will, we hope, end one of the most important cases ever brought before a judicial tribunal, where the bicycle and the rights of its rider were brought in question. The park commissioners have guarded jealously the sacred precincts, but unless we much mistake, the decision of the judge will show that they were "mules in the trappings of elephants"; that they have perverted the power given them and shut out a most reputable and harmless pleasure-seeking class, with an unlawful discrimination and narrowness unworthy of a cosmopolitan city like New York. The right of a man to use the method of locomotion best suited to his means, occupation, and the state of society in which he lives, is inherent and beyond question; and a park commissioner has no legal right to say what recognized pleasure carriage shall be ridden. All persons may lawfully travel on a public highway with any animal or vehicle which is suitable for a way prepared and maintained to supply and afford the usual and common accommodation needful to or required by the community. The horse has no inherent right to the highway, except what has been given it by man, and the bicycle has the same rights to be used by him if it affords a proper and easy mode of locomotion. We can readily see that if the bicycle had been introduced in the æsthetic and superlative fourteenth century, the angular and effeminate youth of that time might well consider that it had no place among lilies and leonine sunflowers. In this enlightened and progressive age, the bicycle must be considered as part of the general progress of the people, and should be hailed by them as a useful if novel means of travelling, affording pleasure and exercise to a large class of people who cannot afford the luxury of doctors or sojourn at fashionable summer health resorts. J. S. D.

United States Bicycle Patents.

As this subject is of more than ordinary interest to our readers, as well as to those ingenious inventors who are endeavoring to improve or supersede the present style of bicycles and their parts, we herewith reprint from advance sheets of the forthcoming new catalogue of the Pope Manufacturing Company, which will be published early next month, and will be the most complete as well as hand-

some manufacturer's catalogue ever issued by any bicycle firm either at home or abroad: —

"Since 1865, many patents relating to velocipedes have been obtained by American inventors The improvements covered by some of them are fundamentally important to the construction of successful bicycles and tricycles. Of these we have become the owners. Some valuable patents have also been taken out on improvements peculiar to our own manufacture. As we have not referred to our patents in the foregoing descriptions, in many cases, we indicate the most of them in the following list: —

No. 54,207, 24 April, 1866, by H. A. Reynolds, velocipede; No. 59,915, 20 November, 1866, by P. Lallement, velocipede; No. 69,403, 1 October, 1867, by J. G. Buzzell, wheel, etc.; No. 72,538, 24 December, 1867, by J. Raddin, wheel, etc; No. 79,654, 7 July, 1868, by G., W., A., E., and F. Hanlon, velocipede; No. 80,425, 28 July, 1868, by H. A. Reynolds, velocipede; No. 86,251, 26 January, 1869, by D. T. Robinson, velocipede; R. No. 3,297, 9 February, 1869, by G., W., A., E., and F. Hanlon, velocipede; No. 86,834, 9 February, 1869, by W. Hanlon, velocipede; No. 87,713, 9 March, 1869, by L. W. Serrell, velocipede; 87,999, 16 March, 1869, by C. Witty, velocipede; No. 88,507, 30 March, 1869, by T. R. Pickering, velocipede; No. 98,220, 18 January, 1870, by J. G. Buzzell, wheel, etc.; No. 110,057, 13 December, 1870, by H. A. Maltby, velocipede; No. 123,571, 13 February, 1872, by H. A. Maltby, velocipede; R. No. 7,972, 27 November, 1877, by P. Lallement, velocipede; No. 243,346. 21 June, 1881, by J. B. Price pedal, etc.; No. 245,377, 9 August, 1881, by H. B. Hicks, saddle spring, etc.; No. 249,278, 8 November, 1881, by A. E. Wallace, bearing, etc.; 249,447, 15 November, 1881, by F. W. Bacon, bicycle; No. 249,622, 15 November, 1881, by W. W. Stall and J. E. Howard, tricycle, etc.; No. 250,289, 29 November, 1881, by H. T. Russell, bicycle, etc.; No. 250,316, 29 November, 1881, by W. A. Whiting, velocipede; R. No. 9,963, 6 December, 1881, by J. Raddin, wheel, etc; No. 250,917, 13 December, 1881, by H. B. Hicks, bicycle, etc.; No. 250,980, 13 December, 1881, by H. T. Russell, bicycle, etc.; No. 250,981, 13 December, 1881, by H. T. Russell, bicycle, etc.; No. 250,982. 13 December, 1881, by H. T. Russell, bicycle, etc.; No. 252,461, 17 January, 1882, by H. B. Hicks, bicycle, etc.; No. 252,371, 17 January, 1882, by Peter Gray, lantern, etc.

"All bicycles, tricycles, and other velocipedes now in common use or in the market are constructed so as to embody some of the inventions covered by the above named patents, and within claims sustained by the decisions of the courts. Amongst the separate parts covered by their claims are the double-cranked axle, the round rubber tire, the tubular metallic rim, "nippled" spokes, "direct" spokes, enlarged or "thick-ended" spokes, hollow forks, hollow metallic backbone, bifurcated perch, adjustable saddle adjustable cranks, steering head, etc., found in all bicycles; and there are many more parts and combinations, which we have not space here even to indicate, which, or some of them, are found in the bicycles, tricycles, and even the peculiar velocipedes of the day, and the making or sale or use of which without license from us is infringement of our patent rights, and makes every one so infringing liable to us for royalties, damages, and costs.

"The importation and use or sale of such machines made outside of the United States, without authority or license from us, is likewise infringement. The user of a bicycle or tricycle of foreign make, who has not purchased it of us or our agent or licensee, is therefore an infringer. Some appear to have thought it a small matter, or even not trespassing, to import a bicycle or two for one's self or his friend, without license from us, so long as they did not go into the business for profit by sale to others; as if it were not theft to steal pears for one's own eating, though it is theft to steal them for sale. Neither the law nor honorable dealing allows any such distinction. Many of these patents we have been obliged to buy to protect our own manufacture and sale, and to avoid large and uncertain royalties; and the business advantage of purchasing and bringing them together we have shared with others in the business, and with all wheelmen, by reducing the aggregate of royalties to less than half what was demanded by the previous owners. Our patents are all important and valuable ones, and have been acquired and established by us at a large aggregate expense, amounting to many thousand dollars; and we are compelled to protect our rights, and secure some return for this investment. Not alone for our own interests, however (considering which we might be lenient), but for the interests of our licensees, with some thirty of whom we are under agreements, and of our hundreds of agents, who, in both classes, are devoting capital and enterprise to the business, we are compelled to enforce our patent rights, and to prosecute and restrain all infringers. This is in protection of *their* rights and interests. This policy is no discrimination against purchasers and users of bicycles or other velocipedes. We have closed no source of foreign supply; we have reduced the aggregate amount of royalties taxed upon each machine far below what they were in separate hands; we have encouraged and enabled others to embark and continue in the business; we have established agencies in the principal cities and towns; we have removed from users the annoyance of repeated demands for royalties by separate owners of patents; we have created a home manufacture and supply of good machines, quick to be had and warranted; have made it possible for repair shops and riding schools to be maintained; and have now brought to the American market a better machine, *and* at a less price, than has existed heretofore."

WHEEL CLUB DOINGS

BAY STATE WHEEL CLUB. — The following-named have been elected to serve as officers of the Bay State Wheel Club until Jan. 1, 1883: President and captain, William J. Bicknell; sub-captain, A. J. Thompson; secretary and treasurer, Frank R. Miller, 750 4th street, Boston.

SAN FRANCISCO BI. CLUB. — The regular annual meeting of the San Francisco Bicycle Club, for the reception of yearly reports and the election of officers was held at the Windsor, on Thursday evening, 12 January, 1882, with a very full attendance of members. The report of the secretary and treasurer, giving a statement of the membership of the club, as well as of its finances, showed that both were in a flourishing and satisfactory condition. The report of the captain gave a detailed account of the various runs, meets and races in which the members had participated during the year, and which had the pleasing effect of recalling many happy incidents on the road, as well as proud victories on the race track. An amendment to Article 3 of the By-Laws was adopted, giving the club, instead of a sub-captain, a first and second lieutenant, and also adding a bugler. The ballot for officers for the ensuing year resulted as follows: President, Columbus Waterhouse (re-elected); captain, Charles A. Butler; first lieutenant, Henry C. Finkler; second lieutenant, Henry London; secretary and treasurer, Geo. J. Hobe (re-elected); bugler, John W. Gibson; club committee (in addition to the president, captain, and secretary), James Sanderson and James W. Kerr. The business of the club having been completed, an adjournment was had to the dining-room, to partake of the "Third Anniversary Banquent" of the club, which was served in the elegant style for which the Windsor is so justly celebrated. I enclose the menu to prove my assertion, although some of the dishes may be new to you.

MENU.

Eastern Oysters on Racing Saddle.

POTAGE.

Chicken Cream with Ball Bearing. Sherry.

HORS D'ŒUVRE.

Shrimp Salad. Patent Tire Cement.
Patties of Lark with Fluted Forks a la Club.
French Olives.
Sauterne.

POISSON.

Lake Bigler Trout a la S. F. Bicycle Club.
Potatoes a la Pope Manufacturing Company.
Chateau la Rose.

RELEVES.

Tenderloin of Beef, Braised, with Rubber Handles.

PIECES FROIDES MONTEES.

Gelatine of Turkey on a Cradle Spring.
Beef Tongue a la Oakland Bicycle Club.
Aspic of Lobster a la L. A. W.
Chateau Margaux.

ENTREES.

Supreme of Chicken a la Coventry.
Compote of Duck, Stuffed in Hollow Felloes.

Roman Punch on Moonlight Run.

ROAST.

Turkey, Stuffed with Rubber Tires.
Goose on Backbone.
Chateau Lafitte.

ENTREMETS LEGUMES.

Green Peas a la Waterhouse.
String Beans a la Hobe.
Mushrooms a la Finkler.
Stewed Tomatoes a la Butler.
Baked Potatoes a la Warschauer.

ENTREMETS SUCRE.

Champagne Jelly in Cone Bearings.
Charlotte a la Russe, Nickel-Plated.
Sillery Mousseux.
Krug.

PIECES MONTEES.

Bicycle a l'Eggers — 3.151.
Pyramide d'Clairmont a la Pioneer.

DESSERT.

Fruit. Assorted Cakes. Nuts.
Cheese. Coffee. Raisins.

The president, M. C. Waterhouse, took the chair, assisted by Capt. Charles A. Butler as vice, who has been always ready to give his assistance in forwarding the objects of the club. Beside the members of the club, the officers of the Oakland Bi. Club and several other wheelmen were present. After full justice had been done to the substantials, the members gave themselves up to the jollities of the evening; it being understood that no regular programme had been arranged, but every one could "go as he pleased." The health of the president having been proposed, Mr. Waterhouse responded in a few well-timed remarks, thanking the members for the compliment in re-electing him as their president for the ensuing year. Mr. Finkler proposed the health and prosperity of our sister club, saying it was a source of great gratification to have the officers of the Oakland Bicycle Club present. He coupled with the toast the name of George H. Strong, its president and captain, and that officer responded in a brilliant and entertaining speech. Capt. Charles A. Butler having presented the club with a beautiful frame, containing the photographs (cabinet size) of the members, the result of his own handiwork, the president, in tendering him the thanks of the club, expressed the hope that before our next annual meeting the club would be able to have a club-room of its own, and hinted that such might be the case in the near future. Mr. Feintuch, the "club poet," entertained the members with a poem, setting forth in happy language the characteristics and trite expressions of the various members. Ex-President R. DeClairmont, the pioneer bicycle rider of the Pacific Coast, gave some amusing incidents of the early days of the sport in this city. The health of the ex-captain having been proposed, M. H. C. Eggers responded in his usual happy style, promising the same untiring efforts in behalf of the club as a private member. Mr. Davis favored the company with a recitation, which was received with marked approbation. During the evening Mr. Warschauer presented the secretary with the elegant gold match-box with quartz setting, on behalf of the members of the club, as a token of their appreciation of the services of that officer during the last two years, and spoke in flattering terms of the manner in which the duties of the office had been performed. The secretary feelingly responded, and promised the same fidelity to his duties in the future. Other toasts and speeches were given, and "Auld Lang Syne" with all hands round brought an enjoyable evening to a close.

STRINGBEANS.

NEW BEDFORD BI. CLUB. — *Editor Bicycling World:* — We are still alive (in a bicycling sense), although we are unable to do a great amount of outdoor riding. Our club, since my last writing, has increased to twelve active members, together with a very creditable list of honoraries. We have just obtained the use of the New Bedford Skating Rink for a part of each day, and expect during the winter to give one or two entertainments of club and trick riding. In this last particular, our club, until recently, has shown but little interest; but with increased attention and careful training, we expect erelong to develop a fair degree of excellence in the department. By the resignation of Mr. H. L. Dwight, formerly secretary, our organization is somewhat changed. At present, our officers are: W. M. Butler, captain; O. Frank Bly, secretary and treasurer; J. B. Bradford and J. Snow, club committee. With the opening of spring and the advent of warm weather we anticipate much interest in our sport, and have hopes, not without cause, of a very successful summer's work.

W. M. BUTLER, *Capt.*

NEW BEDFORD, MASS., 22 January, 1882.

THE Marlboro' Bicycle Club held a second social party in Berry's Hall last week Wednesday evening, which was greatly enjoyed by all present.

THE Louisville and Falls City Bicycle Clubs, of Louisville, are considering the question of consolidating under the name of the Kentucky Bicycle Club.

CORRESPONDENCE

League Meet.

Editor Bicycling World: — I have read with much interest your editorial in the WORLD of the 6th inst., in regard to the question of selecting the place for the next L. A. W. meet. I am glad to see this question come up for discussion, and hope your comments on the subject will be the means of "cyclers" generally giving their views on the subject. For my part, after looking over the ground, and considering the advantages of each point, I am in favor of Philadelphia, and think, all things considered, no better place could be selected. It is certainly as central as any point proposed. Its park commissioners have shown themselves to be possessed of common-sense as well as ability in allowing the privilege of Fairmount Park to wheelmen. To me, it seems to be a most fitting thing, if the large number of the League members who would surely be present at the Quaker City could thus show their appreciation of the resident wheelmen's efforts; and among other things, learn from them how to secure the same success in New York and other cities where the park question is still unsettled. I have yet to learn of a single objection to Philadelphia. Keep up the discussion. F. C. H.

SCRANTON, PA., 14 January, 1882.

Chicago's Claims.

Editor Bicycling World: — The inducements Chicago bicyclists can offer for the next League Meet should not be hurriedly passed over by the League directors at their next meeting. Although called a Western city by the Eastern bicyclers, it is really the centre in regard to situation of bicycling in the United States. There are no doubt more riders of the wheel in New England than anywhere else, in as small a territory, in the Union, and a Meet in Boston or New York would possibly bring together more riders than if held farther West; but still it is not to be disputed that a great number of bicyclers would attend if held in Chicago. Chicago has some two hundred riders and two clubs, prominent in the ranks of bicyclers, — probably one hundred and fifty would be present. Milwaukee would send almost one hundred strong. St. Louis would send several delegates. Detroit, Louisville, Cincinniti, Indianapolis, Oshkosh, Columbus, Quincy, Peoria, Davenport, Rock Island, Minneapolis, St. Paul, Toledo, Grand Rapids, and many others would also be represented; also the East would send a goodly number of delegates, and a grand Meet of not less than five hundred enthusiastic wheelmen would gather here. Then again the roads: what other city west of Boston can show their equal? The boulevards of Chicago are fully fifty miles in extent, and no better place for a parade could be chosen. Probably many of your readers do not know that there is a belt boulevard encircling our city, beginning at 12th street and Michigan avenue and ending at Lincoln Park, — fully thirty-five miles in circumference. The League Meet has been held in the East twice. Would it be fair to the Western wheelmen to continue this right along, and not give them a chance to see how successful a Meet could be held here? Speaking with a few of our wheelmen lately, on this subject, all concluded that the West should have the honor, this year, of the League Meet, but all thought alike in regard to one matter, — that it was almost a foregone conclusion that it would again be held East. The directors' meeting for the purpose of naming a city for the Meet is always held in the East, and of course Eastern directors predominate; consequently they are rather prejudiced in favor of an Eastern city. Don't think that I wish to cast a slur on our Eastern directors, but they evidently think a Meet held west of Philadelphia or Washington would not be a success. Now give Chicago, Cincinnati, or Detroit a fair show, and let us see if a successful Meet would not be the outcome. ARIEL.

CHICAGO, 14 January, 1882.

St. Louis.

Editor Bicycling World: — In your issue of 6 January, I noticed that you very properly abstained from mentioning St. Louis as a place for the Annual Meet of the L. A. W. Nothing would give our club greater pleasure than to have the honor, as well as good resulting from such a gathering in our city; but we could only only offer our visitors a hearty welcome, and find a place to stack machines, — for the parade, one of the chief objects of the Meet, would be entirely out of the question, considering the quality of our streets. It is in bad taste to vilify home institutions, but I defy any

city, great or small, to compete with our streets in the way of holes and mud. We console ourselves, however, with the philosophical deduction from an observation of nature, that every animal is suited to its surroundings; and whilst we can ride with comparative safety these rocky streets, and climb the multitudinous hills, we feel ashamed to have outsiders view our poverty in this respect. We have sweet dreams of sand-papered roads in the East, where evening zephyrs waft one along, and we return to our hills and rocks gloomily; but we do think that we are the best hill climbers in the States. Our president, while in England, was pointed out a hill which had a standing offer of a medal for any one who could surmount it, and he is of the firm conviction that any member of our club could bankrupt them in medals. We have deemed that only Standard Columbias could stand our roads, and only the best of them; but this winter two of our club have had imported a 55-inch and a 56-inch Harvard, full-nickelled, and ball bearings on both wheels and pedals, and the wise ones among us expect to see some melancholy ruins in the early days of spring; but "sufficient unto the day is the evil thereof," and we may indulge in light-built machines ourselves when these have proved their durability. We have unbounded privileges here, and our Park Commissioners have announced that "they would not deny us the driving parks, provided our numbers did not materially increase," which is hardly probable, considering what a rider in this city has to travel over. Part of the drives in Forest Park are good, while I must admit that Tower Grove is superb; but unless one lives near the last mentioned, it will be like Moses gazing on Canaan. We think that there are only three cities which can fill the requirements, and they are Chicago (hard for a St. Louisian to utter), Philadelphia, and Washington. St. Louis can only be an attentive listener and await the result. S.

ST. LOUIS, MO., 15 January, 1882.

Washington.

Editor Bicycling World: — The Capital Bicycle Club gave its second uniform *soirée dansante*, Monday evening, 9 January. The affair was a grand success, even surpassing the soirée of two months ago, and was attended by more than three hundred persons. The city papers reported the entertainment at length, and the long list of those present included the names of "the most charming people of Washington," to use the language of our leading daily. So great was the demand for invitations that great care had to be exercised in their distribution to prevent overcrowding the hall; and this necessary limitation resulted in the unfortunate exclusion of many whose absence was a source of regret. In the future it is intended to avoid this by engaging a larger hall. As on the previous occasion, Marini's Hall was the scene of this event. It is the most popular and best appointed building in the city for large entertainments. The dancing floor is unrivalled. The natural beauty of the ball-room was greatly enhanced by a profuse display of the national colors. At the front of the music gallery was a colossal *fac-simile* of the club's badge, formed by the monogram and motto appropriately arranged on a 54-inch nickelled wheel, which was shown off to great advantage by a background of the club's colors — red, white, and blue. The use of the enormous flags was kindly tendered by the War Department. The programme was handsome and unique, and was a very appropriate souvenir in the form of a bicycle wheel in silver on heavy tinted card-board, suspended by a cord and tassel passed through the hub. The dances and engagements were arranged between the spokes. The programmes were a subject of universal comment, and everybody wanted an extra one "for a friend." The committee of arrangements foresaw such a demand, and by providing an extra supply was able to meet it.

The larger portion of the members of the club were present, and their handsome blue uniforms were much admired; and it was acknowledged that they formed a pleasing and striking contrast with the regulation dress suits. The charming faces and elegant costumes of the ladies, the gliding dancers and enchanting music, the beauty of the ball-room, and the natty uniforms with their twinkling silver buttons and dazzling stars and medals, made the scene seem more like a fairy dream than a reality. Never did a jollier and better satisfied crowd leave a dance than on that night; and "When will the club give its next soiree?" was a question that seemed to come from everybody. The supper was one of exceptional elegance, and was a feature of the evening. The music was highly complimented.

It is an interesting fact that on all its many special occasions the club has been favored with good weather; oftentimes the pleasant day being sandwiched between storms. The standing of the club is sufficient in itself to guarantee success to its entertainments; but the novelty of bicycle uniforms at a dance attached additional interest to them. The society season of the national capital is replete with elegant entertainments; but the soirées of the Capital Bicycle Club, without the least exaggeration, have been accorded a place in the first rank of social events by the success that has characterized them. C. G.

WASHINGTON, D. C., 15 January, 1882.

Buffalo.

Editor Bicycling World: — The club here is doing very well. We are at present using the drill room of the 74th Regiment, N. G. S., N. Y., for a riding room upon Saturday evenings. We have begun drilling, and have progressed rapidly under our new captain and sub., Messrs. John F. Gard and Chas P. Forbush. We have been favored, thus far, by the presence of a large number of the beauty of Buffalo. We have always had the free use of all parks and parkways in and around the city, without a single restriction.

New Year's day a number of the boys took trips around the city. One of the boys had a queer accident. He was riding down one of the principal streets as big as life. At a corner he noticed a small boy gazing wistfully at him. This small boy had a sled. Suddenly there was a jerk, followed by a fall. That wheelman is still "Hunt"ing for that small boy with the sled. Smith has a new Yale Racer. It is a 54½-inch wheel. Upon arriving at the riding hall Saturday night he was greeted with a cheer. Wondering what made the boys laugh so, he began to look around. He soon found the cause in the shape of a cartoon of himself and the Yale. Next to the cartoon were the following lines: —

"An Oak-and-Tan young man;
A hop-over-the-fence young man;
The boss at "15," for he sweeps the points clean,
An in-for-the-three-mile young man.
Hurrah for Yale! Yale!! Yale!!! Smith!!!"

Each boy had a card on their brake which said "Smith 's the boy," "I tell yer," "Look out for 54½." Smith took it pleasantly and offered all a ride. More anon. DANCER.

BUFFALO, N. Y., 16 January, 1882.

Æolus, Worcester.

WHEELING matters in Worcester have been nearly at a standstill for the last two months: first, because every one has been so engaged in business; and second, because no room of sufficient size for riding can be found vacant. However, a few days since the manager of the skating rink offered our club its use from 8 to 10, 2 to 4, and 5 to 7, each day, provided we would give an exhibition at some future date. The club accepted the offer, and are in daily practice. The floor is of good size, some thirteen laps to the mile, and in first-class condition. The exhibition will probably come off about the first week in February, and will consist of club drill, slow race, fancy riding, and perhaps a mile against time. Sixteen of our twenty wheels are at the rink. We have nine names to propose for membership at our next monthly meeting. Our club is in a live condition, and we hope to have forty members before the summer is over. Next fall we intend to open permanent headquarters. ....While all the different makes of bicycles are getting so much attention through your columns, I would like to put in my little word in favor of a machine I have been riding. It is a 52-inch D. H. F. Premier, which I purchased last May. In riding, my wheel is stripped down to business; no bell, lamp, cyclometer, or tool bag, and it weighs in this condition 41½ lbs. The longest ride I have taken on it is forty-four miles, and I have never had need to oil it or use a wrench while on the road. Every one said when I got it that it was too light, too weak in the head, would not stand rough riding, bad falls, or Worcester roads, — whose equal, by the way, it is hard to find. From various causes I have done but little riding the past season; say about seven hundred miles. I have not laid out a cent for repairs, and it is in as good condition now, for aught I can see, as when I got it. I am naturally of a very modest and retiring disposition, and when it comes to a point where the wheel or myself has a "call" to make an item for the daily papers, I always retire in favor of the wheel; and my experience has been that a D. H. F. Premier, in such cases, is strong enough to take care of itself. One morning last June I took a header while coasting a steep hill, and it is my impression that my wheel went higher and further before touching the ground than is good for such articles; but on picking it out of the gutter to carry it to the junk shop, I found the only injury was in bending the saddle. I have practised fancy riding to some extent, and I think that gives a harder test than rough riding. The D. H. F. Premier has long handle-bars, short cranks; is a good hill climber; is strong, rigid; does n't buckle when you fall on it; rides easy on rough roads or pavements; is light, close built, and what I consider a first-class machine. I am inclined to think the "gamin" was about right, who, on seeing it last summer when I was riding with a friend, cried out: "O Jimmy, see that bicycle; that 's the boss." ÆOLUS.

Summing up the Tire Discussion.

Editor Bicycling World: — If I have not already occupied too much space, permit me to briefly close the discussion about tires, so far as I am concerned. Having accomplished my object in awakening attention to and interest in this important topic, I shall be content to allow others to continue its discussion as long as they please and you permit.

Before summing up, let me confess that "Cyclos" has convicted me of heterophemy in writing "diameter" when I meant radius; a mistake so obvious that I did not deem it worth while to correct it, inasmuch as every careful reader would see at once what I meant. Neither with him nor with others is anything of practical value to be gained by disputing about words, technical terms, or theories.

Julius Wilcox has expressed the practical point in this matter, when he says, "It is conceivable that a broader tire, in or on a broad rim, might run over sand, and not into it without involving worse practical difficulties than it removed; conceivable, but not at all sure. Experiment alone can determine, and theory is not worth a cent." It is also conceivable, but not at all sure, that a broader and thinner tire might make the bicycle a practical roadster on all country roads, enabling it to travel over sand, mud, lumps, gravel, and places where bicycling is now impracticable. If this can be done, it will evidently be an improvement of almost unlimited value. If this cannot be done, it is still conceivable, but not sure, that tires may be made lighter, cheaper, and of more benefit than that now in use. Experiment alone can determine these questions; theory cannot settle them.

In brief, the question is: Can the present form of tire be in any way or degree much improved?

On the one side of the discussion of this question, we have substantially the conservative plea that the present form of tire sprang into being perfect in form at its birth; that its form cannot be improved, and it is not worth while trying to improve it. It is as it is, and it should remain as it is, because, —

1. The first rubber tire was made round.

2. It has been round ever since the first one.

3. Nobody has ever tried any other form.

4. There is a consensus of opinion of both riders and manufacturers (who have never tried any other form) that the round form is the best, — at least is well enough. (As to the manufacturers, a change of form would cost them a good deal; hence they are not likely to change until it is demonstrated that there is a better form, when they must change to meet the business demand.)

5. Therefore the round form is best, and experimenting with a view to find any better form is useless. "Whatever *is*, is right." Improvements are impossible, because they have not yet been made. There is so much wisdom already in the world that what is not now known isn't worth discovering, and cannot be discovered. Here let invention stop, and its proud waves be stayed. This is the sum of the arguments on the conservative side.

The other side is the speculative side. Nobody *knows* of any better form than the present one. The discussion has not produced any evidence (except in one instance) that anybody has tried any experiments for the purpose of discovering or inventing an improved form; and no supposed improvement of form has been, as yet, tested by anybody, anywhere. Nevertheless, it is perhaps possible that there may be an improvement in form: if the form *can be* improved, it is clear that the improvement may be very valuable, and is desirable. Therefore experiments ought to be encouraged, in the hope of securing improvements. It is pretty certain that *if* any inventor *does* produce a form which upon test proves a real improvement, he will be rewarded by both fortune and fame.

As I said in the beginning, I do not *know*. The discussion has not brought to light anybody who does *know*. Apparently the field is a virgin one, inviting manufacturers and inventors to experiment and discovery, and promising rich rewards for every lucky find. Again, I thank all those, on either side of the discussion, who have aided in bringing the subject before public attention. B.

The Meteor Bicycle Club.

Editor Bicycling World: — In the last week's issue of the WORLD, an article under the head of "Notes on the Races" particularly attracted our attention. It seems some anonymous correspondent, whom we believe to be not far removed from our immediate vicinity, has taken upon himself the responsibility of informing bicyclers in general that there exist in the Allston district a "few boys," who in the selection of a term to be applied to an association recently organized in that place, had become somewhat muddled. The anonymous correspondent says: "I think the Meteor Club too vague an association to be called a club [we heartily sympathize with his vagueness of ideas] in comparison with the other competing organizations [this is the first intimation we have had that competing clubs were to compare favorably with others in the mind of a person whom we unanimously believe to be incapable of judging rightly, if this be a specimen of his judgment]. Early this season a few boys [a few young men, we would suggest, as some of our members think they can claim that title] in the Allston district undertook [not undertook simply, we beg leave to enlarge upon the statement of our friend, but actually did] form a club which should go by that name [which did and continues to go by that name, allow us to add]; but they never made good their claim [we fail to see what authority the correspondent has in making this assertion], and shortly after [the club] told me [we were not aware that any action by our club to the effect that our most valued correspondent should be informed that there had been a change, or that there was a change pending; our records fail to show any such action] they had given it up." Possibly we have mistaken the object of our esteemed writer. We cannot believe, however, he dare attempt extinguishing the light of one of Boston's luminaries; a Meteor will shine, in spite of his efforts to the contrary.

THE ("Vague") METEORS.

FRENCH NOTES. — De Hertal, in *La Revue des Sports*, translates from the *Bicycling News* the same article on "American Exaggeration" that we reprinted 9 December, and corrects the Englishman's statement that bicycles are forbidden on the Champs Elysées and in the Bois de Boulogne in Paris; and says if one provides himself with a bell by day and a lantern by night, he can circulate freely through these two promenades, except in a certain avenue in the Bois where carriages are very numerous; but that is no privation, for at that point the side avenues are just as convenient..... *La Velocipedique Belge* describes a meeting of the Brussels Club, at which the names of two gentlemen were proposed for membership by the president, the secretary, and the treasurer of the club; but they failed to get the necessary number of ballots for election, whereupon the

three officers who proposed the names considered themselves insulted and resigned from the club, several others following their example, and the club was thus suddenly reduced to a dozen members. A still more singular club quarrel has occurred at Saumur. Without any real authority, several members called a special meeting and elected a new president, not even notifying their old president who has held the chair for four years. Later, at a regular meeting, only two members were present; so instead of a "club with two presidents," they have a "president without any club." This affair has caused much talk in the papers, *Le Sport Velocipedique* recently devoting six columns to a letter from the gentleman who was so unceremoniously kicked out.... The professional question is also being agitated once more in the French papers, and with a good deal of feeling. ....The bicycle club of Lyons has declared war against the *Union Velocipedique Francaise* (the society which corresponds to our L. A. W.), and expresses much dissatisfaction with its rules, — particularly with its definitions of amateurs and professionals. Indeed, this question is likely to cause much trouble before it is settled. S.

1881.

Principal Events in the Bicycling Circles of America.

We give below a few of the events of 1881, compiled from the pages of the Bicycling World: —

JANUARY.

14. — Appearance of the Midwinter Number of the World. 16 pages; 20,000 copies.
28. — League badge, designed by A. S. Parsons and Jo Pennell, issued to members.

FEBRUARY.

Bicycling on the ice is all the rage. Mr. Thurber, of Providence, R. I., rides fifteen miles to Rocky Point, and J. S. Dean takes a spin on Boston Harbor.
1. — Annual dinner of the Massachusetts Club at headquarters. A. S. Parsons elected president. Membership, 38.
6. — Annual dinner of the Boston Club at Young's Hotel. Chas. E. Pratt elected president.

MARCH.

19. — Special meeting of officers of L. A. W. in Boston. It was decided to hold the annual League Meet at Boston.
23. — Union Athletic Club games at Music Hall, Boston. Exhibition drill by Providence Club.

APRIL.

3. — Columbia College annual sports, New York. Two-mile bicycle race won by John Stearns, Jr.
7. — Fast day. Runs by the Boston, Massachusetts, and Crescent Clubs.
9. — Run of the Oakland Club, of Oakland, Cal., to San Jose, forty-four miles.
16. — Inter-club race on an exerciser between the members of the Boston and Massachusetts Clubs; Louis Harrison, of Boston Club, winner. One mile, 2.09.
19. — Annual ball of Crescent Club in Odd Fellows' Hall.
20. — Exhibition given by Washington and Baltimore Clubs at Baltimore. One-mile race won by Schooley in 3.12.

MAY.

3. — Two-mile races of Columbia College on 3d and 7th. Both won by J. M. Stearns. Time, 7.42, 7.13.
7. — Race for the Howard medal at Providence.
28. — Inter-collegiate race at New York. Reed, of Columbia, wins two-mile race in 6.51.
28. — Races at Beacon Park preliminary to League Meet. Quarter-mile race: Lewis T. Frye wins in 47½ seconds. Half-mile race: Lewis T. Frye winner in 1.42. One-mile race: W. M. Woodside winner in 3.30¾. Two-mile race: Woodside winner in 6.52½.
29. — Consuls run to Waltham, from Boston, 60 men. Dinner at Waltham.
30. — League Meet at Boston. Parade in the forenoon, 800 men in line. Business meeting at Humstead Hall at 2.30 P. M. Officers elected. Dinner in Music Hall at 5.30 P. M. Club drill and trick riding in the hall after the banquet.

JUNE.

18. — Annual races of Capital Bicycle Club at Washington, D. C. One-mile race won by H. M. Schooley, 3.14. Five-mile race won by J. McK. Borden in 18 42¾.
18. — G. D Gideon rides from Philadelphia to Jersey City, 108 miles, between 5 A. M. and 9 P. M.
19. — Annual parade and races of Capital Club, Washington, D. C., 80 men in line. Mile race: H. M. Schooley winner in 3.14¾. Quarter-mile race: Geo Cook winner in 43¼ seconds. Five-mile race: J. M. Borden winner in 18.42¾. Mile race: Geo Cook winner in 3.20¾. Three-mile race: H. Stewart winner in 10.3m.
22. — Tournament by Vesper Boat Club at Lowell, Mass. Drill by Providence Club; trick riding by Chandler, of Providence, and by Prof. Rollinson.
25. — Boston and Massachusetts inter-club races at Beacon Park. Hodges, Dean, and Lowell, for Boston: Alden, Parkhurst, and Hardwick, for Massachusetts. Ten miles: best time by Alden, 41.18¼. Massachusetts Club wins by 11 seconds, aggregate time.
25. — Meet of the Philadelphia, Germantown, and Centaur Clubs at Fairmount Park, Philadelphia, Pa.; parade of 100 wheelmen.
25. — Inter-club race of Chicago and Ariel Clubs at Chicago, Ill. L. W. Conkling, of Chicago, wins in a mile dash.
25. — Meet of Hartford, Conn., Wheel Club. Races, trick riding, etc.; Capt. Wander wins one-mile race in 3.19.
25. — Races at Recreation Park, Detroit, Mich.
25. — Handicap road-race of Montreal Club to Lachine and back. G. M. Smith takes 2 minutes from C. J. Sidey and wins, making 17 miles in 1h. 24m. 35s.; Sidey's time, 1h. 27m. 37s.
30. — Bicycle race at Bloomington, Ill., Fair Grounds; Elmer Folsom winner.

JULY.

2. — Annual run of Milwaukee Bicycle Club; three-days' tour.
2. — Meet of the Germantown Bicycle Club at Atlantic City, N. J.; three days of pleasure, ending with races on the 4th.
4. — Races on Boston Common. One-mile amateur race; W. M. Woodside, winner in 4.48. Two-mile professional race: Rollinson wins best two in three; best time, 8.33. Half-mile amateur race: Woodside wins two straight heats; best time, 1.49½. Tricycle race: Henry Percival wins in 5.48. Two-mile amateur race: won by Woodside in 7.56. Slow race: won by A. H. Baldwin, 200 yards in 2.47.
4. — Races at the Exposition Grounds, Kansas City. Dr. G. L. Henderson wins a half-mile, a slow race, and a handicap half-mile race. He also covered one mile, beating a horse who was to go one and one half miles.
4. — Race at Lockport, N. Y., Fair Grounds. Forbush wins best two in three mile heats. Best time, 3.17.
9. — Fairmount Park Commissioners, of Philadelphia, give increased privileges to bicyclers.
10. — Run of the Boston Club from Boston to Gloucester; thirteen wheels in line.
13. — Field day of Æolus Club, of Worcester, Mass. Contest for gold badge and set of colors. Spiers wins former and Higgins the latter.
16. — Amateur races for championship at Leicester, Eng. One-mile race won by G. L. Hillier in 3.11 3-5. Twenty-five-mile race won by same, in 1h. 27m. 45 3-5s.
20. — Professional races for championship at Hull, Eng. C. G. Shaw wins one-mile and twenty-five-mile race. Time in latter race, 1h. 46m. 35s.

AUGUST.

5. — Club races by Marlboro', Mass., Bicycle Club, and a run against time by Lewis T. Frye, who makes one mile in 3.10¾.
12. — Bicycle contest at Martha's Vineyard, the first of a series of three two-mile races for a $50 medal offered by Boston *Herald*. S. T. Kaulbach wins two heats. 19. — Second contest. Geo. E. Whittaker wins three successive heats. 26. — E. M. Bent won three heats. Bent wins in running off tie with Whittaker, and takes prize.
15. — Championship race of Marlboro' Club at Hudson, Mass., one mile. John Sawin wins in 3 31¼.
25. — Contest for badge and colors at Worcester, Mass. Spiers and Higgins win.
25. — Caledonia Club games at Arlington, Mass. Kaulbach defeats Percival.
25. — Bicycle race at Cynthiana, Ky. Thomas Skillman wins best three in five, half-mile heats.
27. — Races at Charles River Riding Park. One-mile: won by Lewis T. Frye in 3.25. Two-mile: Geo. E. Frye wins in 7.20.
30. — Race at State Fair, Columbus, O. One-mile race won by J. L. Pease in 3 51¾; W. H. Reed, second.
31. — "League of Ohio Wheelmen" formed, with H. B. Hutchinson president.

SEPTEMBER.

1. — Race at fair of Morris County Agricultural Society at Morristown, N. J. L. H. Johnson wins half-mile race in 1.39½; he also wins best two in three quarter-mile heats.
1. — Races at Gouvernenr, N. Y. Chas. H. Olmstead wins one-mile race in 4.16; Geo. H. Simms wins race, second day, in 4.06.
6. — Contest at Hudson, N. Y., Fair Grounds. Geo. E. Patten wins one-mile race in 3.35; Von Blumen wins a race with horses.
6. — Parade of clubs at Worcester, Mass., and races at the New England Fair. Parade, 175 men in line. Two-mile race: L. H. Johnson wins best two in three heats and takes gold medal; time, 6.42, 6.56; C. T. Carpenter, second, 6.44, 7.01. G. E. Whittaker, third, 6.55, 7.35. One-mile race: Lewis T. Frye wins best two in three and takes gold medal; time, 3.13¾, 3.24; Clark Lawrence, second, 3.24, 3.25; John E. Brown, third, 3.29¾, 3.33. Half-mile race: W. W. Stall wins gold medal for best two in three; time, 1.38¼, 1.46¾; G. E. Whittaker, second, 1.41, 1.43; Harry Percival, third, 1.42, 1.45.
7. — Tinnonium, Md., Fair Races. A. G. Powell wins half-mile and two-mile race; S. T. Clark, second in both.
8. — Nantucket Fair races. L. H. Johnson takes first prize.
10. — Two-mile race at Staten Island, N. Y. A. J. Eddy wins in 8.55 4-5.
10. — Races at North Attleboro', Mass. W. W. Stall wins mile race in 1.11¾; L. T. Frye wins two-mile race in 6.34¾; L. H. Johnson wins five-mile race in 17.14½.
13. — Races at Hingham, Mass. John S. Prince wins professional two-mile race in 8.30¼; L. T. Frye wins best two in three amateur half-mile race, — best time, 1.40¾; W. W. Stall wins one-mile race in 3.02¼.
13. — Races at Toronto. Three-mile race: P. Doolittle wins in 13.13 Two-mile championship race: Doolittle wins in 9.05. One-mile race: W. J. Morgan wins.
14. — Tournament at Buffalo, N. Y. Half-mile race won by C. K. Alley; mile race won by W. H. Otis; three-mile race won by Milley; mile race won by J. V. Barross.
16. — Fairmount Park Commissioners, Philadelphia, remove all restrictions against bicycle riding.
17. — Races at Oakland, Cal., Fair. Handicap mile race: H. C. Finkler, 200 yards, 3.13¼; Eggers, scratch, 3.26¼.
21. — Championship race held by Salt Lake, Utah, Club. One-mile race James Jennings wins in 3.44½. Quarter-mile race (hands off): won by John Clark in 1.13¼.
21. — Tournament at State Agricultural Fair, Waverly Park, N. J. Half-mile race: W. M. Woodside wins best two in three; best time, 1.37½. L. H. Johnson wins one-mile race for championship of New Jersey. Gideon wins two-mile scratch in 7.02, and one-mile handicap, 15 yards, in 3.26.
24. — Mile race at State Fair, Sacramento, Cal. H. C. Finkler, 95 yards, 3.26½; Eggers, scratch, 3.27½.
24. — Annual race for championship of Boston Club, at Beacon Park. Twenty miles: Stall, 1h. 23m. 58.; Dean, 1h. 24m.; Clark, 1h. 29m. 43s. Lewis T. Frye runs a mile against time, and makes it in 3.23⅝.
24. — Fall games of Toronto, Ont., Lacrosse Club. J. Moodie wins one-mile race in 4.47.
24. — Race under auspices of New York Athletic Club. Two-mile: C. A. Reed wins in 7.04.
24. — Race at St. Louis for championship of Missouri. One-mile: G. C. Bain wins in 3.20 1-5.
27. — Race for mile championship of Marlboro', Mass., Club. Geo. E. Frye wins in 3.20.
28. — Race at Marshall, Mich. L. H. Cramton wins best two in three half-mile heats; time, 1.52½.
29. — Bicycle contest at State Fair, Indianapolis, Ind. A. R. Hopkins wins best two in three half-mile heats.
29. — Tournament at Dayton, Ohio. Mile race: J. L. Pease wins in 3.49. Half-mile: S. S. Mott wins best two in three. Boys' race: H. Allison wins. Scrub race won by J. Wardlow.

29. — Races at Mason, Mich. E. F. Woodcock wins best three in five mile heats.
30. — St. Johns, Mich. E. F. Woodcock wins five-mile race.

OCTOBER.

1. — Champion race. Montreal Athletic Association. Three-mile race: won by F. C. Holden, in 12.14½.
1. — Fall meeting of Williamsburg, N. Y., Athletic Club. Three-mile race: won by A. B. Rich, one mile start, 12.13⅝.
4. — G. A. R. Field Day, Springfield, Mass. Clark Lawrence wins best two in three mile heats. Louis Hitchcock wins half-mile dash.
5. — Races at Elkton, Md., Fair. H. H. Duker wins best two in three half-mile heats, 1 40. I. H. Fischer wins mile race in 3.50.
5. — Half-mile race at Willimantic, Conn. Horace A. Adams wins best two in three. Best time, 2.15.
5. — Meet at Brockton, Mass. W. W. Stall wins best two in three in two-mile race; best time, 8.25½. Geo. E. Frye wins best two in three in mile race; best time, 3.47 John Sawin wins best two in three in half-mile race; best time, 1.58.
5. — Half-mile race at Newark, N. J.: won by J. P. McCune in 2.17.
5. — San Jose, Cal. H. C. Finkler wins mile handicap in 3.36.
5. — Race at San Jose, Cal., Fair. H. C. Finkler wins mile race.
5. — Lansing, Mich. E. F. Woodcock wins best three in five in one-mile handicap race.
6. — The Attleboro' fiasco. Wheelmen refuse to race on account of conditions imposed by fair committee.
6. — Plainwell, Mich. E. F. Woodcock wins best three in five half-mile heats.
6. — Quarterly meeting of L. A. W. at New York.
6. — Race at Hemlock Lake, N. Y. H. C. Davis wins best two in three mile heats.
6. — League fall races at New York Two-mile, for championship: Wm. Smith, 6 35½; L. H. Johnson, 6, 36½. One-mile handicap: Jenkins takes 20 yards and wins in 3.31⅗. Five-mile race: W. M. Woodside, 19.30½; J. S. Dean, 19.32½. Three-quarter-mile ride and run race: Fred. Jenkins beats C. K. Munroe in 3.52½. One-mile League championship: Lewis T. Frye, 3.12½; Woodside, 3 18⅝; L. H. Johnson, third; Lafon distanced. Tricycle race: G. H. Fowler defeats K. N. Putnam.
7. — Canton, Ill., Fair races. Steve Tripp wins mile race in 4.05
8. — Games of American Athletic Club, New York. W Smith wins two-mile race in 6.33.
8. — Games of Young America Cricket Club, Stenton, Pa. Geo. D. Gideon wins three-mile race in 10.23.
8. — Championship race of Framingham Club. H. W. Bean wins in 3.25.
8. — Handicap mile race by Boston Club, at Beacon Park. Dean gives Clark 75 yards, and Diaz 150 yards, and wins race in 3.26½.
8. — Games of Ottawa Amateur Athletic Club, Canada. H. G. La Mothe wins half-mile race in 1 47½.
10. — Races at Baltimore, Md. H. H. Duker wins mile race in 3 35. Slow race: won by J. M. Borden.
11. — Races by Baltimore Athletic Club. H. H. Duker wins mile race in 3.53½. Two-mile race: won by H. S Owen in 8.04.
12. — Races at Druid Hill Park, Baltimore, Md. Half-mile race: won by H. H. Duker in 1.40. Two-and-a-half race: won by Duker in 6.09¾.
13. Brighton, Mich, Fair. E. F. Woodcock wins three straight half-mile heats.
14. — Race for Framingham Club medal, at Cochituate, Mass W. A. Norton wins one mile in 3 20¾.
15. — Races at Natick, Mass. Amateur race: L. T. Frye wins best two in three mile heats; best time, 3.28½; W. A. Norton, second prize, with record of 3.27. Professional race: Prince wins best two in three; best time, 3.40½.
15. — Inter-club race between Boston and Massachusetts Clubs, — ten miles; Boston wins. Stall makes ten miles in 36.22½; Dean, 38.50. Stall's first mile, 3.25.
15. — First tricycle club in America organized at New Haven, Conn.
15. — Race at Waverly, N. J. W. M. Woodside wins.
15. — Fall games of Olympic Athletic Club, Philadelphia. G. D. Gideon wins three-mile race in 10 31⅗
22. — Five-mile championship race of Missouri Club at St. Louis. Bain wins in 18.52½.
22. — Boston Club races at Beacon Park. W. W. Stall gives C. L. Clark 150 yards and wins mile race. Runs against time: H. D. Corey, one mile in 3.20; J. S. Prince, one mile in 3.06¼; W. W. Stall, one mile in 3.07.

NOVEMBER.

1. — Two-mile race, under auspices of Columbia College Athletic Association: H. C. Taylor wins.
5. — Fall games of Schuylkill Navy, at Stenton, Pa. Three-mile race: won by Woodside in to 54½.
12. — Grand ball of Capital Club, Washington, D. C.
12. — Oriole races of Baltimore, Md., Club Half-mile race: won by Duker in 1.47½. C. H. La Cote wins mile dash. Three-mile race: Borden rides over course and takes medal. One-and-one-half-mile race for merchants' cup: S. T. Clark wins in 5.27½.
19. — Annual dinner of Providence, R. I., Club.
23. — Annual races of New Haven, Conn., Bicycle Club. H. D. Clark wins mile race. C. K. Billings wins mile race, best two in three. Tricycle race: J. Fowler wins, on "American Roadster," in 5.32½.
26. — Fall games of Columbia Athletic Club, New York. E. T. Webber, 40 yards, wins half-mile handicap race, 1.41¾ John Keen rides three miles against time in 9 43.
26. — Prof. Rollinson makes a mile in 2.57¾ at Milwaukee, Wis.

DECEMBER.

3. — Elsa Von Blumen completes her ride of 1,000 miles in six days at Pittsburg, Pa.
13. — Exhibition drill of Crescent Bicycle Club at Mechanics' Fair, Boston.
19. — Fifty-mile race at Institute Building, New York. Geo. D. Gideon wins in 3h. 13m. 8⅘s: Howard, 3h. 14m. 13⅘s.; Stearns, 3h. 18m. 45⅘s.; Smith and Vesey distanced. John Keen rides three miles in 10.16¼. The times from six to twenty-one miles make the best American records.
25. — Christmas run by Massachusetts Club to Mattapan. The Capital Club, of Washington, D. C., run to the Soldiers' Home.
26. — W. D. Wilmot completes his record of riding every day in the year.

Fancy Riding in Baltimore.

There will be an exhibition contest, open to any Baltimore amateur, at Foster's Riding School, about the end of February. A gold medal to first, and silver to second, for excellence in the following mounts and dismounts, and "standing" the machine: Amateur mount, hub mount, pedal mount, vault mount with machine in motion. The same with machine standing. Pedal dismount, right and left foot. Leg over handle dismount, right and left leg. Safety dismount, straight back. Both legs over handles, or "coasting" dismount. Out of the competitors, Foster proposes picking a team of six or eight men, to do a fancy drill, and after sufficient practice, to challenge other similar teams for medals or trophies. This team will be uniformed in blue corduroy with silver buttons, blue peaked cap, blue stockings, white gloves, and standing collar. Team colors to be white and yellow, and each man to wear a silver badge. "Foster's Brigade," or whatever they call it, will do some fine work this season.

Note change in Lamson's badge advertisement.

Bound copies of the Bicycling World, Vol. III., are now ready. Price, $2 00, postpaid.

The Illustrated Bicycle Primer is received and for sale at this office. Price, 10 cents.

Mr. C. R. Percival expects to have his catalogue ready for circulation by the time this paper is issued. The catalogue has been for many months in preparation, and it contains a world of information regarding foreign machines. It has thirty-two quarto pages and a great number of illustrations. Send Mr. Percival a stamp and get one.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dilwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the Bicycling World, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the Bicycling World *of 2 October, and may be obtained by sending 10c. to the office of the* World. *It is very important that every member should be familiar with these rules.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2 00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Edito of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

Kingman N. Putnam,
Corresponding Secretary, L. A. W.

Keystone Bi. Club. — Additional: Geo. A. Little, 249 Liberty street, Pittsburg, Pa.

Germantown Bi. Club. — Additional: John A. Beck, care of A. Beck, Broad and Cherry streets, Philadelphia, Pa.; Jesse Williams, 136 N. 17th street, Philadelphia, Pa.; T. Howard Wright, 232 Walnut street, Philadelphia, Pa.

Unattached. — Natt Brewer, Lexington, Mass.; Thos. A. Scott, Cadiz, Ohio; R. F. Foster, 1 South Calvert street, Baltimore, Md.

Expelled. — Mack Evans, Missouri Bicycle Club, St. Louis, and No. 2,191, L. A. W., has been expelled from his club and his League certificate returned to the corresponding secretary.

Massachusetts Bi. Club. — Additional: Alden S. Bartlett, 72 Hanover street, Boston, Mass.; Charles E. Fol-

som, 111 Devonshire street, Boston, Mass.; William R. Griffiths. 45 Temple place, Boston, Mass.; George H. Swazey, 19 Doane street, Boston, Mass.; Herbert L. Sanborn, 96 Magazine street. Cambridgeport, Mass.; Andrew M. Ritchie, Brookline, Mass.; Frank Tent, Pacific National Bank, Boston.

CHAMPION CITY BI. CLUB.—Additional: J. A. Reid, Springfield, Ohio.

WHAT IS TO BE.

Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.

25 January. Boston. Mechanics' Fair Building. Union Athletic Club games, to include bicycle races and club drill.

6 February. Boston, annual meeting and fourth annual dinner of the Boston Bicycle Club, at Young's Hotel.

1 February. Boston, Crescent Bicycle Club Ball, at Odd Fellows' Hall.

22. February. St. Louis, Mo., 25-mile race at Amphitheatre Fair grounds, Washington's birthday, under the auspices of the Missouri Bicycle Club. Entry free. No handicapping League rules. Riders to start abreast, and all to be on the track together; pine flooring; track in perfect condition; 3 1-7 laps to the mile. Entries close 20 February, at 407 Chestnut Street. Prizes (presented by President Garvey, Missouri Bicycle Club): First prize, gold League badge, new design; second prize, silver League badge, new design; third prize, bicycle scarf-pin.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.

Editor Bicycling World:—I would like to inquire if there have been any instances known where riders have been injured by falling on or being struck by a *rat-trap pedal?* The cruel-looking serrated edges appear well adapted to scarify the legs and tear the clothing of any one accidentally coming in contact with them. If none have occurred, *I* want to try them. C. H. Q.
PORTLAND, ME.

Editor Bicycling World:—In answer to "Arcturus," I have used a specially-made viscid oil about as thick as molasses, to prevent my Harvard rear-wheel balls from rattling, with good success. I can get and send the receipt if desired. L.

WILL "60," of Chicago, tell us how to get up a training machine; also, if he or any of his friends can give any information as to the cyclometer advertised by Fairfield & Taylor? "56."
LAWRENCE, 17 January, 1882.

Our correspondents are requested to direct all communications intended for the editor, or for publication, to WILLIAM E. GILMAN, 8 *Pemberton square, Boston, and not to the* BICYCLING WORLD. *Our reason for this is that a new daily journal called The World has been started, and the similarity of names causes some postal confusion and consequent annoyance. Business letters to this office should be addressed to E. C. Hodges & Co.*

Boston Amusement Record.

BOSTON THEATRE.—Denman Thompson in "Joshua Whitcomb." ....BOSTON MUSEUM.—Dion Boucicault, "Arrah na Pogue."....GAIETY THEATRE.—Little Corinne and her Merry Makers.....GLOBE THEATRE.—The Greek play "Œdipus, the King." Next week, "Patience."....HOWARD ATHENÆUM.—Snelbaker's Majestic Consolidation.....PARK THEATER.—Maggie Mitchell in "Lorle" and "Pearl of Savoy."...WINDSOR THEATRE.—Frank I. Frayne in "Mardo."

TO BICYCLE IMPORTERS, AGENTS, etc. WANTED. By an English bicyclist, a position as Salesman or Tutor. Would make himself generally useful; attend races if necessary; best of references; will be disengaged by 1 April. Boston or New York preferred. Address W. J. MORGAN, Bicyclist, St. Catherine's, Ont., Canada.

INSTITUTE FAIR BUILDING,
Huntington Avenue - - BOSTON, MASS.

TWO GREAT BICYCLE HANDICAPS

Will be run on SATURDAY EVENING the 28th January, commencing at 8 P. M. Doors open at 7.30.

PROFESSIONAL HANDICAP for a Purse. Distance, five miles. John S. Prince starts at scratch. Entrance fee one dollar.

AMATEUR HANDICAP. Distance, five miles. Mr. Lewis T. Frye starts at scratch. Prize, a trophy suitably inscribed. Entrance fee, one dollar, which will be refunded to each rider in the race.

Entries close with the Handicapper, Mr. W. E. Gilman, 8 Pemberton Square, Boston, at noon, on Friday, 27th inst.

The building and Five Lap Track is open each day for Bicycle and Tricycle riding and learning, from 10 till 3, and for training from 3 till dusk. Doors open at 7.30. Admission 25 cents.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

BIG BARGAIN.—Fifty-inch Special Club Bicycle, half nickel, good as new, only $110. Cost $150. Owner desires to order larger size at once,—only reason for selling. Address: S. N. T., P. O. Box, 3374, Boston.

FOR SALE, CHEAP, A NEW 54 INVINCIBLE Racer, ball bearings to both wheels, cowhorn handles, cost about $120. For particulars, apply to J. MOODIE, JR., 16 King street, Hamilton, Ontario, Canada.

MISCELLANEOUS.

Addresses inserted in this department, $6 per year.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H, P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

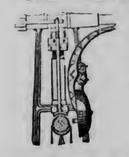
PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamps for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS.—For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St.,
Please send for circular.

THE BEST GOT UP
AND MOST INTERESTING ANNUAL
EVER PUBLISHED IS
The 'Cyclist and Wheel World Annual,
Edited by C. W. NAIRN and HENRY STURMEY.

IT CONTAINS

Diary for 1882. Road Routes of the United Kingdom. Analysis of Roads. Description of the Principal **English Racing Tracks.** Record of English Racing in 1881. The History of the Monocycle, by Henry Sturmey (Illustrated). Articles by all the best writers. **The Complete Bibliography of Cycling,** by H. Blackwell, Jr. **The Clubs of the World and their Badges.** Résumé of past season, etc., etc.
Near 300 pages. 500 illustrations. PRICE, **ONE SHILLING.** Sent post-free to U. S. A. for 30 cents, remitted by money order to

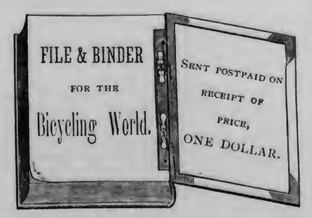
ILIFFE & SON,
The 'Cyclist Office - - COVENTRY, ENG.

RACING MEN will find in the *Wheelman's Annual*, specifications for Racing Machines, contributed by John Keen, champion of England, Lewis T. Frye, W. W. Stall, L. H. Johnson, and others. Now ready; price, 30 cents.



WESTERN TOY CO'Y.
MAKERS OF
Bicycles, Velocipedes,
ETC., ETC.

We hold exclusive license from the Pope Manufacturing Company to make Steel-Wheel Bicycles with rubber tires, in sizes from 28 in. to 42 in front wheel, inclusive.
For illustrated Catalogue and Price-Lists, address
WESTERN TOY CO.,
105 to 503 N. Wells Street,
CHICAGO, ILL.



The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881

IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**

The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NOW READY
THE THIRD ANNUAL XTRA
Xmas Number of the 'Cyclist.
EDITED BY
HENRY STURMEY.
WHICH CONTAINS
64 PAGES OF CLOSELY PRINTED MATTER,
And over **80 ORIGINAL ILLUSTRATIONS,** many of them of large size, the whole encased in a handsome illuminated cover. The advertisements are printed artistically in two colors, and contain the first announcements by all the leading makers of

Novelties for the Coming Season.

Price One Shilling (post-free 30 cents).

Iliffe & Son, The 'Cyclist Office, Coventry, England

WHEELMAN'S ANNUAL FOR 1882.

WHEELMAN'S YEAR BOOK,
ALMANACK AND DIARY, 1882.

Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)

The most useful book ever published. 250 to 300 pages brimful of all sorts of information.
No room in this advertisement for particulars, the attractions are so numerous.

Price, mailed free to U. S. A.....50 cts.
Or elegantly bound in cloth $1.00
Copies of last year's issue may also be had.

Publisher, WALTER D. WELFORD, Pilgrim Street, Newcastle-on-Tyne, England. Orders received at office of *Bicycling World.*

GOY, The Athletic Outfitter,

21 Leadenhall Street, } LONDON,
22 Leadenhall Street, } LONDON,
54 Lime Street, } ENGLAND.

Any make of English Bicycle or Tricycle can be purchased of Goy at a very liberal discount off makers price-lists.
Club Uniforms, and every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing, and all Athletic Sports. Also, Billiard and Bagatelle Tables, Lathes and Fret Saws, Home Trainers, Boats and Canoes.

Goy's Calendar of Sports and Price-Lists forwarded free.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have,—constitution, rules, officers, directors, consuls, list of members, and general information,—rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses:—
BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL. 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels.—*Shakespeare.*
36 pages, crown quarto, printed on best paper and ably and tastefully edited
By WALTER D. WELFORD,
Pilgrim Street, Newcastle-on-Tyne, England.
Full of original articles, serial stories, cycling tales, humorous sketches, accounts of tours, foreign advices.
The only English cycling periodical giving American news regularly. Subscriptions post-free to America; 12 mos. $2.00, 6 mos. 50 cts. Received at office of BICYCLING WORLD. Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.
E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

THE TRICYCLING JOURNAL
—AND—
MANUFACTURERS' ADVERTISER.
Edited by – CHARLES CORDINGLEY.
HAMMERSMITH, LONDON, W.

Subscriptions received at this Office.

One year.....$2 25
Six Months.....1 15
Three Months.....60

Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

WM. FORD & CO.
Astley Bicycle and Tricycle Works,
WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Grey Rubber Tires, and finished all-bright or painted in three colors
up to 50-inch, for.....$41 00
From 50 to 56 inch.....43 00



Our No. 2 Bicycle is fitted with our patent double row Ball Bearings Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch.....$26 50
From 50 to 56 inch.....29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—
"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

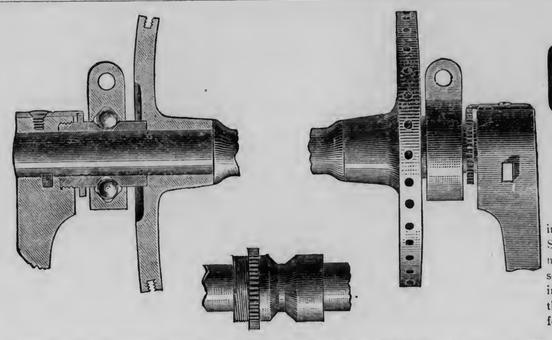
Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,
FROM $20 EACH.

The Cheapest High-class Bicycle made IN or OUT of England.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - Wolverhampton, England.

LIVINGSTON'S PERFECTION CYCLOMETER
GUARANTEED CORRECT
Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.
H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, **CINCINNATI, OHIO.**



THE

Columbia Ball-Bearing.

(Patent No. 249,278. Dated 8 November, 1881.)

Invented expressly for our SPECIAL COLUMBIA Bicycle, and brought into public use in July, 1880. It is sold only with our machines. Our STANDARD COLUMBIA is also furnished with these latest, neatest and most perfect of ball-bearings, at an extra cost of $10. The means of securing the adjustment have been improved, and the bearing has been tested in continuous use by hundreds of experienced riders, and is pronounced theoretically and practically, the most desirable adjustable anti-friction bearing for bicycles yet devised.

The points of superiority of the Columbia Ball-Bearing over any other now in use are:

1. Its scientific construction; it takes both "journal" and "pivot" friction without wedging the balls.
2. Its simplicity; it has a less number of parts, and these of more direct action.
3. Its great wearing qualities, it being of case-hardened steel in every operative part.
4. The perfection of its mechanism, every surface made with positive automatic tools perfectly true and smooth.
5. The great distance it may be run without re-oiling or cleaning: the box being of one piece holds the oil, so that the balls are continuously lubricated, and the whole is practically dust-proof.
6. Its readiness and certainty of adjustment. Any one, however unskilled, with the means in the tool-bag, can handle it anywhere, and not fail to adjust it properly.
7. Its compactness and beauty. It is small, symmetrical, and presents only smooth surfaces, and few of them, to the chamois or oiling rag.

THE POPE M'F'G CO.

MAKERS OF COLUMBIA BICYCLES,

AND DEALERS IN TRICYCLES AND BICYCLERS' SUPPLIES,

597 Washington Street - - - Boston, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, Etc.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings, and Premier Ball Pedals**; Hy. Keat & Sons' **Bugles and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc , etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 3 FEBRUARY, 1882.

Volume IV. Number 13.

[Vol. IV. CONTENTS. No. 13]

The Bicycle Beginner 146
Currente Calamo 146
Editorial: The L. A. W.; An Interesting Work; Assaults 147
Races: Mechanics' Fair Building; Providence; Mechanics' Institute Building 148
Correspondence: The L. A. W.; The D. S. H. R.; Winter Riding, No. 2.; Ixion's Year's Record; The Keen-Vesey Back-out 149
Recent Bicycle Patents: James Amess, Guelph, Out. 151
Best Bicycling Records 151
Wheel Club Doings: Capital; Dubuque; Kentucky 152
Notes, Queries, etc.: Viscid Oil; Rubber Ball Handles; Pedal Pusher 152
Books and Pages: The Century; Our Little Ones, 152
The "Expert" Columbia 153

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

BUY YOUR

ACCOUNT BOOKS & BLANK BOOKS

Of the Manufacturer at Lowest Prices.

FRED. W. BARRY, 108 and 110 Washington St.

CORNER ELM,

BOSTON.



Pat. Sept. 13, 1881.

NOW READY, $5.00. FINE GOLD L. A. W. BADGES of the new design with garnet stone centre, $5.00 each. Extra finish, with ruby or sapphire centres, $8.00 to $15.00. The same with small diamonds, $12 to $20 Cheaper silver and plated badges ready later. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

WHEELMAN'S ANNUAL FOR 1882.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

PHOTOGRAPHS

OF THE

WHEELMEN AT NEWPORT IN 1880.

We have a few copies left. Sent, postpaid, to any address. Price, $2.00.

E. C. HODGES & CO., 40 WATER ST., BOSTON, MASS.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

FOR SALE.—INVINCIBLE BICYCLE, 52-inch, ball bearings, cradle spring, bright parts nickel-plated; cheap, A. T. DUNCAN, Farmers' and Traders' Loan Association, Hamilton, Ont.

FOR SALE. 52-inch D. H. F. Premier, all bright, and including Rubber Handles and Hill & Tolman bell. First-class order, good as new. Owner wants larger machine. Address, F. T. S., P. O. Box 240, Cleveland, Ohio.

Reasons Why

THE BICYCLING WORLD IS AN EXCELLENT MEDIUM FOR ADVERTISING ANY BUSINESS.

THERE are 10,000 bicyclers in the United States already, and the number is rapidly augmenting. Bicyclers, as a rule, are intelligent, educated, and connected with the best classes, socially, in their respective communities. They are not, to so great an extent as many non-wheelmen suppose, minors, but are largely men of political, social, and business influence. They read, they think, they vote, they are active participants in all the legitimate pursuits of life. There are few idlers in their ranks, either mental or physical. In no other recreative pastime or sport are these characteristics so exceptionally prevalent. It is among this class of readers that the BICYCLING WORLD circulates. It has now at least 6,000 regular readers weekly. These readers are nearly all enthusiastic wheelmen, and deeply interested in all that pertains to their favorite pastime, at home and abroad. They *read* the BICYCLING WORLD *through*,—advertisements and all,—and, as is not the case with the ordinary newspaper, after reading they *preserve* instead of *destroying* it, with the view of binding the completed volume of numbers; and the paper is so arranged that the advertisements must be bound with it, thus securing these business announcements in a permanent form in private and public libraries. For these various reasons, if for no others, we have no hesitation about inviting all who think their business is increased by advertising (and what legitimate business is not?), whether bicyclers or non-bicyclers, to make the columns of the BICYCLING WORLD a medium for the announcement of their wares, whether mercantile, mechanical, or professional. E. C. HODGES & CO.

Our correspondents are requested to direct all communications intended for the editor, or for publication, to WILLIAM E. GILMAN, 8 *Pemberton square, Boston, and not to the* BICYCLING WORLD. *Our reason for this is that a new daily journal called The World has been started, and the similarity of names causes some postal confusion and consequent annoyance. Business letters to this office should be addressed to E. C. Hodges & Co.*

Boston Amusement Record.

BOSTON THEATRE.—"Joshua Whitcomb."....BOSTON MUSEUM.—Dion Boucicault in "Arrah na Pogue." Next week, "Suil-a-Mor."....GAIETY THEATRE.—"Girofle-Girofla."....GLOBE THEATRE.—"Patience." Next week, "The Hanlons."....HOWARD ATHENÆUM.—"Swift and Sure."....PARK THEATRE.—Maggie Mitchell in "Little Savage." Next week, Janauschek....WINDSOR THEATRE.—"Si Slocum."

The Bicycle Beginner.

HE was nearly dead, but his *friends* all said
That he needed more exercise;
He bought a machine that no one had seen,
And arrayed him in cycling guise.

Encased was each limb, but oh! he looked slim,
With breeks barely reaching his knees,
As he dragged by force his treacherous horse
Through the harsh, unæsthetic frieze.

He tried it alone, in the evening's gloam,
Where the road was rough and hilly,
And he sweetly lies where the sunset dyes
The sunflower and the lily.

IRA JOYCE.

CURRENTE CALAMO

GARVEY'S absconding manager has been arrested in New York.

"THE King is dead. Long live the King!"—The Kentucky Bicycle Club.

MR. VESEY complained, while here, that he could not get a good beefsteak, nor even satisfactory roast beef or lamb.

CONSUL HAND, of Scranton, Pa., has our thanks for sending us a fine photograph of himself and his "Harvard" wheel.

WE have some of the new League badges on exhibition and for sale at this office. Gold or silver, with garnet stone, $5 and $2.75. Call at 8 Pemberton square, Boston, and see them.

THE Boston and Massachusetts Bicycle Clubs will hold their annual meetings next week, the former Monday evening at Young's Hotel, and the latter Tuesday evening at the Hotel Vendome.

LOUISVILLE wheelmen are having something of a "boom" just now, with the exciting matters of reorganization and the approaching inter-city contests with the broad-tread bicyclers of Chicago.

F. S. ROLLINSON is going to England on business about the middle of February, and expects to remain there three or four months. He intends to fetch home a seventy-six inches high younger brother, who can easily tread a 62-inch wheel; and Lieut. Conkling threatens to go him one better, even if he has to use stilts.

WE have received from Messrs. Fairfield & Taylor one of their McDonnell cyclometers. Its small size certainly commends it, not being larger or heavier than a lady's watch. Messrs. Fairfield & Taylor guessed our wheel (50-inch) accurately, and as soon as the condition of the highways is favorable we shall hasten to test its quality.

CALIFORNIA wheelmen are fortunate in having a longer riding season than we Northerners, and they are already bestirring themselves for the spring campaign. The San Francisco Club intends holding a number of special runs, the first to come off early this month, the objective point being San Mateo. The Oakland and other local wheelmen are expected to participate.

AN indignant but patriotic Briton, now in self-exile at London, Canada, sends us the following "crusher" on a postal card: "After reading article on International Racing Celebrated British Dog, etc., I do not want any more of your slang I had just Prepaired 10-line advt. for six months in your paper, but you can go to the D— with your Insults. Give foreigners Fare Play is all I ask."

MR. C. D. VESEY says that the feat of riding on one wheel only of the bicycle originated in England in this way: A young man had broken the backbone of his machine, and was at too great a distance from any manufactory where he could get it repaired except at great expense; so he tried to ride it on one wheel, and finally succeeded, attaining great proficiency and performing some remarkable and daring feats.—such as descending a steep hill, riding up and down a flight of steps, etc. He could not mount the wheel, however, without assistance, somebody being required to hold it for him. The WORLD has referred to this before.

THERE are to be a number of interesting bicycling events in Louisville 3 and 4 February, at the Exposition Building, comprising trick and fancy riding, slow racing, a boys' race, exhibition riding by Louise Armaindo, Rollinson's female pupil, and some gymnastic exercises, on the first date; and on the second date the bicyclienne will endeavor to ride forty-five miles quicker than Rollinson will ride fifty, the contest beginning at noon, and in the evening there will be an inter-club race between the Falls City and Chicago Bicycle Clubs, distance fifty miles. Capt. Miller, 57-inch wheel, and Lieut. Conkling, 60-inch wheel, will represent the latter club. The track is about seven laps to the mile. We have not yet been informed who will represent the Falls City Club.

A CADIZ (Ohio) correspondent complains that the wholesale news companies (American Central, etc.) charge retailers six cents per copy for the BICYCLING WORLD, making it cost them $3.12 per annum, leaving them a profit of one cent a copy only. Our correspondent suggests that we arrange with wholesale dealers to keep supplies on hand, allowing them to send copies to newsdealers all over the country, and making unsold copies returnable. In reply we would say that with us our subscribers are the first consideration, and we give them the paper at the lowest possible price. We sell a great many copies through the news companies, allowing them very liberal terms; and although the price quoted seems extortionate, we can do nothing to bring about a change. We offer great inducements to subscribers (viz, one month twenty cents, three months sixty cents, or six months $1.00), and it would seem that any person interested in the WORLD should be willing to enter his name directly with us, for a short or longer period.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 3 FEBRUARY, 1882.

THE L. A. W.

ALTHOUGH, as the official organ of the League of American Wheelmen, this journal, like the "organ" of a party, might be excused from criticising the methods and work of the body itself, yet its pages will amply testify that it has not availed itself of this privilege of quiescent acceptance of things as they are. On the contrary, not only have we freely opened our columns to the complaints of the dissatisfied, but we have more than once taken occasion, editorially, to suggest possible improvements in its plan, and to criticise its official management. That the League has not met the full expectations of many of its members is no doubt true; but have not these disappointed ones expected too much in too short a time, or interpreted too broadly its powers and intentions? Our valued and able correspondent, "Cyclos," in our columns this week, vigorously, and we doubt not loyally, attacks the position of the League in respect to the second article of its constitution. Let us see with how much justice,—premising, of course, that all admit that the avowed objects of the L. A. W. are good: Its first object is "to promote the general interests of bicycling." How? By all proper means, of course: temperate enthusiasm; counsel; individual gentlemanly conduct and appearance; conformity to reasonable public opinion or prejudice; temperance in act and speech; personal harmony; moral courage; courteous assertion of general and personal rights; and to assist in securing the second and aiding the third objects mentioned in the article. Wherein has it signally failed, as an organization, to meet the letter and spirit of this first object? As a rule, its membership very generally comprises gentlemen in more than is implied by the term "male persons." We do not think any one will deny that the general interests of bicycling were materially promoted by the great meets at Newport and Boston; by the events themselves, by the public conduct of the displays, by the enlistment of the municipal authorities in aid of the parades, by the general public interest and attention the exhibitions elicited, by obtaining the unanimous commendations of the local press and the great journals throughout the country through their correspondents, and locally by the general good order of the parades, and the individual appearance, conduct, and bearing of the riders. No local club or clubs can draw so large a number of wheelmen together, nor impress the public with a sense of the importance and influence of bicycling, as can a national organization. The very fact that it is announced as a national event attracts the attention of the nation to it; not merely the local press, but the national press must report it. Thus the prestige of the League alone promotes the "general interests"; and the oftener League meets are held, and the more outwardly attractive they are made, the more will bicycling interests be promoted. Church membership adds respectability to a man, even in the estimation of an anti-churchman; because, as his profession implies moral worth, it is expected that he will endeavor so to live as not to belie his profession. So League membership, like club membership, implies acknowledged moral and social standing that the unattached, if a stranger, cannot prove himself entitled to; and in the power of the League to confer even this "sentimentel" benefit, it is promoting "general interests."

To pass to the second object, "To ascertain, defend, and protect the rights of wheelmen": We think Ex-Secretary Parsons' excellent response to a previous letter of "Cyclos" and other communications has well answered this portion of our correspondent's criticism, in his general enumeration of unpublished acts and judicial decisions for the benefit of members; but we must admit that the omission to publish these, at the time of their occurrence, and in the official organ of the League, was an unpardonable negligence, if not oversight, on the part of its officers, and now serves to give some color of justice to the strictures upon its apparent omissions; and this fault should, as "Cyclos" sugests, have been remedied in the Hand-Book.

As to Object 3: We know that the directors are, and have been for some considerable time, devoting a large portion of their leisure from private business to the perfecting of measures to secure better hotel facilities, and a reduction of railroad transport rates for bicycles as personal luggage. They have already been partially successful in this latter direction, and hope at the Annual Meet to present a report of entire success. The consular branch of the organization is also receiving active and earnest attention with a view to promote its greater efficiency; and in all these regards, the League is certainly doing much to "encourage and facilitate touring." On the whole, we do not perceive so much ground for complaints against the management of the League as do some of our correspondents, but on the contrary, we think with Mr. Parsons that it is a good institution, in good hands, and that its conduct will eventually be vindicated even to their satisfaction.

AN INTERESTING WORK.

THE "Wheelman's Annual" is a bright addition to the bicycling literature of this country, and presents in an attractive form several stories and papers by well-known writers for the wheel press. A new feature in publications of this sort is the introduction of specifications for a perfect bicycle. These form an interesting chapter in the book, and cannot fail to be of some service to riders desiring to choose a machine for the coming season. The specifications do not introduce any new features in bicycle construction, but

show the kind of machines ridden by some of our leading wheelmen. A comparison is interesting, and illustrates how very similar the best bicycles are in their general construction and make-up. Henry Sturmey, the author of the "Indispensable," heads the list, and with the exception of E. W. Pope, is the only one who favors a 20-inch rear wheel; but Mr. Sturmey would use a 16-inch wheel for racing. In districts where the roads are fair, the happy medium is about right, and an 18-inch rear wheel seems to be the favorite size. The advantage of steady steering has caused the majority to advocate double ball bearings to the front wheel, while for the rear wheel Æolus balls are considered the best. A few misguided youths would have cones to the pedals; the worst possible place for them, as we have endeavored to show in previous issues of the WORLD. Our friend, Captain C. W. F., would have more spokes extend from one hub flange than the other, giving the number as sixty-three to front and twenty-three to rear wheel; or perhaps he intended one for the middle. The rest of his specifications, with the exception of cone pedals, are very good. W. W. Stall's rule for the length of handle bar is new to us, and seems to be an excellent rule. He claims that the handle bar should be half the diameter of the front wheel. Thus a 50-inch would have a 25 inch handle bar. All who have sent specifications show a laudable familiarity with the "Indispensable." The little book reflects great credit upon its publisher, and should find a place in every wheelman's library. In our next issue we shall publish specifications for a machine combining the best points of those in the "Annual."

J. S. D.

ASSAULTS.

THE increased number of assaults upon bicyclers, especially in England, when riding on the road, is becoming a grave matter, and one which in its importance is of great moment. The rider of the bicycle is placed at such a disadvantage in case of an assault, when he is thrown from his machine, that the offender often escapes the punishment he so richly deserves. While in most cases a good sound thrashing would do the most good to prevent a repetition of the offence, such a course cannot be recommended, even to those who are physically well able to inflict chastisement, — a person is so apt to exceed the limits of self-defence, and lay himelf open to the punishment which otherwise might be applied on the original offender. Suitable remedies are provided by law in all cases of assault, whether committed on the usually unoffending bicycler, or on any citizen pursuing the usual and more common modes of locomotion. A few suits or criminal prosecutions will do much to inform the public that riders of the bicycle have rights on roads in common with others, and are entitled to the same privileges and protection as they. The riders of this country have thus far been fortunate in the courteous way in which they have been treated, and we have heard of but few cases of bicyclers being molested when on their wheels. We trust the future will be as free from all infringements on our rights as the past has been. The possible results of an assault are so grave that we desire to urge upon all riders the necessity of bringing to a swift and speedy justice all who in any way transgress the laws which protect them from personal violence. J. S. D.

RACES

Coming Events.

3 and 4 February Louisville Ky., tournament and 50-mile racing event between Falls City and Chicago Bicycle Clubs, under the management of F. S. Robinson.

16 February New York, Madison Square Garden. Manhattan Athletic Club. Mile bicycle handicap. Entry fee, fifty cents. Address F. J. Graham, 8th avenue, between 50th and 57th streets.

22 February. St. Louis, Mo., 25-mile race at Amphitheatre Fair grounds, Washington's birthday, under the auspicies of the Missouri Bicycle Club Entry, free.

MECHANICS' FAIR BUILDING, Boston, 25 January. — About 3,500 people assembled in Mechanics' Fair building, Wednesday, 25 January, to witness the bicycling events as announced, but were greatly disappointed at the omission of the most important, viz., the two fast races, the track being so slippery as to make the riding dangerous. For this condition of affairs the management was entirely to blame, and it was only due to the audince that at least one half the admission fee should have been refunded at the door, to enable those who might wish to avail themselves of the opportunity to witness the postponed races at the Institute building to do so without additional expense. The trick and fancy riding by Messrs. Tufts of the Columbia and Atkins of the Massachusetts clubs was an interesting feature, as was also the fine exhibition drill of the Crescent Club. The slow race was won by C S. Howard.

PROVIDENCE, R. I., 26 JANUARY. — *Editor Bicycling World:* — The Providence Bicycle Club has always sustained a reputation for originality and ability in its efforts for the advancement of bicycling. It was among the first, if not the first, to give public exhibitions of club drills. On several occasions large audiences have been present at the skating rink to witness drills; and the announcement that Mr. Carpenter, the president of the club, had matched himself to run for half an hour against a bicycle ridden by any other member of the club, proved sufficient to draw together an audience of 1,500 people on last Thursday evening. Mr. Chandler, the champion trick rider of the club, was the member selected to compete, under the following terms: The men to run and ride, respectively, for half an hour; the pedestrian to cover more than half the distance made by the bicycler. The floor of the rink is two hundred and forty by seventy feet. In this space an ellipse of three hundred and fifty-two feet was drawn, which made just fifteen laps to the mile. Carpenter took the inside and started on a steady jog-trot, which he only varied by one spurt in the entire distance. Chandler rode excellently, riding the sharp turns at almost as great speed as he did the straightaway, but was unable to double the distance made by Carpenter. He rode a 52-inch wheel, and maintained excellent form throughout the race. Carpenter ran a pair of 31-inch legs, and wore a pair of heirloom rubbers. There was some drapery about his person, but the rubbers attracted the most attention. If President Bates had been there, it would have settled his mind on the subject of round and flat rubbers. Carpenter runs admirably for a man who has been obliged to do all his training within the boundaries of Rhode Island. He has, of course, for that reason, been unable to find out what he can do at long distances. The score was: Pedestrian. 3 miles 13⅜ laps; bicycler. 7 miles 1⅜ laps.

If Mr. Frank Weston would get up some races of this nature, on a more extensive scale, here in Boston, enlisting the services of some of Boston's noted pedestrians, I am sure, judging from the enthusiasm which the event in Providence created, that they would not only be financially successful, but create a widespread interest in this form of contest. The bicycle, on the Institute track, would have a fair show, which it did not have on a fifteen-lap track. There is a match proposed between Prof. Kynock, who is, I believe, the champion roller-skater of America, and a bicycle at the Providence Rink, although in this case the skater will not receive such odds as were given the pedestrian. C.

MECHANICS' INSTITUTE BUILDING, BOSTON, 28 JANUARY. — The second bicycle race meeting at the New England Institute Fair Building, took place on Saturday evening last. Arrangements for an unusually interesting time had been made, and a large gathering of spectators was looked for; but the weather was unpropitious, the horse-cars did not run to the building, and less than five hundred persons braved the storm and put in an

appearance. Since the last race a "grand stand" for ladies has been erected, and arrangements have been made to heat it; and at future events, the most desirable seats may be found there. Rhein's Brass Band was in attendance, and its music added very appreciably to the enjoyment of the affair. The events were announced by a bulletin, on which they were displayed previous to each. The first race was a five-mile amateur handicap, for a trophy suitably inscribed. In this were entered Lewis T. Frye of the Boston Club, at the scratch; E. M Bent of the Framingham Club, 150 yards; J. A. R. Underwood of the Roxbury Club. 125 yards; J. C. Garrood of the Bicycle Touring Club, England, 200 yards. A good start was made, and the first lap was finished in the order of starting. The men then laid down to their work, and on the second lap little Garrood, who was given the longest start, was left in the rear; a position which he maintained to the close, though he did some good work and was not far behind at any time. On the third lap the amateur champion overtook and passed both his leaders, and gained the front place. The struggle between the men was now over for a time, and no change of position took place until the last lap. Up to that time the four men had been travelling in close companionship around the track, but now they were to be put to the test. The band struck up a lively tune, and the racers did their level best. Frye forged ahead with little trouble, and the great struggle was for second place. Just before reaching the scratch, Underwood put on a grand spurt, and passed Bent, though in passing he had to duck his head and take his right hand from his handle bar to avoid a post, and came in second. The time made was: Frye, 16.58; Underwood, 16.58¼; Bent, 16.58⅝; Garrood a few seconds in the rear. The time was very good, and although it does not beat Clark's 16.46½, it lowers the records of the racing men now before the public. The second event was an amateur two miles, straightaway. There were three starters, as follows: N. Ethier of the Union Athletic Club; H. D. Corey of the Meteor Bicycle Club; H. M. Pope of the Massachusetts Bicycle Club. Ethier took the lead at the start, and evidently tried to gain an advantage that his competitors could not overcome, but he misjudged his men; his struggle for a long lead exhausted him, and he fell an easy victim at the close. Pope and Corey travelled together till near the end of the last mile, when Pope spurted and passed Ethier; but on the last lap Corey made a dash, passed both Ethier and Pope, and came in a good first. Time, Corey, 6.50; Pope, 6.51⅝; Ethier's time not taken. The next event was the professional handicap, five miles, for a purse, with a consolation purse for the second man. The starters were: John S. Prince; G. Harrison, 150 yards; T. Harrison, 150 yards; Joseph Murray, 300 yards; James Harvey, 300 yards. It was evident from the first that Prince had not much of a job on hand to win the race, and the whole interest centred on the struggle between the Harrison brothers for second place. G. Harrison held the lead until near the close, when T. Harrison made a spurt and gained a lead of less than half a wheel. Prince allowed this side issue full scope, and did not take the lead until the last half of the last mile. Time: Prince, 17.54; T. Harrison, 17.57⅗; G. Harrison, 17.58. The fourth and last race was an amateur one-mile straightaway. The starters were: C. S. Howard, Union Athletic Club; N. Ethier; H. D. Corey; H. M. Pope; E. G. Morse, Crescent Bicycle Club; J. F. Brown, Crescent Bicycle Club; A. H. Forbush, L. A. W. Much entertainment was expected from this event, as Mr. Brown was announced to ride an American Star machine; but unfortunately a mishap overtook the rider at the start, and he withdrew from the race after two laps. The large number of entries made it necessary to place some of the contestants in the rear, and among these was Mr. Brown. The starter of the man in front remained on the track after his man had got off, seeming to be unaware that he was in anybody's way; there was a collision and an upset, and "the subsequent proceedings interested Brown no more." Morse took the lead at the first and held it through three laps, with Howard second. But Corey, who seemingly always goes into a race to win, gave one of his tremendous spurts, and showed his back wheel to the whole field, winning the race in 3.19⅞. Pope rode a good race and came in second in 3.21½; Ethier, third; Morse, fourth; Howard, fifth; Brown and Forbush distanced. The officers of the evening were: Judges, Messrs. George Pope of the Massachusetts Bicycle Club; W. E. Gilman, editor of the BICYCLING WORLD; referee, Percy A. Legge, Bradford (England) Bicycle Club; handicapper, W. E. Gilman; starter and clerk of the course, Frank W. Weston,-Boston Bicycle Club; scorer, A. Bassett; time-keeper, C. A. Walker; aid, F. B. Carpenter of the Crescent Club.

CORRESPONDENCE

[*This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.*]

The L. A. W.

THE L. A W. officers are fortunate in the championship of so able and so genial a writer as Ex-Secretary Parsons, whose appearance in the BICYCLING WORLD of 9 December, 1881, as counsel for the defence, must have been quite a relief to their feelings, harrowed up as they had been by the "flippant criticisms" of sundry members, among whom "Cyclos" is the least. Even at the risk of making some folks "sick of seeing me in print," I feel called upon to traverse the able plea of Ex-Secretary Parsons; partly because no one else has done so, and partly to set myself right on the record as to certain innuendos contained in his plea. First, as to the badge. It seems to be agreed on all hands that the League owns the badges, and can demand them back from members at its pleasure; but Mr. Parsons thinks it "most absurd" that this rule should work both ways, and that a member should be entitled to return his badge and demand his deposit. As this is the view held by another eminent lawyer, — President Pratt, to wit, — it is doubtless sound *law;* but to unsophisticated layman, it has the appearance of "heads I win, tails you lose."

As to the *number* of the old badges out. I took the number, "about three hundred," from the treasurer's statement at the League officers' meeting; but as that statement was confessedly vague and inaccurate, it is quite possible that Mr. Parsons's six hundred may be nearer right than my three hundred. The exact number, however, does not affect the principle for which I was contending; viz., that the League having furnished its badges to members, and taken a deposit for them as a pledge of their safekeeping and return, is bound in honor, if not in *law*, to redeem them as soon as it has deprived them of their only value by recognizing another device as the League badge.

Second, as to the League itself. Ex-Secretary Parsons's defence, when boiled down into the lay tongue, amounts to just this: The League gives advantages and confers benefits upon its members, but it is very hard to name them. The *sentimental* benefits alone "are worth the price of admission," but there are other and more substantial benefits. President Pratt has collected various decisions as to rights of every citizen to use the highway, and Secretary Parsons has often furnished these decisions to correspondents, thereby preventing litigation, securing wheelmen their rights, and generally waving the ham-and-griddle banner before cowering aldermen and beadles, to the glory of the League and the good of its members. What a pity it did not occur to the compilers of the L. A. W. Hand-Book to print these decisions in that curious work, and thus do *something* towards "promoting the general interests of bicycling," and aid wheelmen to ascertain, defend, and protect their rights. As to the comparison of the L. A. W. to Masonry, it seems to me absurd. I can see nothing in common between the organizations, and can hardly believe that the man who suggested the idea is a Mason. The hints about getting into the League so as to be able to borrow money, or to get it to take up *all* your quarrels, and back you up in *every* lawsuit you may get into, — they are simply side issues to confuse the jury, and have nothing to do with the question at issue, which is: The L. A.W., in its constitution, Art. 2, proclaims that "Its objects are to promote the general interests of bicycling; to ascertain, *de-*

fend, and *protect* the rights of wheelmen; and to encourage and facilitate touring." My charge was and is that it has failed and refused to keep these promises. It has done little or nothing to promote the general interests of bicycling: it has, in every case save one, *refused* to defend and protect the rights of wheelmen; and while it *may* have *encouraged*, it certainly has not facilitated touring. It has failed to avail itself of a list of judicial decisions defining the rights of the road, collected by its president, and in the hands of its secretary, and has published a hand-book absolutely void of information as to routes, hotels, or right of way. It has squandered on races money that should have been spent in securing for wheelmen a recognition of their legal rights. In short, to quote the Episcopal prayer-book it has "done those things it ought not to have done, and has left undone those things that it ought to have done, and there is no health in it."

There is still time for repentance and good works; but there must be a right-about face, and that soon, and it is no true friendship to the L. A. W. to try to disguise the fact. If $1.00 per year is not enough to enable the League to carry out its objects, as set forth in Art. 2 of its constitution, make the dues more: $2.00, or even $5 00 per year. We will pay them willingly to an organization that will honestly and earnestly attempt to carry out *those* objects; but $1.00, or even fifty cents, is too much to pay to an organization which does not even try to carry out its own avowed objects, but wastes its time, money, and brains over the mint, anise, and cumin of races, championships, and annual parades, which are perhaps well enough in their way when the League can afford them, but which are not, and ought not to be, the principal objects of its existence. CYCLOS.

The D. S. H. R.

"B.'s" experience with the Invincible, chronicled in the last WORLD, is, generally speaking, highly commendatory. Between 2,000 and 3,000 miles on Western roads should satisfy the most violently prejudiced anti-light-weight rider of the endurance and wearing qualities of the machine, and his testimony as to its rigidity confirms all that has been claimed for it in that direction. The great fault of "B.'s" wheel seems to have been its habit of spoke-snapping, — a grave and dangerous one. I admit, but a fault that the experience of the writer—and that of Mr. Hill, as well. I understand — leads to the conviction that it was one of that machine alone, not of its kind. The cause could hardly have been other than the use of improper metal in the spokes. My American Star had spokes that were hardened to brittleness at the rim, and were continually breaking there. This, I think, can be the sole reason for "B.'s" trouble; his theory that the extraordinary stiffness of the rim caused, or even contributed to it, is obviously erroneous, as a little careful thought must show. The unyielding rim distributes any shock among all the spokes, instead of, as in an elastic felloe, allowing it to act directly upon the spoke adjacent to the point of contact. It is also apparent that the less tendency a wheel has to assume the elliptical shape under the weight of the rider, the greater is the immunity afforded the spokes from varying strains and play at the ends or end, as the spoke is lock-nutted or direct. This even distribution of strain on the wires of the Invincible enables them to be constructed, as they are, of much smaller gauge than in the ordinary wheel, unless in the latter a larger number of spokes be used. As an instance of this, the writer will mention that he has seen a Yale that had been mercilessly used, with a rim that was a perfect plane circle, notwithstanding that several large dents in the metal showed the severity of the blows to which it has been subjected.

In a conversation with John Keen the other day, I asked that most experienced of wheelmen what his opinion was of the Invincible rim. He did not think much of it, he replied; a pair was sent him to try, but they lacked the weight which in his estimation should go into the circumference of the wheel. He used a crescent rim in the manufacture of the Keen that contained a great deal more metal than appeared, and this he considered an advantage. Our opinions differed so completely, and there were so many other topics to be discussed, that I did not carry the subject further; but the fact must be that the heavy rim, on the principle of the gyroscope, tends to keep in the same plane with more persistency than the light one, and the effort necessary to overcome this force cannot but render such a wheel less delicate in its steering. The English champion neglected to explain, in his conversation, about Herbert Liddell Cortis, why that famous amateur preferred the D. S. H. R. to his or any other maker's machine.

IXION.

Winter Riding, No. 2.

Editor Bicycling World: — In my first article I attempted to demonstrate that the bicycle is practically useful all the year round, as far as the snow and ice is concerned, with very few exceptions, even in the country towns; but my experience this winter, riding in the streets of Boston every day since 1 December, convinces me that it is more practical even in the city than I would have believed. I have found that riding between the horse-car tracks is much easier than riding on what we call moderately bad roads in the summer. As a proof of this, I find by consulting my diary that there have been ten days since 1 January that the snow or mud made the streets much worse than on the other days, but on business or pleasure I rode from two to seven miles each day, and in the ten days forty-two miles; and in all this riding I did not have a horse-car go by me but once, and I think that I often gained as much as a minute in a mile on them. The most unpleasant experience I have had in my winter riding is the remarks and insults I hear from boys and men on the street; but I pretend not to hear them, and find silence the best defence. The questions and remarks I hear from other riders strike me as very strange, and some of them seem to regard a man riding in two or three inches of snow with about the same wonder that I felt when I first saw a man riding such a "dangerous thing" in 1878. I think many riders will use their machines a larger part of the year, after a while, and then no notice will be taken of us in an unpleasant way. There are some now who are trying it; for instance, "Telzah" has ridden every day for almost a year, and I hope he will tell us all about it.

But to sum up the whole, I have convinced myself that the bicycle is useful nearly all the year, the principal trouble being that in wet weather it is bad for nice clothing.

I promised to mention some of the places where I 've taken my machine, but have only room to speak of a week's experience with an excursion party to the White Mountains last summer. There were one hundred and twenty-six ladies and gentlemen in the company, and I had met but one of them up to that time. The first day I felt very much alone; but after I had been out riding my bicycle near the hotel in the evening, one after another would ask me if I was not one of the party, and then each would soon find out who the other was. The second day, after I had been practising some fancy riding on the great board walk in front of the Fabyan House before a large part of the company, the leader of our party called on them for three cheers, calling my name. I now had a general introduction, and before the week was up I knew almost every one by name, and made many pleasant acquaintances. When the party went to the Flume from the Profile House (five miles), in four-horse coaches, I kept my ticket and rode down on my wheel in less time than they used; but I expected hard work returning, for I was informed that the rise was 6 o feet in the five miles. I tried to tie my wheel on one of the coaches, but could not; so we started, and when I got a chance I passed the next, and one other, doing my best to get back as soon as they did. To my surprise I got there first, and the coach that started with me did not arrive till eighteen minutes later. These things not only increased my pleasure but gained many friends for the machine, and I was thankful that I took it with me. When the baggage cars were full I put my machine on the tender of the engine. In cold weather the mud and ice fill the spaces between the paving stones, and make the road most as smooth as a floor; and as rubber does not slip on snow or ice, there is not the least danger of a fall if you keep cool. The following is my record from 1 January, 1881, to 1 February, 1882: January, 26 days, 21 miles; February, 25 days, 36 miles; March, 27 days, 65 miles; April, 28 days, 176 miles; May, 29 days, 297 miles; June, 30 days, 240 miles; July, 27 days, 165 miles; August, 29 days, 238 miles; September, 30 days, 223 miles; October, 30 days, 172 miles; November, 30 days, 94 miles; December, 30 days, 218 miles. Total, 341 days, 1,945 miles. Greatest distance in a day, 64 miles, 5 August. Did not ride on 24 Sundays. Between Framingham and Boston, 15 times. January, 1882, 31 days, 102 miles. W. D. W.

766 TREMONT STREET, BOSTON.
Formerly Framingham, Mass.

A Year's Record.

Editor Bicycling World: — Herewith I send you the riding record of a business man for 1881: —

Month.	Miles.	Days out.
January	31	2
February	91¾	12
March	247	24
April	309	27
May	353	27
June	404	25
July	503	30
August	269	24
September	278	24
October	302¼	24
November	200	22
December	178¾	12
Total	3,139	253

Longest day's ride, 100½ miles, 27 August; shortest, ¼ mile, 1 January.

Machines ridden, 1881: —

54-inch Harvard	302 miles.
56-inch Harvard	1,820 "
57-inch Yale Light Roadster	892 "
Special Centaur and Harvard Tri's, 57-inch Humber and American Star	145 "
	3,139 miles.

IXION.

The Keen-Vesey Back-out.

Editor Bicycling World: — The sudden departure of Messrs. Vesey and Keen on the day when they had arranged for another race with their opponents of the 14th, Messrs. Frye and Prince, seems to have caused some unfavorable comment, and I clip from the Boston *Herald* of the 19th inst. (the day when the race was to have taken place) the following item: —

"There is considerable feeling among bicyclers because of the sudden departure from this city of Keen, the champion of England, and Vesey, the long-distance amateur champion, after their race in this city. The benefit to John Prince, who claims the professional championship of America, which was to have occurred this evening, and in which both of these riders were to run, was of necessity abandoned. It had been arranged that two events would occur, — a professional race of ten miles between Keen and Prince, and an amateur race, same distance, between Frye and Vesey. The abrupt departure of these two gentlemen under these circumstances will, it is feared, have a tendency to efface from the minds of Boston riders the otherwise pleasant recollections of the visit of the English champions."

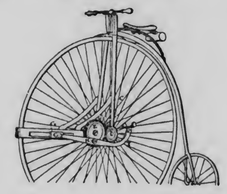
It is no more than fair to Mr. Vesey to state that I have just received a letter from him, dated 19 January, New York City, in which he expresses his regret at his sudden departure, his appreciation of the kind reception accorded to him by Boston wheelmen, and his hope that in September next he may again have the pleasure of meeting Mr. Frye, but upon an out-door track, and with both his opponent and himself in better condition than they were on the 14th inst.

FRANK W. WESTON.

Recent Bicycle Patents.

251,398. BICYCLE. JAMES AMESS, GUELPH, ONTARIO, CANADA, ASSIGNOR TO JOHN HOGAN, SAME PLACE. FILED 8 NOVEMBER, 1881. (NO MODEL.)

Claim. — 1. In a bicycle or similar vehicle operated by treadle power, a foot treadle, F, having its end opposite to that upon which the stirrup is secured pivoted to a cross head supported in suitable guides on the main frame C, in combination with the spur wheel E, connected to the treadle F by the crank pin, and to the main



axle B by the pinion D, substantially as and for the purpose specified.

2. In a bicycle or other similar vehicle operated by treadle power, a foot lever, F, attached to a crank upon the main axle B, and having an upwardly bent end to carry the foot stirrup, in combination with a cross head G, attached to the lever F, and arranged to support it on a suitable stud, substantially as and for the purpose specified.

Mr. Hogan writes us that his bicycle can be geared up to run forty miles an hour, and that it has been ridden at the rate of thirty-two miles on a rough road; that it rides with greater ease than the rotary-motioned machine, and as the saddle is very far back, it secures the rider against headers when running into a hole or rut; that the handles and brake are entirely under control, and it is a third easier managed and steered than the ordinary bicycle; that his patent also covers "another attachment instead of the gear which is attached to the main axle, and works with the levers the same as gear; but it is a crank running through the main wheel, and attached to the lever, and can be arranged to work at any part or pitch of the foot desirable." The bearings are brass, but he thinks that roller bearings would increase the speed. The treadles are capped like the toes of slippers, to enable the rider to pull up with one foot while the other presses down, — a doubtful advantage, although, as he says, the foot is easily removed in case of a fall. The machine weighs *only* sixty-five pounds, and can carry a rider of from seventy-five to two hundred and fifty pounds. He claims as a great advantage over the rotary crank machine that it gives the feet the same motion as in walking, thereby allowing greater ease of propulsion; but the reader will perceive that the motion must be the same as in the Xtraordinary Challenge, — that is, up and down, like treading water without progression, and therefore monotonous and unnatural; while the rotary crank motion is nearly the motion of walking, except that it elevates more and shortens the walking step, which is really a long ellipse. Mr. Hogan says his patent is for sale.

Best Bicycling Records.

AMATEUR performances are designated by a *.

440 yards. — IN ENGLAND: 418, W. Phillips, Leicester, 31 July, 1880. *448, H. L. Cortis, Cambridge, 21 May, 1879.

880 yards. — IN ENGLAND: 1:24 4-5, F. Cooper, Cambridge, 21 May, 1879. *1.24, H. L. Cortis, Cambridge, 21 May, 1879.

1,320 yards — IN ENGLAND: 2:07 3-5, F. Cooper, Cambridge, 21 May, 1879. *2:10, Keith-Falconer, Cambridge, May 26, 1880.

1 to 10 miles. — IN ENGLAND: *Professional* — 1m., 2:46 2-5, F. Cooper, Cambridge, 26 May, 1880. 1m., 3:30 1-5, F Cooper, Cambridge, 21 May, 1879. 1m., 4:15 1-5; 1m., 4:57 1-5; 2m., 5:36 4-5, John Keen, Cambridge, 21 May, 1879. 3m., 8:55, J. Keen, Wolverhampton, 23 May, 1877. 4m., 11:52½, J. Keen, Derby, August, 1880. 5m., 14:59 1-5; 6m., 18:04 1-5; 7m., 21:07 1-5; 8m., 24:07; 9m., 27:12; 10m., 30:06 3-5, F. Cooper, Cambridge, 28 May, 1880. *Amateur* — 1m., 2:46 3-5, Keith-Falconer, Cambridge, 26 May, 1880. 1m., 3:30 4-5; 1m., 4:15; 1m., 4:57; 2m., 5:36 3-5, Keith-Falconer, Cambridge, 21 May, 1879. 3m., 8:54 2-5; 4m., 11:54½, H. L. Cortis, Leicester, 23 August, 1879. 5m., 14:39 2-5, H. L. Cortis, Stoke-on-Trent, 4 August, 1880. 6m., 17:54; 7m., 20:52; 8m., 23:57; 9m., 26:59 4-5; 10m., 29:54 1-5, H. L. Cortis, Surbiton, 21 August, 1880. IN AMERICA: *Professional* — 1m., 3:02½; 2m., 6:04¾; 3m., 10:13¾, D Stanton, N. Y. City, 21 January, 1880. 4m., 13:33½, D. Stanton, N. Y. City, 7 February, 1880. 5m., 17:06½; 6m., 20:32½; 7m., 23:46½, D. Stanton, N. Y. City, 24 January, 1880. 8m., 27:30¾, D. Stanton, N. Y. City, 17 January, 1880. 9m., 31:07¾; 10m., 34:49¾, D. Stanton, N. Y. City, 7 February, 1880. *Amateur* — 1m., 3:08¼, W. S. Clark, N. Y. City, 31 January. 1880: 2m., 6:27; 3m., 9:47½; 4m., 13:20, W. S. Clark, N. Y. City, 14 February, 1880. 5m., 16:46½, W. S. Clark, N. Y. City, 1 January, 1880. 6m., 21:35; 7m., 25:10; 8m., 28:48; 9m., 32:30; 10m., 36:10, C. D. Vesey, N. Y. City, 19 December, 1881.

11 to 25 miles. — IN ENGLAND: *Professional* — 11m., 35:16 3-5; 12m., 38:28; 13m., 41:41 3-5, J. Keen, Surbiton, 24 October, 1881. 14m., 44:54 3-5, J. Keen, Wolverhampton, 13 October, 1879. 15m., 48:27; 16m., 51:26 2-5; 17m., 54:18; 18m., 57:54; 19m., 1.01:10; 20m., 1.04:17 4-5, J. Keen, Surbiton, 24 October, 1881. 22m., 1.07:41¼; 22m., 1.11:04½; 23m., 1.14:23¾; 24m., 1.17:40; 25m., 1.20:55, J. Keen, Surbiton, 23 August, 1880. *Amateur* — 11m., 33:01 3-5; 12m., 36:06 1-5; 13m., 39:05 1-5; 14m., 42:03 3-5, H. L. Cortis, Surbiton, 22 September, 1880. 15m., 45:08¾; 16m., 48:08¾; 17m., 51:00¾; 18m., 53:57, H. L. Cortis, Surbiton, 2 September, 1880. 19m., 57:36; 20m., 1 10:38 2-5; 21m., 1.03:45 2-5; 22m., 1.06:51 3-5; 23m., 1.10:09 1-5; 24m., 1.13:26 3-5; 25m., 1.16:41 3-5, H. L. Cortis, 22 September, 1880. In AMERICA: *Professional* — 11m., 38:16½; 12m., 41:42½; 13m., 44:49¾, D. Stanton, N. Y. City, 7 February, 1880. 14m., 48:16¾; 15m., 51:50¾; 16m., 55:21; 17m., 58:56; 18m., 1.02:31, D. Stanton, N. Y. City, 17 January, 1880. 19m., 1.06:05; 20m., 1.09:44½; 21m., 1.12:59½; 22m., 1.16:08; 23m., 1.19:43½; 24m., 1.22:59½; 25m., 1.26:17½, D. Stanton, N. Y. City, 7 February, 1880. *Amateur* — 11m., 39:56; 12m., 43:45, C. D. Vesey, N. Y. City, 19 December, 1881. 13m., 47:19½, W Smith, N. Y. City, 19 December, 1881. 14m., 51:14; 15m., 55:04; 16m., 59:03; 17m., 1.02:55; 18m., 1.07:01; 19m., 1.11:09; 20m., 1.15:04; 21m., 1.19:04, C. D. Vesey, N. Y. City, 19 December, 1881. 22m., 1.22:54; 23m., 1.26:27; 24m., 1.30:04; 25m., 1.33:37, W. S. Clark, N. Y. City, 21 February, 1880.

26 to 50 miles. — IN GREAT BRITAIN: *Professional* — 26m., 1.28:26½; 27m., 1.32:25; 28m., 1.31:25, J. Keen, Surbiton, Eng., 22 September, 1880. 30m., 1.41:25; 32m., 1.48:18; 34m., 1.55:20; 36m., 2.02:25; 38m., 2.09:31; 40m., 2.16:32; 42m., 2.23:27; 44m., 2.30:25; 46m., 2.37:30; 48m., 2.44:37; 50m., 2.51:35, G. W. Waller, covered track, Edinburgh, Scotland, 7 May, 1880. *Amateur* — 26m., 1.25:34; 27m., 1.29:03 3-5, G. H. Hillier, Surbiton, Eng., 27 July, 1881. 28m., 1.32:21; 29m., 1.35:43; 30m., 1.39:11, J. F. Griffith, Surbiton, 27 July, 1881. 31m., 1.42:41 1-5; 32m., 1.46:09 2-5; 33m., 1.49:34 3-5; 34m., 1.53:05; 35m., 1.56:47; 36m., 2.00:15 3-5; 37m., 2.03:47 1-5; 38m., 2.07:35; 39m., 2.11:21; 40m., 2.15:06 2-5; 41m., 2.18:52 3-5; 42m., 2.22:26 1-5; 43m., 2.26:05; 44m., 2.29:46 1-5, G. H. Hillier, Surbiton, 27 July, 1881. 45m., 2.33:13, C. Crute, Surbiton, 27 July, 1881. 46m., 1.36:47 2-5; 47m., 2 40:28 2-5; 48m., 2.44:08⅘; 49m., 2.47:42 2-5; 50m., 2 50:50 2-5, G. H. Hillier, Surbiton, 27 July, 1881. IN AMERICA: *Professional* — 26m., 1.32 13¾; 27m., 1.36:00¾;

28m., 1.39:46½; 29m., 1.43:40½, D. Stanton, N. Y. City, 7 February, 1880. 30m., 1.47:34½; 31m., 1.51:22½; 32m., 1.55:06½, D. Stanton, N. Y. City, 14 February, 1880. 33m., 1.59:00½; 34m., 2.02:12½; 35m., 2.06:02½; 36m., 2.09:42½; 37m., 2.13:23½; 38m., 2.17:10½; 39m., 2.20:58½, D. Belard, N. Y. City, 14 February, 1880. 40m., 2.24:48½; 41m., 2.28:33½, D. Stanton, N. Y. City, 14 February, 1880. 42m., 2.32:19½; 43m., 2.36:08½; 44m., 2.39:58½; 45m., 2.43:55½; 46m., 2.47:57½; 47m., 2.51:40½; 48m., 2.55:39½, D. Belard, N. Y. City, 14 February, 1880. 49m., 2.59:06; 50m., 3.02:45½, D. Stanton, N. Y. City, 14 February, 1880. *Amateur* — 26m., 1.37:16½; 27m., 1.41:27; 28m., 1.44:50; 29m., 1.48:26; 30m., 1.52:29; 31m., 1.56:38½; 32m., 2.00:39½; 33m., 2.04:44; 34m., 2.08:47; 35m., 2.12:34, W. S. Clark, N. Y. City, 14 February, 1880. 36m., 2.17:08; 37m., 2.20:58; 38m., 2.24:06; 39m., 2.28:40; 40m., 2.32:45; 41m., 2.36:41; 42m., 2.40:31; 43m., 2.43:47; 44m., 2.47:25; 45m., 2.51:07; 46m., 2 54:50; 47m., 2.58:34; 48m., 3.02:23½; 49m., 3.06:09; 50m., 3.09:45½, L. H. Johnson, N. Y. City, 21 February, 1880.

51 to 100 miles. — In Scotland: *Professional* — 52m., 2 58:43; 54m., 3.05:32; 56m., 3.13:02; 58m., 3.20:08; 60m., 3.27:15; 62m., 3.34:18; 64m., 3.41:34; 66m., 3 48:49; 68m., 3.56:12; 70m., 4 03:34; 72m., 4.10:45; 74m ,4.17:50; 76m., 4.25:07; 78m., 4.32:14; 80m , 4.39:10; 82m., 4.46:21; 84m., 4.53:31; 86m., 5.00:45; 88m., 5.08:09; 90m., 5.15:13; 92m., 5.22:27; 94m., 5.29:53; 96m., 5.37:12; 98m., 5.44:22; 100m., 5 51:07, G. W. Waller, under cover, Edinburgh, May 7, 1880. *Amateur* — 52m., 3.17:51; 54m., 3.25:02; 56m., 3.32:00; 58m , 3.39:12; 60m., 3.46:10; 62m., 3.54:22; 64m., 4.02:10; 66m., 4.10:20; 68m., 4.17:50; 70m , 4.25:10; 72m., 4.32:10; 74m., 4.41:20; 76m., 4.51:19; 78m., 5.04:30; 80m., 5.12:15; 82m., 5 20:25; 84m., 5.28:04; 86m., 5.35:50; 88m., 5.43:51; 90m., 5.51:45; 92m., 5.59:40; 94m., 6.07:26; 96m., 6.14:35; 98m , 6.21:58; 100m., 6.29:57, J. B. Tierney, Edinburgh, June, 1880. In England: *Professional* — 100m., 6.27:00, G. W. Waller, under cover, London, 22 September, 1879. 100m., 6.37:51, Arthur Bills, open-air track, Wolverhampton, 26 April, 1880. *Amateur* — 51m., 3.07:45; 52m., 3.11:35; 53m., 3 15:19; 54m., 3.19:04; 55m., 3.22:54; 56m., 3.26:50; 57m., 3.30:38; 58m., 3.34:24; 59m., 3.38:21; 60m., 3.42:10; 61m., 3.46:50; 62m., 3.51:39; 63m , 3.55:42; 64m., 4.00:24; 65m., 4.05:20; 66m., 4.09:58; 67m., 4.14:39; 68m., 4.19:17; 69m., 4.23:55; 70m., 4.28:59; 71m., 4.33:27; 72m., 4.38:30; 73m., 4.42:46; 74m., 4.47:13; 75m., 4.51:42; 76m , 4.56:25; 77m., 5.01:04; 78m., 5.07:37; 79m., 5.11:49; 80m., 5.16:09; 81m , 5.20:27; 82m., 5.24:45; 83m., 5.29:03; 84m., 5.33:46; 85m., 5.38:25; 86m., 5.42:22; 87m., 5.48:18; 88m., 5.53:14; 89m., 5.57:47; 90m., 6.02:32; 91m., 6.07:00; 92m., 6.11:29; 93m., 6.15:47; 94m., 6.19:51; 95m. 6.24:17; 96m., 6.28:32; 97m., 6.33:08; 98m., 6.37:33; 99m., 6.42:13; 100m., 6.45:54 3-5, C. D. Vesey, Surbiton, 26 October, 1881. [Mr. McKenzie rode 99 miles 892 yards in six hours at Middlesborough, Eng., 23 September, 1881; but it being subsequently discovered that the track was not full length, the mile times could not be given.]

102 to 176 miles. — *Amateur* — 102m., 6.56:51; 104m., 7.04:46; 106m., 7 12:06; 108m., 7.19:51; 110m., 7.28:10; 112m., 7.35:14; 114m., 7.43:35; 116m., 7.51:25; 118m., 7.59:54; 120m., 8.07:22; 122m., 8 14:55; 124m., 8.22:52; 126m., 8 30:46; 128m., 8.38:40; 130m., 8.54:01; 132m., 9.01:30; 134m., 9.08:10; 136m., 9.16:47; 138m., 9.25:05; 140m., 9.32:27; 142m., 9.40:37; 144m., 9.47:04; 146m., 9.56:40; 148m., 10.04:30; 150m., 10.12:35; 152m., 10 24:44; 154m., 10.32:34; 156m., 10.40:05; 158m., 10.47:45; 160m , 10.55:45; 162m., 11.03:44; 164m., 11.11:34; 166m., 11.19:24; 168m , 11.27:10; 170m., 11.35:00; 172m., 11.43:10; 174m., 11.51:20; 176m., 11.58:55, J. B. Tierney, under cover, Edinburgh, Scotland, June, 1880.

186 miles 337 yards in 12 hours. — A. J. Rennie, amateur, Glasgow, Scotland, 14 June, 1880

1,607 miles 7 laps in 72 hours (12 hours daily). — F. Lees, Middlesborough, Eng., 27 September to 2 October, 1880.

Greatest distance ridden in one hour. — *19 miles 1,420 yards, H. L. Cortis, London, Eng., 22 September, 1880.

Greatest distance ridden without a rest. — 230 miles 469 yards, H. Higham, London, Eng., 18 March, 1880.

84-Hour Races — 14 Hours per Day.

Greatest distance ridden in 14 hours. — 211 miles 1,368 yards, J. Battensby, Newcastle, Eng., 21 June, 1880; 28 hours, 410 miles 1,473 yards; 42 hours, 604 miles 1,473 yards; 56 hours, 788 miles 1,052 yards; 76 hours, 972 miles 1,684 yards; 84 hours, 1,136 miles 842 yards, — all by Geo. Edlin, Newcastle, Eng., 22-26 June, 1880.

Tricycle. — W. Phillips rode 10 miles in 42.33 1-5, Birmingham, Eng., 30 September, 1880. — *Clipper Almanac.*

WHEEL CLUB DOINGS

Capital Bi. Club. — At a meeting of the executive committee of the Capital Bicycle Club, held 14th inst., the resignation of C. G. Allen as secretary was accepted. and S. Preston Moses, Jr., was unanimously elected to the position. The secretary's address will be Washington, D. C., and any communications of interest to our sport will be cheerfully received and furnished.

S. Preston Moses, Jr.,
Sec. Capital Bi. Club.

Washington, D. C., 27 January, 1882.

Dubuque Bi. Club. — At the semi-annual meeting of the Dubuque Bicycle Club, held Monday evening, 23 January, the following officers were elected: President, C. M. Peaslee; captain, H. E. Tredway; sub-captain, J. C. Tredway; sec. and treas., H. M. Fry.

H. M. Fry.

Dubuque, Iowa, 25 January, 1882.

Kentucky Bi. Club. — At a joint meeting of the Louisville and Falls City Bicycle Clubs, of Louisville, Ky., the question of consolidating both clubs under a new name was discussed at some length, many thinking that a unity of interests of wheelmen would inure to the general interests of bicycling in that city. A majority finally voted for the project, comprising all the Louisville Club and about half of the Falls City Club, and organized the new association under the title of Kentucky Bicycle Club, with the following board of officers: President, Aaron. Cornwall; secretary and treasurer, Arthur Pope; captain, Henry C. Schimpeler; first lieutenant, Charles Jenkins; second lieutenant, Clarence Jenkins. The remaining members of the Falls City Club declined to part with their old name, and will continue their organization.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.

Editor Bicycling World: — If "L." will publish his receipt for his specially made viscid oil which he has been using with success on his back-wheel ball bearings, he will do a great favor, not only to myself, but to others who have been troubled with the rattling If he does not wish to publish it, will he be kind enough to send a receipt to One of the Afflicted?

Boston, 27 January, 1882. Box 5,200.

Editor Bicycling World: — Will "E. N. B." be so kind as to tell how he fastened his rubber ball handles to the handle bar? C. A. H.

Cadiz, Ohio, 27 January, 1882.

[Sturmey's "Indispensable Hand-Book" tells all about hollow forks, single, double, and fluted. — Ed. World.]

My leg measure is thirty-one inches, and I have ridden a 48-inch bicycle with 5 3-8-inch cranks for three years. Being about to purchase a new machine, I should esteem it a great favor if any one in a position to advise would inform me whether I can safely venture on a 50-inch, with 5-inch cranks. I care more for comfort in riding than speed, but have been strongly urged to adopt the larger size, in order to secure both these advantages. Also, can any one inform me whether, in machines with dropped handles, the brake lever is similarly treated, after the "cow-horn" pattern? Pedal Pusher.

Salem, 25 January, 1882.

BOOKS AND PAGES

The Century. — The February or midwinter number of the *Century* is received, and it wears for the first time its new sister, with Elihu Vedder's trimmings, already described, and drops its sub-title of "Scribner's." We are not an admirer of Mr. Vedder's idea of art; so after a brief glance, we examine beneath the rough covering to enjoy the real diamonds inside, and these are many and brilliant. The frontispiece is a handsome portrait of George W. Cable, engraved by T. Cole, after A. H. Thayer; and those who have admired the author's stories will be pleased to see so fine a face. "The Tile Club Ashore" is another of the enjoyable Tile Club series, and is nicely and humorously illustrated. Other illustrated papers this month are "Brother Stolz's Beat," by H. H.; "The Phidian Age of Sculpture"; and a critical sketch of F. W. Robertson, by Dean Stanley. Among the unembellished articles are many, not only interesting and brilliant in themselves, but some are given additional lustre from their authorship. In addition to continuations of the serials by Mr. Howells and Mrs. Burnett, we have the text of the latter's play "Esmeralda," now being performed in New York; Longfellow contributes a new poem, "Hermes Trismegistus"; Emerson discourses on "The Superlative"; E. C. Stedman sings of "Lovers in the Tropics"; and Edward Atkinson has a timely and instructive paper on the "Atlanta Cotton Exposition." The editorial departments are all, as usual, bright and readable; and in "Home and Society" lovers of lawn tennis will find a finely-illustrated description of their favorite game. It is a splendid number clear through.

Our Little Ones. — This handsome juvenile opens with a valentine frontispiece, very prettily conceived and engraved, and it has some equally pretty verses accompanying it. Other articles in the magazine are "Uncle Ben's Goose," "The Magpie," "What the Snowflakes say," "Zip in Trouble," "The Doll's Mission" (verses with a good suggestion in them), "Iggy's Plights," "Baby and Kitty," "Little by Little," "Kitty's Friend Toad," "Little Chimney Sweeps," "Monkey Moonshine," "Benny and Bunny," "Uncle's Snake Story," and several more; and these are all nicely illustrated, as usual, some of the best being the "Snake Story," "Monkey Moonshine," "Who Feeds the Sparrows?" and "Little Mishap." Russell Publishing Company, Boston.

A bicycling journal styled *Das Velociped* is published in Berlin, under the editorial charge of T. H. S. Walker; and the pictorial heading shows a party of wheelmen riding up to an inn with evident gastronomic or bibulous intentions.

If you 're anxious for to shine in a high bicycle line,
As a man of riding rare, —
You must first get up the terms used by all the English firms,
And expound them everywhere:

Fluted forks and cow-horn handles, lamps that burn both oil and candles;
Double section, hollow rims, —
While a costume most æsthetic, that will act as an emetic,
Should adorn your slender limbs.

Then every one will say,
As you wheel your weary way, —
"If this young man has a knowledge so rare that its meaning I can't see,
Why, what a Henry Sturmey Indispensable young man
This Indispensable young man must be!"

Ixion.

WHAT IS TO BE.

Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.

6 February. Boston, annual meeting and fourth annual dinner of the Boston Bicycle Club, at Young's Hotel.

7 February. Boston, annual meeting and dinner of the Massachusetts Bicycle Club, at Hotel Vendome.

20 February. New York, Bicyclers' ball, at Hasco's Hall, Broadway. Secretary, James Revell, *Sunday Courier*.

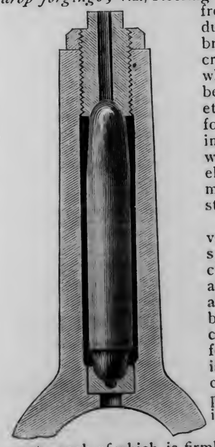
The Prince of Wales has given still further proof of his appreciation of 'cycling by ordering a tricycle for one of his daughters. Were proper representations made, we feel certain that his Royal highness would patronize the next Hampton Court Meet; and possibly the committee may move in this matter. — *London Sportsman.*

E. R. Benz, a South Bend, Ind., letter-carrier, uses a bicycle in collecting letters from the street boxes. He claims to be able to accomplish in this way in twenty minutes, work that formerly required an hour, and with an equally great saving of labor. — *Boston Courier.*

The "Expert" Columbia.

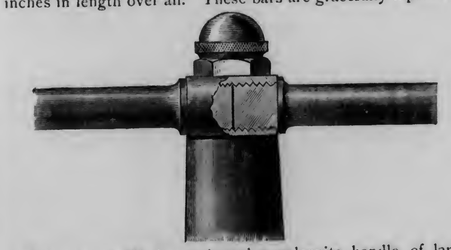
We are permitted to reprint, from advance sheets of the forthcoming new catalogue of the Pope Manufacturing Company, the following extracts and cuts, descriptive of their latest improved roadster. The catalogue is of course intended for the public, whether bicyclers or not, and there is consequently much which we shall omit, as being superfluous information to our readers, who are supposed to be conversant with the general principles of construction; but we will, as a rule, follow the text in enumerating the various points of improvement which the manufacturers claim for it. We will begin with a summarized description of a 50-inch, as a standard size for comparison: One inch and ⅝-inch moulded red rubber tires. Deep **U** rims. 56 direct spokes. No. 11 steel wire, with both ends enlarged. 18-inch back wheel. 5-inch recessed steel hubs, with 5¾-inch spread of spokes. Detachable cranks, 4½ to 5½ inch throw, notched on back for adjustment of pedal. Small parallel rubber pedals. Front and rear ball bearings. Cylindrical weldless steel hollow perch. 5-inch cylindrical head, with dust shield; 4-inch ball centres. Elliptical hollow forks. Bolted sliding spring, with steel roller clip. Suspension saddle. 23-inch handle bars, screwed in lugs. Large vulcanite handles. Oblong open serrated step. Grip lever spoon brake. Steel trouser guard. Steel monkey wrench. Screw driver, oil can, handy tool bag. Weight, all ready to ride, 45 lbs. Half-nickelled (on copper coat) and painted with gold stripe; or all nickelled.

Amongst the other steel parts, the following are solid steel *drop forgings*; viz., steering head, neck-and-spindle, rear fork, front and rear fork ends, head, dust shield, spring, handle bars, brake-handle lever, hub flanges, cranks, crank keys, pedal shaft, rear-wheel hub, rear-wheel cones, front-bearing cases, front-bearing cones, etc. Not only these and other forgings, but all parts are shaped in dies; a method of construction which secures not only even and elegant finish and form, but homogeneity of metal and greater strength and reliability.



An improvement, especially invented for this machine, is the hemispherical or ball steering centre. A cubical hardened steel step below and a hardened steel adjusting bolt above afford concave hemispherical bearings for the convex hemispherical ended spindle (also case-hardened for bearings); and this arrangement is superior to the ordinary conical centres in several respects, — more perfect adjustment, more even bearing, greater durability, etc.

The handle bar is made in two parts, each of which is firmly screwed and fastened into a lug on the head, with a double shoulder, in a new and improved manner. The handle bars are from twenty-two to twenty-five inches in length over all. These bars are gracefully tapered.



Handles. — We have adopted a vulcanite handle of large diameter, hard finish and great elasticity, and which has no nut at the end.

Brake. — We have retained the general form of grip lever spoon brake for the tire of the front wheel, with the best steel forging for the lever, with long handle and compound leverage.

The neck-and-spindle is of solid steel drop forging; and the form of the neck is such as to combine great strength with good appearance and a close build. To it the

Perch is brazed with a specially strong joint. The backbone is of circular section, weldless steel tube, one and three eighths inches in diameter, tapered both ways, and of such shape and thickness of shell as to be thoroughly rigid and strong.

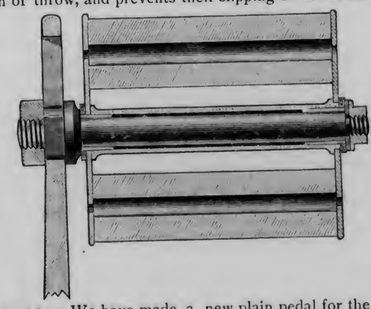
The spring is a rolled steel plate formed by a patented process, with a new and improved curvature. It is bolted to the neck at the fore end, and slides in an improved clip at the rear end, on a hardened steel roll, so that it cannot wear or rattle.

The tires are moulded of the best "fine" Para rubber, and spliced before vulcanizing in such manner that they are the same in strength and effect as if made in an endless mould.

Spokes. — The spokes are of the best drawn steel, No. 11 wire, with the hub ends three sizes larger, or No. 8; and they are "direct" They are also enlarged at the felloe end. We exceed the conservative rule of spokes for inches, and put in an extra number of six to fourteen more, according to size. They are headed and nicely fitted in the rim, which is of **U** form, of wide section, and rolled (deeper than heretofore) and welded by patented machinery.

The hubs of the forward wheel are of steel, threaded and pinned to the axle. These are lighter and stronger than gun metal or bell metal, and hold the spokes better. They are five inches in diameter, recessed sufficiently to take all the bearing mechanism except the thickness of the fork lug, and formed so as to receive and draw on the spoke in the direction of its length. They are placed at a distance apart such as to give from 5¼ to 6¼ inches breadth between centres of spokes.

Axles. — The axles are very short. being from 8¼ to 9½ inches, according to size; and proportioned in diameter according to requirement, so as to resist bending as well as breakage. To these, detachable cranks are closely fitted and keyed. These are thinner than has been usual, but of a width and peculiar shape for strength and rigidity. They allow from 4½ to 5½ inches throw, being slotted for the pedal pin, and are grooved on the back side for correspondingly ribbed washers on the pedal nuts. This allows accurate adjustment of pedals for length of throw, and prevents their slipping on the crank.

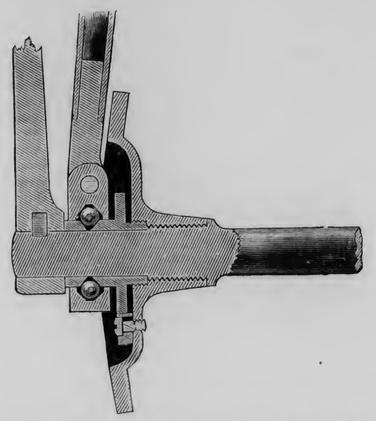


Pedals — We have made a new plain pedal for the expert, with parallel bearings, in case-hardened bushings. This pedal is light, narrow, finely finished, and protected from dust. It is attached to the adjustment and grooved crank in a non-slipping manner, and with the flange one quarter inch from the face of the crank.

Rake. — The inclination of the centre of the forks backward from a perpendicular through the axle of the fore wheel, measuring at the bottom of the head, is two inches for a 54-inch wheel, and the same angle on other sizes.

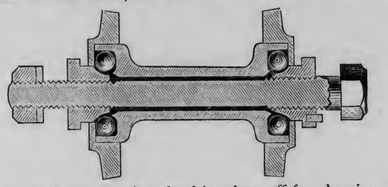
Forks. — These are of weldless steel tube, of thick shell, of elliptical cross section, 1 5-8 inches in one diameter and three

quarters inch in the other; and the form of the fork throughout its length is made with a regard to scientific principles of mechanics. The ends are knuckled inwards to secure closeness and to give a steadier bearing for box and balls on the axle.



BEARINGS. — The front-wheel bearings are of our now well-known and proved Columbia ball pattern. But we have made a modification for the Expert, which consists in threading the recess in the hub (instead of in the crank), and putting the adjusting part of the sleeve on the inner side. On this is formed a large serrated annulus, easily reached and turned by the thumb and finger, and held in position by a neat block or dog screwed to the hub. By a neat arrangement of the slot and screw for this dog, the necessity for removing it, when adjusting, is obviated.

The back wheel is provided with Columbia ball bearings, specially adapted. The hubs are of steel, and the single row of balls, on each side is in a hardened box, set in, and the whole is so constructed that the adjustment is effected by turning one cone with its annulus, that it cannot bind or loosen in use, that the balls do not rattle, and that the balls cannot leave their



places in the box when the wheel is taken off for cleaning, etc. The rear-wheel rims are rolled deeper than heretofore, to guard more securely against starting of the tire.

STEP. — We have made a new step for the Expert, of oblong shape, open, and serrated; and we have paid particular regard to the height of the step from the ground. This latter has been determined for the different sizes by many experiments. The quality or degree of hardness of steel for different parts has been carefully studied and calculated for the strains to be resisted; not only for lateral and torsional strains, and for wear, but for resistance to bending as well as to breaking. The crank and the axle, the bearing box and the ball, the handle bar and the hub, — for neither of these pairs is the same quality or hardness of steel equally appropriate in each. In fact, scarcely any two parts are of the same degree of hardness, and all the steel is especially prepared at the best mills for our use.

The sizes of the Expert front wheel are from 46-inch to 60-inch inclusive, and the prices range from $120 to $137.50 for half-nickelled and $135 to $152.50 for full-nickelled, the size prices increasing $2.50 each.

RACING MEN will find in the *Wheelm n's Annual*, specifications for Racing Machines, contributed by John Keen, champion of England, Lewis T. Frye, W. W. Stall, L. H. Johnson, and others. Now ready; price, 30 cents.

TO BICYCLE IMPORTERS, AGENTS, etc. WANTED. By an English bicyclist, a position as Salesman or Tutor. Would make himself generally useful; attend races if necessary; best of references; will be disengaged by 1 April. Boston or New York preferred. Address W. J. MORGAN, Bicyclist, St. Catherine's, Ont., Canada.

MISCELLANEOUS.

Addresses inserted in this department, $6 per year.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamps for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

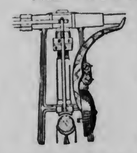
TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.
With your orders, please give names of machines on which alarms are to be attached.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

LEARN to WALTZ at WALKER'S PRIVATE DANCING ACADEMY, 24 Dwight St. Please send for circular.

THE BEST GOT UP
AND MOST INTERESTING ANNUAL
EVER PUBLISHED IS
The 'Cyclist and Wheel World Annual,
Edited by C. W. NAIRN and HENRY STURMEY.
— IT CONTAINS —
Diary for 1882. Road Routes of the United Kingdom. Analysis of Roads. Description of the Principal **English Racing Tracks.** Record of English Racing in 1881. The History of the Monocycle, by Henry Sturmey (Illustrated). Articles by all the best writers. **The Complete Bibliography of Cycling,** by H. Blackwell, Jr. **The Clubs of the World and their Badges.** Résumé of past season, etc., etc.
Nearly 300 pages. 500 illustrations. PRICE, **ONE SHILLING.** Sent post-free to U. S. A. for 30 cents, remitted by money order to
ILIFFE & SON,
The 'Cyclist Office - - COVENTRY, ENG.



The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NOW READY
THE THIRD ANNUAL XTRA
Xmas Number of the 'Cyclist.
— EDITED BY —
HENRY STURMEY.
WHICH CONTAINS
64 PAGES OF CLOSELY PRINTED MATTER,
And over **80 ORIGINAL ILLUSTRATIONS,** many of them of large size, the whole encased in a handsome illuminated cover. The advertisements are printed artistically in two colors, and contain the first announcements by all the leading makers of
Novelties for the Coming Season.
Price One Shilling (post-free 30 cents).
Iliffe & Son, The 'Cyclist Office, Coventry, England

WHEELMAN'S ANNUAL FOR 1882.

WHEELMAN'S YEAR BOOK,
ALMANACK AND DIARY, 1882.
Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)
The most useful book ever published. 250 to 300 pages brimful of all sorts of information.
No room in this advertisement for particulars, the attractions are so numerous.
Price, mailed free to U. S. A.....50 cts.
Or elegantly bound in cloth.....$1.00
Copies of last year's issue may also be had.
Publisher, WALTER D. WELFORD, Pilgrim Street, Newcastle-on-Tyne, England. Orders received at office of *Bicycling World*.

GOY, The Athletic Outfitter,
21 Leadenhall Street, } LONDON,
22 Leadenhall Street, }
54 Lime Street, } ENGLAND.
Any make of English Bicycle or Tricycle can be purchased of Goy at a very liberal discount off makers price-lists.
Club Uniforms, and every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing, and all Athletic Sports. Also, Billiard and Bagatelle Tables, Lathes and Fret Saws, Home Trainers, Boats and Canoes.
Goy's Calendar of Sports and Price-Lists forwarded free.

League Hand-Book.
THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —
BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.
Then may I set the world on wheels. — *Shakespeare.*
36 *pages, crown quarto, printed on best paper and ably and tastefully edited*
By WALTER D. WELFORD,
Pilgrim Street, Newcastle-on-Tyne, England.
Full of original articles, serial stories, cycling tales, humorous sketches, accounts of tours, foreign advices.
The only English cycling periodical giving American news regularly. Subscriptions post-free to America; 12 mos. $1.00, 6 mos. 50 cts. Received at office of BICYCLING WORLD. Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.
E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

THE TRICYCLING JOURNAL
— AND —
MANUFACTURERS' ADVERTISER.
Edited by - CHARLES CORDINGLEY.
HAMMERSMITH, LONDON, W.
Subscriptions received at this Office.
One year.....$2 25
Six Months.....1 15
Three Months.....60
Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur
RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

WM. FORD & CO.
Astley Bicycle and Tricycle Works,
WOLVERHAMPTON, ENGLAND.
Our No. 1 Bicycle is fitted with the "Ælous" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Grey Rubber Tires, and finished all-bright or painted in three colors
up to 50-inch, for.....$41 00
From 50 to 56 inch.....43 00



The Cheapest High-class Bicycle made IN or OUT of England.

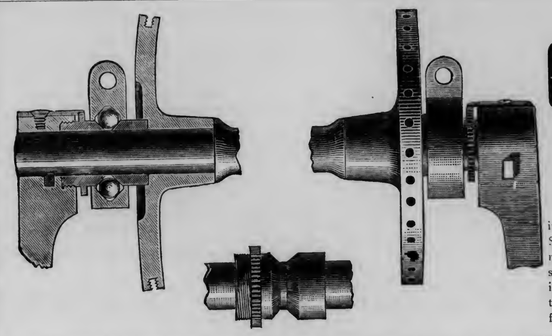
Our No. 2 Bicycle is fitted with our patent double row Ball Bearings Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.
Price up to 50 inch.....$26 50
From 50 to 56 inch.....29 00
Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881: —
"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."
Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,
FROM $20 EACH.
PRICE LISTS FREE. PHOTOS 6 CENTS.
WM. FORD & CO. - - - - - - Wolverhampton, England.

BICYCLING LITERATURE.
We have a supply of the following bicycling literature, which we will send postpaid at prices named: —

Bicycling World, Vol. 1, bound in cloth	$2 00
" " 2, " "	2 00
" " 3, " "	1 00
Patent File and Binder for World	4 00
American Bicycling Journal, bound in cloth	30
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	50
" " 1881	60
American Bicycler, by Charles E. Pratt	30
Velocipede, History of	60
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
" " paper	50
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly)	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00



THE

Columbia Ball-Bearing.

(Patent No. 249,278. Dated 8 November, 1881.)

Invented expressly for our SPECIAL COLUMBIA Bicycle, and brought into public use in July, 1880. It is sold only with our machines. Our STANDARD COLUMBIA is also furnished with these latest, neatest and most perfect of ball-bearings, at an extra cost of $10. The means of securing the adjustment have been improved, and the bearing has been tested in continuous use by hundreds of experienced riders, and is pronounced theoretically and practically, the most desirable adjustable anti-friction bearing for bicycles yet devised.

The points of superiority of the Columbia Ball-Bearing over any other now in use are:

1. Its scientific construction; it takes both "journal" and "pivot" friction without wedging the balls.
2. Its simplicity; it has a less number of parts, and these of more direct action.
3. Its great wearing qualities, it being of case-hardened steel in every operative part.
4. The perfection of its mechanism, every surface made with positive automatic tools perfectly true and smooth.
5. The great distance it may be run without re-oiling or cleaning; the box being of one piece holds the oil, so that the balls are continuously lubricated, and the whole is practically dust-proof.
6. Its readiness and certainty of adjustment. Any one, however unskilled, with the means in the tool-bag, can handle it anywhere, and not fail to adjust it properly.
7. Its compactness and beauty. It is small, symmetrical, and presents only smooth surfaces, and few of them, to the chamois or oiling rag.

THE POPE M'F'G CO.

MAKERS OF COLUMBIA BICYCLES,

AND DEALERS IN TRICYCLES AND BICYCLERS' SUPPLIES,

597 Washington Street - - - Boston, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, Etc.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings, and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William K. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10r. Foreign. 7 cents a copy.

BOSTON, 10 FEBRUARY, 1882.

Volume IV. Number 14.

[Vol. IV. CONTENTS. No. 14]

Editorial: The League Meet; Highways; A Good Bicycle 159
Boston Bicycle Club Annua 160
Crescent Club Annual 160
Wheel Club Doings: Rutland; Falls City; Boston; Hartford; Kings County; San Francisco; Massachusetts 161
Our Racing Men (best records) 161
Correspondence: Milwaukee Breaks; Protest against the Record; Voice from Wisconsin; Cleveland; J. C. Garrood; Scranton; Mass. Bicycle Club; High Speed Delusion . . . 162
Notes, Queries, etc. 164
L. A. W.: Applications 165
Scuri, the Monocyclist 165
A Vision of Summer 165
Currente Calamo 165

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

BUY YOUR

ACCOUNT BOOKS & BLANK BOOKS

Of the Manufacturer at Lowest Prices.

FRED. W. BARRY, 108 and 110 Washington St.

CORNER ELM,

BOSTON.



Pat. Sept. 13, 1881.

NOW READY, $5.00. FINE GOLD L. A. W. BADGES of the new design with garnet stone centre, $5.00 each. Extra finish, with ruby or sapphire centres, $8.00 to $15.00. The same with small diamonds, $12 to $20. Cheaper silver and plated badges ready later. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

WHEELMAN'S ANNUAL FOR 1882.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

THE HUMBER BICYCLE

Is now being constructed specially strong for

AMERICAN USE.

Upon receipt of cheque, value £18,

We will send, securely packed (case inclusive), one of these celebrated machines, beautifully japanned and part nickel-plated, ball bearings to both wheels, brake and all latest improvements.

THE HUMBER BICYCLE

Is now used by nearly every rider of note in England, and is undoubtedly the best and most reliable machine in the market.

The fastest one mile, in 2m. 46s.; ten miles, 30m. 6s.,—by F. Cooper, at Cambridge, May, 1880. The fastest two miles, 5m. 36s., by the Hon. Keith Falconer, at Cambridge, May, 1879. The four Bicycle Union Championships of 1881, 1, 5, 25, 50 miles, in which races the fastest quarter-mile, 36s., and fifty miles, 2h. 50m., were by G. L. Hillier, Esq., the winner of all four events.

The fact that the above wonderful times were all made on the

HUMBER BICYCLE

Clearly proves their great superiority over all others.

HUMBER, MARRIOTT & COOPER,

Beeston Notts - - - - England.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 10 FEBRUARY, 1882.

THE LEAGUE MEET.

As the time of the Annual Meeting of the League of American Wheelmen approaches, beside the question of where it shall be held, comes the more important one of what it will do. At the meeting last year, beyond the routine work of electing officers and receiving officers' and committee reports, nothing was done; no new business being introduced, and there being no unfinished matters left over from the Newport meeting. This year, however, judging from certain mutterings of discontent which have occasionally found expression through our columns, material for much new business is being accumulated, and effort will doubtless be made to bring it up for consideration. In this connection, we would suggest that all who are meditating the introduction of additions, alterations, or amendments to the constitution or rules of the League should study closely and understand thoroughly the wording and meaning of the present text, so as to present any new ideas in a clear and intelligible form, and not, as is too frequently the case in these assemblages, come before it with half-defined notions of what they want to recommend or complain of.

THE organization of a State League in Ohio last August caused some surprise abroad, and was the occasion of editorial comment in this journal, in which we intimated a necessity for some action looking to the formation of sub-leagues, either by States or districts, in those parts of the country where there is any considerable number of wheelmen. We still feel convinced that some measure of this kind should be adopted, and respectfully urge our directors to give the matter due preliminary consideration, and endeavor to present to the general body on the 30th of May a plan or basis for positive and immediate action at that meeting.

ANOTHER subject meriting consideration is that of the times and places for future annual meetings. By the rules of the League, the date is made the 30th of May. Two important objections are made to this date, one of which is positive and the other conditional. The positive one is submitted in behalf of the friends of the deceased soldiers of the Union, the 30th of May being set apart for memorial services in their honor; and it is urged that our Meet and parade, partaking more of the character of a jubilee, is in too marked contrast with the graver occasion, and that it in some degree interferes with its proper and contemplated observance. The conditional objection to this date relates solely to the place of meeting. Those who were present and participated in the Meet last year will not soon forget the intense heat of the day, and how the discomfort of it was intensified by the excitement of preparation, the long waits, and the six-mile parade under an almost meridian sun. For the time of the year the heat was exceptional in this section of the country, where warm weather seldom becomes a fixture until the middle of June; and as a rule we are glad to wear a spring overcoat on Memorial Day. Therefore, for any latitude north of New York, the 30th of May is as good a time as any; but if the Meet is to be held in Philadelphia or Washington, several weeks earlier would be better. It is probably too late now to change for the pending Meet, but we would suggest that the rule fixing the date be revised at that meeting, so that each annual meeting shall hereafter provide the time and place for its successor. This would draw out a fuller and fairer expression of preference, would enable the officers to better and more considerately arrange the details, and would give the local wheelmen ample time to suitably prepare for the reception and entertainment of their guests.

HIGHWAYS.

THE use of convict labor in our State prisons to enrich and benefit contractors has been much condemned. A reform in this direction is needed, and requires the attention of the Legislature. The expense of keeping our highways in good condition is a heavy tax upon the public, while the amount expended is not enough to secure the best results. The most proper way to use convict labor is in public improvements where skilled labor is not required. The organization of "chain gangs" of convicts for the purpose of mending the roads would not only directly benefit the public, and improve our highways, but it would have a salutary effect in preventing crime, as few prisoners would care to indulge in stone-breaking as a means of exercise. Good roads are a matter of economy, and benefit the general public as well as bicyclers. With good roads and the increased travel consequent thereon, wayside inns would spring up and touring become a positive pleasure. Towns, in their endeavors to reduce the amounts of their indebtedness, retrench largely in expenditures for the repair of roads, and this has caused the latter to deteriorate. Farmers in working out their road taxes, rarely improve the surface of the roads, and effect nothing towards repairing the bed of it. This is partly owing to ignorance, as few people know what is necessary to be done to a highway in order to improve its condition. We look for an advance in this direction, as in everything else; and although it will be so gradual as not to be immediately apparent, it will have its effect on bicycling, and open many new routes where riding now is impossible, or attended with so many dangers as to afford but little pleasure. In cases where the road is in such condition that riding is dangerous, we think it would be well if members of the League would inform consuls in

towns of such places as are brought to their notice in riding. The consul could then notify the town authorities. In this case, if an accident should occur by reason of the authorities neglecting to repair, the fact of such notice could be given in evidence, and might do much to fix the responsibility of the town for injuries sustained by reason of the defect. J. S. D.

A GOOD BICYCLE.

In our review, last week, of the "Wheelman's Annual," we promised to give in this issue the specifications for a road bicycle. It will be impossible to give the measurements for a machine that will suit all riders and roads, and we shall only attempt to do so for a machine most suited to wheelmen of average weight, and roads of fair surface, leaving something to the discretion of our readers as to what would suit their special wants, and the conditions under which they ride. The specifications are compiled mainly from those given in the "Annual."

Specifications. — Diameter of rear wheel, 18 inches; gun-metal hubs, 6 inches in diameter, recessed 5½ inches dish; No.13 wire direct butt-ended spokes, 60 to fro t and 24 to rear wheel; crescent or Invincible rim, with ⅞ to ¾ inch tires; double balls to front wheel, Æolus balls to rear wheel; plain or ball pedals; round backbone, 1½ inches diameter; hollow forks, plain or fluted; solid detachable cranks, 5½ inches throw; Stanley or Humber head, 4½ inch centres; solid handle bar 25 inches long, dropped 1½ at ends; horn or rubber handles, with large bulbous ends; cradle or plain flat spring, with Stanley clip; suspension saddle; fixed saw step; double-lever spoon brake, with horizontal lever 12 inches long. Finish, paint or nickel, or a combination of both. Weight for 50-inch, about 42 lbs. These specifications would make a fair average machine. For heavy riders larger tires might be used, and would increase the ease of riding. J. S. D.

Boston Bicycle Club Annual.

The fourth annual dinner of the Boston Bicycle Club was given at Young's Hotel, Monday evening, 6 February, the company sitting down at a few minutes past eight o'clock. In this the club, immaculate in other respects, made a mistake almost inexcusable after four years' experience; for with the large number of guests, very many of whom were expected to not only devour thirty-four varieties of edibles, but to indulge in from five to fifteen minute post-prandials, the hour should have been set not later six o'clock: because not only does the company become more or less restless and inattentive as the small hours approach, but guests from the suburbs are often compelled to withdraw in the midst of some of the most enjoyable after-speeches. There were some seventy-five active and associate members present, besides a number of distinguished guests, among whom were his Honor, Mayor Green, Ex-Collector Simmons, Police Commissioner Walker, Rev. F. D. Weston, Councilman Parkman, of the committee on the Common and public squares, and Medical Examiner Harris, president of the Papyrus Club. Charles E. Pratt, the president of the club, occupied the head of the table; and after calling upon the Rev. Mr. Weston, who invoked the divine blessing, he invited the company to partake of the following

Menu.

OYSTERS ON SHELL.

SOUP.

Mock Turtle, Consommé.

REMOVES.

Boiled Capon, Purée of Spinach, Saddle of Kentucky Mutton, Roast Turkey.

ENTREES.

Vol au Vent of Venison, Croustade of Kidneys, Croquettes, Apple Fritters, Macaroni au Gratin, Fried Bananas.

Chicken Salad, Lobster Salad.

GAME.

Black Duck, Bluebill Widgeon, Prairie Chicken.

SWEETS.

Charlotte Russe, Apple Méringues, Tipsy Cake, Wine Jellies, Italian Cream, Cream Méringues.

DESSERT.

Apples, Oranges, Bananas, Grapes, Nuts, Raisins, Figs, Ice Cream, Sherbet, Roman Punch, Coffee.

All this was, of course, energetically and intelligently discussed and laid under the table, according to the rules; and then President Pratt, after a brief speech, introduced his Honor, Mayor Green, who was received with cordial demonstrations of welcome. Dr. Green's remarks, although brief, expressed hearty sympathy with sports of all kinds, and an earnest commendation of our particular pastime as one of the most gentlemanly and healthful. What he said and his manner of saying it created a feeling of cordial liking for the mayor among the wheelmen present, and the applause when he sat down was prolonged and earnest. Police Commissioner Walker, always the friend of the wheelmen, was also greeted with enthusiasm, and his remarks attentively listened to and loudly applauded. He was followed by the Rev. Mr. Weston, who is a practical and enthusiastic bicycler, and he related some amusing personal experiences on the wheel (and occasionally off, also), and said that the exercise had proven not only a pleasure, but a positive and perceptible benefit to him, physically and mentally. The next speaker was Councilman Parkman, who won golden opinions from the wheelmen, both from the manner and matter of his address, the latter pretty broadly intimating a disposition on the part of the committee on the Common and public grounds to lay out a suitable racing track for bicycling on the parade ground. Dr. Harris, president of the Papyrus Club, dramatist, medical examiner, and several other creditable things, followed with a running fire of humorous allusions to the injury bicycling was doing the medical fraternity. Since the wheel had come into the pastimes of young men, his dyspeptic patients had staid away from him; and whenever he meets them now, they have such vigorous limbs and bright faces it makes him melancholy. Ex-Corresponding Secretary L. A. W. Parsons pleasantly responded for the League, and for the Massachusetts Club, of which he is president; President A. G. Carpenter, of the Providence Club, entertained the company with some amusing and witty verses — too, too utterly laugh-provoking, and abounding in apt personal allusions: President Blacker, of the Æolus Club, of Worcester, gave a capital parody on Campbell's "Lochiel's Warning," provoking continuous mirth from his hearers; and he was followed by Mr. W. A. Simmons, in one of the longest speeches of the evening, as well as one of the most entertaining, the genial ex-collector keeping his auditors' faces in a loud smile to the end with amusing stories and witty allusions, several of his shafts hitting President Pratt full on his front. Mr. Gilman, editor of the Bicycling World, then read some verses, which were well received, and he was followed by Capt. Hodges, Frank W. Weston, and several other members. The following letter was received from his Excellency, Gov. Long: —

Commonwealth of Massachusetts,
Executive Department,
Boston, Jan. 26, 1882.

Charles E. Pratt, Esq., Boston Mass.:

My dear Mr. Pratt, — I am very much obliged for your kindness in inviting me to the annual dinner of the bicycle club, and should certainly accept if I was not already engaged. Permit me, however, to send my cordial good wishes to your table, and believe me, with kind regards,

Yours truly, John D. Long.

It was past midnight before the festivities were concluded, and all departed with the impression that they had passed a most enjoyable evening, the non-bicycling guests especially evincing both surprise and pleasure at the character and appearance of the wheelmen, as represented by the club.

The Crescent Club Annual Party.

In November, 1880, the Crescent Club made itself favorably known to the public by an exhibition of club drill given in the Technology gymnasium. Soon after, they announced their first social event, a club party; and since then they have had no rivals among the many Boston clubs

in either riding form or sociality. In a bicycle club, especially one organized in a large city, there are usually several sets represented, and to unite and harmonize these is no easy matter. It needs pluck to make the attempt, and tact to manage the different social elements brought together. Neither pluck nor tact were wanting, however, and the first party was, to put it moderately, a success. It was followed by two sets of Germans, some fifteen in all, whose natural outgrowth is a pleasant social intimacy among the members, and an assured success whenever the club announces any form of entertainment.

The second annual party, given Wednesday evening, 1 February, was a fitting climax to a year of social events preceding. An even two hundred ladies and gentlemen were present, comfortably filling Odd Fellows' Hall, and about suiting the accommodations of the supper room. Captain Fred Carpenter, to whose generous work much of the club's success as a club is due, managed the entertainment, and with the assistance of Messrs. Cochran, Torrey, Mandell, Coffin, Keyes, and Turner, made the evening a thoroughly enjoyable one to their guests from other clubs. Among the latter were Messrs. Alden, Webster, Shillaber, Baker, and Hardwick, of the Massachusetts, and Mr. Harrison, of the Bostons. A large number of the Boston Club men were prevented from attending by an important club meeting at 53 Union Park. The Germania band played alluring waltzes and infectious heel-and-toe polkas, sprinkled with a few opportunities to flirt in quadrilles, until 1.30 in the morning, and suggestively ended their creditable performance with "Good Night, Ladies." Among the decorative features of the entertainment were the silver souvenir badges worn by the floor manager and aids, the ladies' fans, embroidered with crescents, and the handsomely nickelled "bike" at one end of the hall entwined with smilax and flowers.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

10 February. Annual dinner of the New York Bicycle Club at Delmonico's, New York.

15 February. Club drill and fancy riding exhibition by the Rutland Bicycle Club in the Town Hall, Rutland, Vt.

20 February. New York, Bicyclers' ball, at Hlasco's Hall, Broadway. Secretary, James Revell, *Sunday Courier*.

Rutland Bi. Club. — At a meeting of the Rutland (Vt.) Bicycle Club held 25 January, P. S. A. S. Marshall was elected president of the club. Mr. Marshall is the Rutland agent for the Pope Manufacturing Company. W. R.

Falls City Bi. Club. — The Falls City Club, of Louisville, elected officers as follows: Geo. Francke, president; A. S. Dietzman, secretary; Will Francke, captain; and Henry Haupt, first lieutenant. A proposition to adopt a new uniform was discussed, and finally postponed until early in the spring, when they will come out in an entirely new rig. A design for a club badge was accepted, and members requested to order them at once.

Boston Bi. Club. — At the annual meeting of the Boston Bicycle Club, held at Young's Hotel, 6 February, the following were elected officers for the ensuing year: President, Chas. E. Pratt; secretary, J. S. Dean; treasurer, W. B. Woodward; captain, E. C. Hodges; first lieutenant, A. S. Woodman; second lieutenant, W. B. Everett; buglers, C. W. Fourdrinier, W. R. Lovell; club committee, the president, secretary, treasurer, captain, and C. S. Clark, E. F. Lowry, and H. S. Kempton.

Hartford Wheel Club. — *Editor Bicycling World:* — Below you will find the result of our semi-annual election. The boys turned out in full force and were so "fly" that I looked every minute for a proposal for a run; if they will be only half as wide awake when riding weather comes we will have nothing to complain of. President, Edward C. Allen; secretary and treasurer, Elmer M. White; captain, Geo. Stebbins; first lieutenant, Louis D. Hitchcock; second lieutenant, Arthur Waite; club committee, J. W. Cavanagh, Arthur H. Eddy, L. D. Hitchcock.

Elmer M. White, *Sec.*

Hartford, Conn., 6 February, 1882.

Kings County Wheelmen. — Bicycling matters have been rather dull in Brooklyn lately. The last run taken by us was on Christmas morning, and a very pleasant one it proved to be. Eleven men started from the fountain and wheeled slowly to Prospect Park, where a halt was made, and numerous glasses of "milk and soda" consumed. The monotony of the trip was varied by some fancy riding by Hooper and Fisk, and to the festive strains of "our Bugler" the company moved along merrily. On 17 March, the club's anniversary, we intend to give a "hop" and dinner at the Lyceum. D. H. F.

San Francisco Bi. Club. — A valued correspondent belonging to the San Francisco Bicycle Club sent us a detailed report of the recent annual festival of his club; but as we had already printed another excellent account, we were unable to use the second. We will, however, reproduce some interesting extracts relating to the annual business meeting, not included in the first account: "This was the largest meeting of the club ever held; Messrs. Aldrich, Cables, Goetz, Bragg and Neil being the only members who failed to present themselves. The annual report of the captain showed that the runs for the past year had been on an average of two for every month, a distance of thirty-six miles travelled at each run, with an attendance of one half of the entire membership participating. On account of the inclemency of the weather and the assassination of President Garfield, five meets had been abandoned. "Moonlight meets" had proven to be, on account of the romantic appearance of the cavalcades, no less than because of the invigorating exercise, the most exhilarating of all out-door gatherings in which any of the members participated. Owing to the great distances, innumerable inconveniences, and principally the wretched condition of the roads which had to be travelled over to reach the highways leading to the interior, no extensive runs had been taken during the past year, although two hundred-mile runs and several shorter ones had been taken by individual members which had not been recorded. Though *all* the public highways throughout the State are accessible to this conveyance, only on one occasion did the members, as a club, venture to ride on the boulevards of a tract of land containing one and five eights square miles, which is maintained by the citizen tax-payers of this thickly settled county, when they were informed by one of the brass-buttoned gentry that they had committed the heinous crime of trespass, in taking the liberty of sitting upon and riding *a bicycle* on this sacred domain, which had on the fourth day of April, 1870, by our State Legislature, been dedicated to Messrs. McLane, Alvord, and Eldridge, and which is known as the Golden Gate Park, — to be used *only* by their (*few*) friends.

"From the secretary and treasurer's annual report, it appears that the increase of membership for the past year has been eighty-five per cent over that of the previous year; also, that the finances of the club are in most flourishing circumstances, there being a large surplus in the treasury. An amendment to the By-Laws creating the offices of a second lieutenant and a bugler was unanimously adopted."

Massachusetts Bi. Club. — At the aunual meeting, held Tuesday evening, 7 February, the following were elected officers for the ensuing year: President, Albert S. Parsons; secretary, George Pope; treasurer, Chas. F. Joy; captain, Chas. P. Shillaber; first lieutenant, Henry W. Williams; second lieutenant, William R. Griffiths; buglers, J. T. Dyer, G. W. Metcalf; club committee, president, secretary, and captain, and E. W. Pope and H. A. Baker; house committee, D. E. Devoe, J. E. Alden, A. L. Atkins.

Our Racing Men.

Below we give the best records made by the prominent racing men of the country during the season of 1881. It will give our readers some idea of the comparative merits of bicyclers in different parts of the country: —

Geo. D. Gideon, Philadelphia, Pa. Total riding, 1,765 miles. Longest ride, 108 miles in 15 hours. Best

time, 1 mile in 3.14. Wins two 1-mile, one 2-mile, two 3-mile, one 4-mile, and one 50-mile races; 2-mile time, 7.02; 3-mile time, 10.23; 4-mile up-grade-time, 17.15; 50-mile time, 3h. 13m. 8⅛s.

B. F. Blackinton, North Attleboro', Mass. Best time: 1 mile, 3.15; 5 miles, 17.53.

H. M. Schooley, Washington, D. C. 1 mile in 3.-14⅛.

F. S. Rollinson,* Chicago, Ill. Best time: 1 mile, 2.57⅓; 5 miles, 18.42¾. The mile time is not claimed as a record.

E. F. Woodcock, Lansing, Mich. Entered six races and won five. Won 1-mile State Championship and many prizes. Best time: 1 mile, 3.45; 5 miles, 18.50; 10 miles, 42.10.

C. L. Clark, Boston, 10 miles, 40.52; 20 miles, 1h. 29m.

J. S. Dean, Boston. Five races. Two prizes. Best time: 1 mile, 3.20½; 5 miles, 19.32½; 10 miles, 38.50; 15 miles, 1h. 2m. 38s.; 20 miles, 1h. 24m. Mr. Dean made a mile in 3.24, but it was not a record.

Lewis T. Fenn, Marlboro', Mass. Ten races, 10 medals. Best time: ¼ mile, 47¼; ½ mile, 1.42; 1 mile, 3.12½; 2 miles, 6.34½.

W. M. Woodside, New York. Best time: ½ mile, 1.37½; 1 mile, 3.18¾; 2 miles, 6.52¼; 5 miles, 19.30¼.

H. H. Duker, Baltimore, Md. ¼ mile, 1.40; 1 mile, 3.35.

H. D. Corey, Brookline, Mass. Best time: ½ mile in 448.; 1 mile in 3.20.

L. H. Johnson, Orange. N. J. Five races. First in all. Best time: ¼ mile, 49s.; ½ mile, 1.39¼; 1 mile, 3.31 1-8; 2 miles, 6.42; 5 miles, 17.14¼. The latter is the best American out-door record.

H. C. Eggers, San Francisco, Cal. Three races. Times: 1 mile in 3.26½, 3.29½, 3.15½.

A. J. Eddy, Flint, Mich. Five miles, 19.36; 10 miles, 36.36.

W. W. Stall, Brighton, Mass., ¼ mile, 1.38¼; 1 mile, 3.11¼; 2 miles, 8.25½; 10 miles, 36.22½; 20 miles, 1h. 23m. 58. The 1, 10, and 20-mile times are the best American out-door records. Mr. Stall has made his mile in 3.07, but it cannot be called a record.

Wm. Smith, New York. Two miles, 6.33; 5 miles, 17.58; 10 miles, 36.12; 13 miles, 47.19½; 20 miles, 1h. 15m. 5s. The 13-mile time is the best American amateur record.

Frank Howard, New York. Twenty miles, 1h. 19m. 8s.; 50 miles, 3h. 14m. 1s.

Lewis Stearns, New York. Twenty miles, 1h. 19m. 7s.

John S. Prince,* Boston, Mass. Two miles, 8.30½; 1 mile (not a record) 3.06¼.

* Professional.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Milwaukee Breaks.

The bicycle club will soon hold a meeting to consider the advisability of holding a race meeting in the Exposition building....A strong effort will be made this spring by local wheelmen and Chicago bicyclers to bring the Annual Meet of the L. A. W. to Chicago this year. Chicago is pronounced by St. Louis, Milwaukee, Louisville, Cleveland, Columbus, Springfield, Dayton, Cincinnati, Buffalo, Rochester, Montreal, Detroit, Pittsburg, Peoria, Indianapolis, Lafayette, Frankfort, Flint, Edina, Minneapolis, St. Paul, Omaha, Elgin, Oshkosh, Toledo, Kankakee, Fond du Lac, and Neenah bicyclers to offer the most satisfactory inducements of any city in the Union, with the exception of Boston, in streets, hotels, parade grounds, and facilities for storing machines. As a railroad centre, Chicago is unsurpassed; the best hotels in the city are conveniently near the Exposition building on Michigan avenue, where the wheels could be stored, and the annual meeting, banquet, races, fancy riding, etc., be held. Michigan avenue, South Park, and the boulevards, which completely encircle the city, are admirably suited for the parade, as they are all as smooth and level as a racing path, and run through the most aristocratic portions of the "Garden City." Chicago would contribute at least two hundred bicyclers; Milwaukee, with a club list of sixty-five, would send over one hundred 'cyclers; while the other cities previously named would be enabled to swell the grand total to one thousand. Besides these, why should not Eastern cities send their full quota? Chicago wheelmen and business men are liberal and influential; and should the Annual Meet be held there, both would amply indorse this statement by magnificent preparations for the comforts and conveniences of visiting wheelmen. In the mean time, let it be the duty of every enthusiastic devotee of the wheel to fully investigate the advantages and drawbacks of Chicago, Philadelphia, New York, Washington, or any other city brought under advisement..... Local wheelmen have been totally inactive this winter, but we hope in the near future to be able to shine with the brightest. ...Fairfield's new cyclometer is deservedly pronounced the handsomest, most compact and accurate cyclometer in the market.....Howard Gilson will soon bestride a 60-inch D. H. F. Premier.....Milwaukee wheelmen were amazed to see the bluff statement of "Sixty" in your issue of the 13th inst., to the effect that Milwaukee was afraid to meet Chicago racers. Never mind, Conkey, "he who laughs last laughs best," and Cream City bicyclers will soon exhibit racing metal worthy of your steel, in which you may include a "52," a "56," a "58," and a "60," which you will probably meet as soon as the Exposition building is secured. Besides, does not Milwaukee generally get up some "fair" July runs? ....John Owen arrived home Sunday on a brief vacation. He is at present connected with the Denver and Rio Grande Railroad.....John M. Fairfield, of Chicago, vice-president of the League of American Wheelmen, was a welcome visitor in this city last Thursday..... Allen J. Beaumont, formerly a Milwaukee Club man, but latterly connected with the Denver and Rio Grande Railroad at Colorado Springs, has accepted a responsible position with Thatcher & Gast, solicitors for the Atchison, Topeka and Santa Fe Railroad, with headquarters at Pueblo, Col. Mr. Beaumont is well known in law circles here, in his former connection with N. Pereles & Sons.

ESEIRFAW.

Milwaukee, 29 January, 1882.

A Protest against the Record.

Editor Bicycling World: — I want to protest. I want to protest vigorously. In the World of 27 January I find a statement that Frank W. Weston and Arthur Cunningham rode a mile race on the Institute Fair track, and that Cunningham won: time, 15 minutes 10 seconds. Also that they tried it again, when Weston won in 15 minutes 9 seconds, Weston giving Cunningham one fifth of a mile start in each race. This statement is not accompanied by any explanation of how Cunningham succeeded in doing a mile in any such time, or of why Weston did not do it quicker; thus leaving their friends, who constitute nearly every bicycler on this continent, and many in Europe, to chew the cud of astonishment without any sugar on it, so to speak. I suspect there was not fair play in those races; therefore I protest against the record. I have known Mr. Weston to do a mile toward the Blue Bell, just before dinner, in half the time given for those races. Every rider is entitled, if his record is to be published, to a clear track and fair play. But I suspect that there was a lunch table to be passed every fifth of a mile on those races. Was this fair play for Mr. Weston? Give Frank a straight-away, perfectly clear track, with the lunch table at the farther end, and I know of a $5 hat which says he can do a mile in seven minutes and three seconds, especially if there is put upon the lunch table five pounds of cold roast beef, one gill of horse-radish sauce, and a gallon of shandy-gaff, with the usual trimmings, and he is told of it just before starting. Fair play and a clear track are absolutely necessary for an honest race. Would it be fair, if Mr. Harrison were to enter for a race, to put a piano alongside the back stretch? Would it be fair, if Mr. Gilman were racing, to drop a package of correspondence on the upper turn? If I were racing would it be fair play to let off a oke at the head of the home stretch? If Col. Pope were racing, would it be fair for a couple of agents who hadn't settled, or who held a lot of new orders in their hands, to appear at the quarter post? If not, is it fair to put Mr. Weston on record in a race where there was a lunch table at the head of the track, to be passed by him every fifth of a mile? Possibly there were also some pretty girls seated opposite the back stretch. If there were, Mr. Weston deserves the highest praise for his unprecedented feat of getting past them five times in fifteen minutes and nine seconds. I recognize fully the appropriateness of the prize raced for on those occasions,— a portrait of the League ham. In racing for a picture, this fine representation of a ham was well calculated to spur the contestants to their most desperate efforts; but this of course was all spoiled if they were compelled to pass a real ham every time they made the upper turn. For these, and other reasons too obvious to need mentioning, I protest — I protest vigorously — against the record. Mr. Weston may be too modest to protest himself; but his innumerable friends will not quietly see his reputation sacrificed in this way. A better companion on the road, a more genial comrade at the board, or a rider more difficult to get ahead of when there is a lunch house or a pretty woman in view, never sat in the saddle; and his reputation for speed and bottom, when his particular genius has fair play, shall not be injured if we can help it. And don't you forget it.

B.

A Voice from Wisconsin.

Editor Bicycling World: — With the annual discussion in regard to the place for holding the League Meet, comes, it seems, the usual tempest of opinions, pro and con; and I beg leave to be allowed a little blow in favor of Chicago, our sister city. In the first place, I feel that the West is now in every way entitled to the Meet. Since the organization, we have supported the League in every way possible, induced our fellow riders to join, made it an obligatory condition in clubs, bolstered our own questioning spirits with assurances of good League times coming for us, and have in every way possible lent our endeavors to swell the membership and establish the union. In all this time we have, as a body of wheelmen, received perhaps not one substantial evidence of benefit, of any sort, from our connection with the League. We have, however, been content with the thought that we were at least patriotic, or evinced a good spirit in joining the national organization. Our delegates have returned with glowing accounts of the Meets, and have filled us with pride for the League, but also with a longing that its Meets and benefits could be brought nearer to us, and we be able to participate. At our local annual meets and runs, at club gatherings, and generally among the Western wheelmen, the matter of the League has been fully discussed. We have not wished to appear as backsliders or discontents; but the fact remains that the opinion has gotten abroad, and in the minds of Western wheelmen generally, that the League was becoming an Eastern institution, for the benefit of the New England wheelmen principally, or at best extending its influence no farther than New York, Philadelphia, or Washington. If, however, the League Meet can be brought to Chicago this year, it will attract in a body the Western wheelmen, and bind them more firmly as members, and willing workers in its behalf. Of Chicago, and the many benefits and attractions it offers, as being a good place for the Meet, I will say nothing, as I think they are already understood and appreciated by the majority of us. Of the Chicago wheelmen, let me say that the interests of the Meet could not be in better hands. Their clubs are well organized, and in the hands of enthusiastic and pushing management. It is presumed that our worthy Vice-President J. M. Fairfield would act as generalissimo, and this fact alone is sufficient to insure a perfect success. It is the earnest wish of the Milwaukee wheelmen that this year's Meet be held in Chicago. I feel that the interests of the League as a national organization demand that the Meet shall be held in the West, and speak for my fellow-wheelmen in urging upon the board of management the selection of Chicago as the place of meeting.

A. S. H.,
Milwaukee Bicycle Club.

Milwaukee, 1 February, 1882.

Cleveland.

Editor Bicycling World: — The bicycle riding school in this city was opened with great success on the evening of 16 January, and during the two weeks that the school has been in operation, the local club has rapidly developed into one of the most "tricky" clubs in the States; the members having rapidly conquered the vault, standing mount, pedal mount, dismount, mount by pedal, the stand still, riding side-saddle, and several of the members have gotten the header dismount very successfully. Arrangements have now been made by the club for the use of the school as headquarters until the riding season opens. Mr. E. Q. Norton, Cleveland Bicycle Club, intends moving to Cincinnati very soon to enter into business there.....Mr. Whipple, of the Meriden, Conn., Club, is now located in this city.....The annual meeting of the Cleveland Bicycle Club comes off on Thursday, 6 April.

Relcycib.

Cleveland, O., 3 February, 1882.

J. C. Garrood.

Editor Bicycling World: — When at the Institute races the other night, I had some conversation with that lively little Englishman, J. C. Garrood. No one there will ever forget how queer he looked, perched on his 50-inch wheel, with double soles on his shoes to enable him to reach the pedals; and yet how well he rode, considering the circumstances under which he was placed. I got to talking with him about racing, etc., when he informed me that he never oiled his bearings; that ball bearings never needed lubricating. He said he never used anything for that purpose, and found that his wheel ran as easily as any he ever saw (I believe he said it had run alone over eleven minutes). If any of our wheelmen this side of the Atlantic have tried it, will they please publish with what success? Any one wishing to know more of this Garrood, let him take his file of the World, turn to 16 September, 1881, page 230, third column of the Muswell Hill Competition, and they will find that after riding one hundred and thirty miles the day before, he was one of the nineteen out of forty-five who succeeded in climbing the hill.

A. H. F.

Boston, 5 February, 1882.

Scranton.

Editor Bicycling World: — Our "Club Surgeon," in his interesting letter to the World of a recent date, gives us more assurance of his enthusiasm for the wheel, and I can say candidly he is rapidly becoming more interested in the art than any of our club; which we thought, until recently, was quite impossible, as we have a number of enthusiasts. His genial countenance and ready wit are duly appreciated, and in future letters (for which I have his promise) he will give your readers some of his ideas of bicycling that I am sure will be enjoyed.....The regular monthly meeting of the club was held on Thursday evening last, at the office of the doctor, on which occasion there was a goodly attendance. After finishing the business of the meeting, and while we were enjoying a chat on the never-tiring subject, we were surprised by a bevy of damsels laden with good things prepared by the doctor's wife, — the doctor himself being as much surprised as the rest of us. It is needless to say the repast was enjoyed, and the wife of our "Club Surgeon" will always be remembered for her hospitality, which has been displayed on many occasions. I must not forget those "Havanas" of the doctor's; the talk we had over them was most pleasant, and what 'cycler cannot enjoy such discussions as these? When we adjourned, I assure you it found us all in the best of spirits.....A. J. Kolp, captain of our club, has been appointed agent of the Pope Manufacturing Company for this city. He is a wide-awake bicycler, and will make a good agent.....A roller-skating rink has been opened in Boston Store hall, to which will shortly be added a school for bicycle riding, the whole under the management of two of our wheelmen. F. C. H.

Scranton, Pa., 4 February, 1882.

Massachusetts Bi. C. — *Editor Bi. World:* — "In time of peace prepare for war." This club has improved the shining but snowy hours of winter by selecting its uniform for the season of 1882. The color and general style are substantially the same as in that of 1881; viz., dark-blue sack coat, breeches, and stockings. The material selected is far superior to that used in the old uniform, and there are several minor alterations in the coat, which add greatly to its convenience and give it a very natty appearance. Perhaps the most pronounced change is the substitution of a turn down for a standing collar. A very tasty cap of the same color with black trimmings has been adopted in place of the helmets of last year. It is confidently expected that each tony Massachusetts man will familiarize himself this summer with the highly appropriate lines from "Patience": —

> "When I first put this uniform on,
> I said, as I looked in the glass,
> 'It's one in a million
> That any civilian
> My figure and form can surpass.'"

A new solid-silver badge "made by our special artist" has been adopted in place of the old one, and will be ready before the riding season opens.

Active arrangements are being made for extending the reputation for touring already enjoyed by the club; and the cap-

tain has been instructed in a new by-law to call an all-day run at a certain date (or as near to it as possible) every month in the year, from April to November inclusive. All of which, Mr. Editor, is respectfully submitted, to the end that you may know that the Massachusetts Bicycle Club is alive and longing for spring. Not to give the impression that the wheels are all hung up to dry, let me remark in closing that the "register" shows that two at least of the club rode eight or ten miles *out-doors* on the "coldest day," when the glass sunk to 12 or 15 below, and several others are quite assiduous in their visits to the five-lap track in the Institute Building, the new uniform having already been seen tearing around the track "tail over the dasher and ears laid back." MASSACHUSETTS.

The High Speed Delusion.

THERE is a slangy proverb that you can't teach your grandmother to suck eggs. Why can't you? Because the old lady was on hand when your umbilicus was first arranged to run independently, and knew a good many things before you knew your first thing. For the like reason, nobody can teach the venerable grandmother of us all, Nature; but many try to do it. She has surrounded us in life with hedgerows or fences called laws, which can't be broken through or down, jumped over, crawled under, dodged, or ignored; and yet person are perpetually trying to do it, forgetful of the primary fact that inventing consists in discovering and utilizing something which already exists, not in creating something or in abolishing something.

Here comes forward one of the latest — not the last — of these persons, with the speed-gearing device described and illustrated in the last WORLD. He has a curved lever, with a fulcrum moving in fixed guides, which is to work the bicycle wheel rapidly by a multiplying wheel and pinion, the only new part of the device being the mode of actuating the multiplying wheel. The weight and clumsiness of this appliance are great, and the guide piece is especially troublesome; if the guide bars are parallel with the longitudinal axis of the machine, the bars (which apparently unite like a U around the wheel-rim) must be very broad and ugly at the rim, and if the bars are parallel with the spokes the working lever must curve awkwardly; the necessary friction of the device will also be much increased by the travel of the fulcrum in the guide, especially as the guide-ways will be exposed to dust. But friction is only the lesser difficulty, the main one being that this inventor, like all the speed-gear inventors who have preceded him, runs full bang against a bar in Nature's law fence, to wit: that speed and power are inversely related to each other, in mechanics. Observe that I do not condemn multiplying gear outright: it is used with good results on tricycles, and is admissible in a slight degree on the bicycle; but not to produce railroad speed. Why don't we have 24-inch cranks on the bicycle, for power? Not merely for lack of leg to reach them, but because so great increase of leg travel would not answer. Why don't we have 2-inch cranks for shortness of leg travel? Because power would be wasted. The fact is that on the bicycle as now constructed, representing the best compromise between desirable and undesirable effects, a man has no power to waste; he can propel the wheel, but if he had a margin of power left unused (as a horse would have if he were drawing the machine), the first patch of heavy sand or stiff mud would not bring him to halt. The proportion between radius of crank and radius of wheel is already so greatly to the rider's disadvantage as respects power that it is an admitted rule that any wheel exceeding 54 to 56 inches is most undesirable on the road, and a race of men eight feet tall (provided they were not of proportionally greater strength) would find themselves unable to drive the wheels which their length of leg would require, and a modified form of driving device would be indispensable.

Now, ignoring the important matter of increased friction, the speed-gearing men — that is, those of them who talk about very high speed — propose to us what is practically equivalent to a wheel of say ten to twenty feet diameter. The literal big wheel has long been recognized as a chimera, but getting it by speed gearing comes out at the same hole of fallacy. The trouble is like that of flying: not in making and mounting your big wheel, or in constructing and attaching your adequate wings, but in finding the muscle to turn the one and flap the other. You haven't it in you, — where do you propose to get it? Mr. Hogan says "his bicycle can be geared up to run forty miles an hour." Not a doubt of it, — gearing up to a hundred or a thousand is perfectly easy. Also, "that it has been ridden at the rate of thirty-two miles on a rough road." This I flatly deny (though not disputing his sincerity), unless it was done on down grade, per gravity. Suppose a bicycle at such a speed struck an obstacle, how long would the wheel last? Suppose the rider were upset at such speed, how long would *he* last? I will not take the time to go into formulas; but I say positively that the attainment of that speed on the road, for any measurable distance, unless as above excepted, is an utter impossibility.

Some years ago, while just beginning with the alphabet of bicycling, I was told by a then somewhat prominent wheel demonstrator (who has since relapsed into retirement) that the bicycle was destined to supersede the railroad for journeys long and short. The yarn was of course too much for me, not being of the horse marines. A man can run at say a ten-mile gait; why can't he make it twenty, since he has only to move his legs twice as fast? A rider drives his wheel at a seven-mile, lazy gait, and finds each additional mile consuming an increase of power. Apparently, the thirty-mile men do not know the law that expresses the increasing resistance of the medium, or the fact (or the reason of the fact) that twice the power which drives a ship or a wagon ten miles an hour will not drive it twenty, or that the same power which drives a wheel at ten miles will not drive it at eleven. It might be sometimes convenient for a man to pound like a Nasmyth steam hammer; he has only to make his arm and his hammer weigh a ton, or to bring down his hand fast enough, and he can strike the blow of old Thor. The only reason he don't is that he can't.

The chase for perpetual motion, which will probably never be abandoned, is only one instance of vainly trying to beat Nature; but it is hardly more foolish than trying to stick an auger through a gimlet hole, or repeating old attempts by building a machine which the intended propelling power is unable to propel. A bicycle wheel with a rim six to twelve inches wide might not sink into sand; an outrigger arm on each side the fork might keep the machine from tipping over sideways; a projecting arm in front might keep it from kicking up behind: shall we rush off and patent these things without proving their value? Certainly I have no unfriendliness towards Mr. Hogan, but I am sorry to see efforts misdirected in devising ways to do things which can't be done. His patent is for sale; its worth is a cent per pound. Even with the multiplying wheel off, which is his alternate claim, it is of no value for a safety machine; there is, however, a geared wheel, the "Hall" bicycle, made in Sheffield, that is entirely practical, and does not profess absurd results. Moderately geared, Mr. Hogan's device can be made to work, but not to utility; and it is only one of a great multitude of things that go through our Patent Office, possessing technical novelty but devoid of value, and only representing misdirected labor.

JULIUS WILCOX.

NEW YORK, 4 February, 1882.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Editor Bicycling World: — In your issue of the 27th, "56" wants to know about the training machine, and how to make one. Now, I am not at liberty to give very much information, as the patent has not yet been thoroughly settled. This much I can say, that the bicycle wheel rests on two grooved wheels, one of which is connected by a worm and gears, with a dial and bell. The bearings are supported on uprights, and the whole held firm by two side braces, which clamp on the backbone just back of the saddle..... In regard to the cyclometer, what I can say is only what I know from others, not having been able to obtain one yet. It has been tried here ever since last June, on two or three machines, with three or four cyclometers on one machine, and so far it has worked perfectly. I have examined the interior construction of it, and think it the best I have yet seen. It is impossible for it to work backward or miss a forward revolution. It is undoubtably all that a cyclometer could be. SIXTY.

CHICAGO, 29 January, 1882.

Editor Bicycling World: — Will some of your correspondents kindly explain the *modus operandi* of riding on the front wheel and riding backwards, and how far a person has been known to do each of them?

CLEVELAND, 2 February, 1882. "41."

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Edito of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED. — Lewis C. Travers, South Gardner, Mass.; Geo. H. Neilson, Bethlehem, Pa.; Harry B. Alden, with F. T. Hoover, No 78 9th avenue, Pittsburg, Pa.; Herbert DuBois, Box 67, Hudson, Columbia County, N. Y.

MISSOURI BI. CLUB. — Additional: Frank B. Aglar and John T. Binkley, Jr., 407 Chestnut street, St. Louis, Mo.

CHELSEA BI. CLUB. — Additional: Charles H. Small, Chelsea, Mass.

Scuri, the Monocyclist.

From Le Sport Vélocipédique.

MR. SCURI. the well known monocyclist from Milan, Italy, gave an exhibition for the bicyclers of Paris, on Sunday, 1 January, in the riding school of Clement & Co., Rue Brunel, that they might judge whether or no the monocycle is to become the machine of the future. A number of skilful riders of the two-wheeled vehicle were not convinced, but all present were not of the same opinion; some thought that the monocycle could not displace the bicycle, and others that the superiority of Mr. Scuri's machine were perfectly apparent. We are rather inclined toward the latter opinion. But we shall see.

The ease with which Mr. Scuri mounts his machine is surprising. He ascends and descends rapidly very steep inclines, turns short, rides zig-zag, rides down steps and over obstacles, rides backwards, etc., and does all this with or without the use of his hands. These things we have seen with our own eyes!

You inquire how this machine is made. Very simply. You own a bicycle, do you not? Cut off the backbone near the saddle, secure the head of the machine so it will not turn, and you have a monocycle in all its simplicity.

Although the innovator, Mr. Scuri is not the only rider of this new engine of locomotion. This witchcraft is not all for nothing, and we are certain that in a little while we shall see monocyclists in the streets of Paris. As to the exact way of mounting and sustaining the equilibrium, we believe that is a knack to be caught that Mr. Scuri keeps to himself; but that we shall some time understand. At all events it is, in our opinion, the weight of the body that is employed as motor force. . . . These lines prove to the disciples of St. Thomas that at last *the monocycle is found!*

Another account: "SCURI, THE UNICYCLIST." — Such is the title under which there has been exhibited at the *Folies Bergères*, during the last week, a very curious bicyclist — pardon, *mono* or *uni*-cyclist. Unfortunately, either in consequence of later engagement, or because he did not meet with the success that he might have hoped far, he only remained about a week; and so perhaps a brief description of his performances will not be without interest to those of our brother wheelmen who did not have an opportunity to see him As for myself, living quite near the *Folies Bergères*, I could not resist going to see him three or four times. The machine which Scuri uses, and which he has exhibited in Italy, London, Marseilles, and other places, has a wheel forty-two or forty-four inches in diameter; the perch is cut short just below the lower part of the spring. This half of a machine is precisely like the similar portion of an ordinary bicycle, with the single exception that the head is a trifle higher. It will be observed there is no counter weight of any sort. Extraordinary as it may seem, he mounts alone; placing the right crank at an angle of forty-five degrees forward, he puts his foot upon the pedal, gives a slight push, and springs into the saddle, and commences to ride around the stage. After circling around for some minutes, he contracts the circle until he describes one of not more than ten feet in diameter; something that would at least be rather difficult with a bicycle. Then he rides zigzag among bottles placed in rows, — an old trick of velocipede riders. The bottles being removed, he lets go his hands and rides with his arms folded, or with his arms behind his back. Then he rides with a child upon his shoulders. As this raises the centre of gravity, the exercise is more difficult. Dismounting, he turns his wheel so the saddle is in front, and rides around a few times with the wheel in this position, having of course nothing to sit upon. He concludes his performance by *riding backward* diagonally across the stage.

Thus it is that Scuri very nicely solves the problem that until now we have considered insoluble, — the *veloce* with one wheel, and the rider atop without any counter weight. S.

A Vision of Summer.

My mystic web of steel, — to you
All night my errant fancies flew;

The while, anon, in fitful beat,
Against my window drives the sleet.

And well I know that leagues afar
On field and hill the snow-drifts are,

And icy winds with fierce control
Sweep downward from the frozen pole,

While woe and winter, cold and dearth
Stalk through the pleasant paths of earth.

. . . . . .

O magic wheel! Thy potent spell
Hath charm to work a miracle.

Adown thy airy, tortuous track,
The absent summer hastens back;

Bursts into beauty and perfume,
With bee and butterfly and bloom.

A welcome troop of glad surprises,
Upspringing with the grass, arises.

Stretches the highway many a mile,
Where farms and pleasant orchards smile.

Far from the great town's dust and din,
My onward-rolling steed I spin.

Bucephalus was not more fleet
Than I, with easy-gliding feet,

As swift or slow, by wold and lake,
My winding, wandering course I take.

What joy to rest within the shade,
By groves of whispering pine-trees made!

To ken the voices of the wood,
Half heard, and dimly understood!

To watch the feathery clouds go by,
Across the ocean's depths of sky!

To breathe, *to drink* the waves of balm,
Slow-wafted from the isles of palm!

To think! to know! to see! to feel
. . . . . .

But, ah! my wondrous web of steel,

Athwart the land the wild winds blow,
From acres of untrodden snow.

READE H. MARBLE.

CURRENTE CALAMO

CARDINAL and old gold are the Kentucky Club colors.

L. A. W. CORRESPONDING SECRETARY K. N. PUTNAM is to be married the 20th inst.

THE Massachusetts Bicycle Club dinner at the Hotel Vendome, Tuesday

evening, was a success, naturally, and we will publish an account of it next week.

H. W. TUFTS, of the Columbia, gave one of his interesting exhibitions of bicycle gymnastics in Fall River recently.

OUR statistician would like a list of bicyclers who covered one hundred miles in a day, during 1881. Send in a bill of particulars, all you who have made such a record.

THE Marblehead Bicycle Club now numbers thirteen members, and expects many more additions during the season. A bicycle library has been started, and the question of procuring club headquarters is being discussed.

MR. ELLIOTT MASON made a successful opening at the Pope Manufacturing Company's Columbia Riding School, last week Thursday evening, in New York, a great many lady friends of the wheelmen being present, and the wheelmen themselves giving a very pretty exhibition of drill and fancy riding.

THERE seems to be considerable disgruntlement among the amateur athletes, that the National Association has decided to exclude from its games all amateurs who take part in games under the patronage of any other society. This shuts out all bicyclers who enter races under the auspices of the L. A. W. All we can say is, so much the worse for the N. A. A. A. If the members wish to have none but the rag-tag and bob-tail bicyclers at their tournaments, the League will have no objection.

BUCKEYE BI. CLUB. — The Buckeye Bicycle Club, of Columbus, Ohio, at their second annual meeting, elected officers as follows: President, W. H. Miller; captain, H. B. Hutchinson; first lieutenant, W. T. Eldridge; bugler, W. R. Kinnear; secretary and treasurer, C. J. Krag.

A TELEGRAPHIC dispatch to the BICYCLING WORLD from Louisville gives the following as the result of the fifty-mile inter-city bicycle race last Saturday evening: Charles Jenkins, Kentucky Club, 3 hours, 25 minutes, 38 seconds; Henry Schimpeler, Kentucky Club, 3 hours, 26 minutes, 43 seconds. Miller, of Chicago, at finish, had made forty-eight miles, and Conkling, of Chicago, retired after forty-four miles. Captain Miller's 20th mile was made in 3 minutes 2 seconds — the fastest American record. The judges were Messrs. Lamont, Caye, and Anderson; scorers, Chas. Schimpeler, W. S. Fowler, and A S. Dietzman; time keeper, Horace Beddo.

A CORRESPONDENT of *Das Velocipede* says: "The manifest experiences which come to the notice of a bicyclist would furnish humorous articles for many a column. Every wheelman must have seen the various facial expressions of the country people, from the slight degree of awe and astonishment to one of positive fright. One afternoon, a few months ago, I rode from Ludwigslust, in Mecklenberg, to Parchim. A gentle west wind at the start soon increased to a stiff breeze; and looking behind me I saw that the sky was black, and that a terrific squall was approaching. The wind increasing I was driven along so fast that I was unable to keep my feet upon the treadles. While I rode along over the fine road, at this great speed, I noticed a day laborer, who, with his wife, had taken shelter under a tree. When they saw me driven along by the storm, the woman cried out, 'That is the devil!' and scampered, followed by her husband, across the field."

Boston Amusement Record.

BOSTON THEATRE. — "Joshua Whitcomb." Next week, Mary Anderson as "Parthenia".....BOSTON MUSEUM. — Boucicault in "Suil-a-Moir.".....GAIETY THEATRE. — Patience."....GLOBE THEATRE. — "Patience."....HOWARD ATHENÆUM. — Variety and "Mike Strogoff."....PARK THEATRE. — Janauschek.....WINDSOR THEATRE. — Harry Miner's consolidated shows.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — 54-inch American Star, half nickel, in perfect order. Address BICYCLE, P. O. Box 5,200, Boston.

54-INCH "SPECIAL COLUMBIA," with Cyclometer and Hill & Tolman Alarm. Good as new. Cost $130. Price, $100, cash with order. C. W. EDGERTON. Box 1,749, Fort Wayne, Indiana.

A BARGAIN. — 56-inch "Matchless" Bicycle. Half bright and black, with gold stripe. New last July. Cost complete with bell, spoke wrench, extra rubbers, tool bag, etc., $150. Will sell for $120. Address BICYCLE OWNER, 5 Exchange street, Portland, Me.

FOR SALE. — Price, $95. 52-inch Standard Columbia Ball bearings. Full nickelled, good as new. Cost $122.50. Address HIRAM BALDWIN, Toledo, Iowa.

Coming Events.

16 February New York, Madison Square Garden. Manhattan Athletic Club. Mile bicycle handicap. Entry fee, fifty cents. Address F. J. Graham, 8th avenue, between 56th and 57th streets.

22 February. St. Louis, Mo., 25-mile race at Amphitheatre Fair grounds, Washington's birthday, under the auspicies of the Missouri Bicycle Club. Entry, free.

MISCELLANEOUS.

Addresses inserted in this department, $6 per year.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamps for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

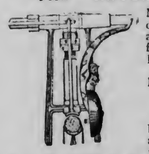
H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.

LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St.,
Please send for circular.

THE BEST GOT UP
AND MOST INTERESTING ANNUAL
EVER PUBLISHED IS
The 'Cyclist and Wheel World Annual,
Edited by C. W. NAIRN and HENRY STURMEY.
— IT CONTAINS —
Diary for 1882. Road Routes of the United Kingdom. Analysis of Roads. Description of the Principal **English Racing Tracks.** Record of English Racing in 1881. The History of the Monocycle, by Henry Sturmey (Illustrated). Articles by all the best writers. **The Complete Bibliography of Cycling,** by H. Blackwell, Jr. **The Clubs of the World and their Badges.** Résumé of past season, etc., etc.
Nearly 300 pages. 500 illustrations. PRICE, ONE SHILLING. Sent post-free to U. S. A. for 30 cents, remitted by money order to
ILIFFE & SON,
The 'Cyclist Office - - COVENTRY, ENG.



The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NOW READY
THE THIRD ANNUAL XTRA
Xmas Numher of the 'Cyclist.
EDITED BY
HENRY STURMEY.
WHICH CONTAINS
64 PAGES OF CLOSELY PRINTED MATTER,
And over **80 ORIGINAL ILLUSTRATIONS,** many of them of large size, the whole encased in a handsome illuminated cover. The advertisements are printed artistically in two colors, and contain the first announcements by all the leading makers of
Novelties for the Coming Season.
Price One Shilling (post-free 30 cents).
Iliffe & Son, The 'Cyclist Office, Coventry, England

WHEELMAN'S ANNUAL FOR 1882.
Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)
The most useful book ever published. 250 to 300 pages brimful of all sorts of information.
No room in this advertisement for particulars, the attractions are so numerous.
Price, mailed free to U. S. A.....50 cts.
Or elegantly bound in cloth.....$1.00
Copies of last year's issue may also be had.
Publisher, WALTER D. WELFORD, Pilgrim Street, Newcastle-on-Tyne, England. Orders received at office of *Bicycling World.*

GOY, The Athletic Outfitter,
21 Leadenhall Street, } LONDON,
22 Leadenhall Street, }
54 Lime Street, } ENGLAND.
Any make of English Bicycle or Tricycle can be purchased of Goy at a very liberal discount off makers price-lists.
Club Uniforms, and every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing, and all Athletic Sports. Also, Billiard and Bagatelle Tables, Lathes and Fret Saws, Home Trainers, Boats and Canoes.
Goy's Calendar of Sports and Price-Lists forwarded free.

WHEELMAN'S YEAR BOOK,
ALMANACK AND DIARY, 1882.
Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)
The most useful book ever published. 250 to 300 pages brimful of all sorts of information.
No room in this advertisement for particulars, the attractions are so numerous.
Price, mailed free to U. S. A.....50 cts.
Or elegantly bound in cloth.....$1.00
Copies of last year's issue may also be had.
Publisher, WALTER D. WELFORD, Pilgrim Street, Newcastle-on-Tyne, England. Orders received at office of *Bicycling World.*

League Hand-Book.
THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —
BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.
Then may I set the world on wheels. — *Shakespeare.*
36 pages, crown quarto, printed on best paper and ably and tastefully edited
By WALTER D. WELFORD,
Pilgrim Street, Newcastle-on-Tyne, England.
Full of original articles, serial stories, cycling tales, humorous sketches, accounts of tours, foreign advices.
The only English cycling periodical giving American news regularly. Subscriptions post-free to America; 12 mos. $1.00, 6 mos. 50 cts. Received at office of BICYCLING WORLD. Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.
E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

THE TRICYCLING JOURNAL
— AND —
MANUFACTURERS' ADVERTISER.
Edited by - CHARLES CORDINGLEY.
HAMMERSMITH, LONDON, W.
Subscriptions received at this Office.
One year.....$2 25
Six Months.....1 15
Three Months.....60
Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION: 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

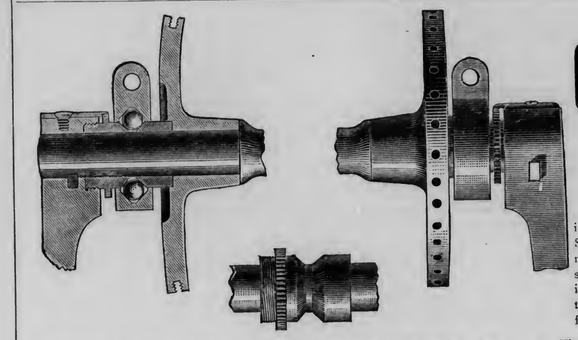
WM. FORD & CO.
Astley Bicycle and Tricycle Works,
WOLVERHAMPTON, ENGLAND.
Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Grey Rubber Tires, and finished all-bright or painted in three colors
up to 50-inch, for.....$41 00
From 50 to 56 inch.....43 00



The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.
Price up to 50 inch.....$26 50
From 50 to 56 inch.....29 00
Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881: —
"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."
Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,
FROM $20 EACH.
PRICE LISTS FREE. PHOTOS 6 CENTS.
WM. FORD & CO. - - - - - - Wolverhampton, England.

LIVINGSTON'S PERFECTION CYCLOMETER
GUARANTEED CORRECT
Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.
H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, CINCINNATI, OHIO.



THE

Columbia Ball-Bearing.

(Patent No. 249,273. Dated 8 November, 1881.)

Invented expressly for our SPECIAL COLUMBIA Bicycle, and brought into public use in July, 1880. It is sold only with our machines. Our STANDARD COLUMBIA is also furnished with these latest, neatest and most perfect of ball-bearings, at an extra cost of $10. The means of securing the adjustment have been improved, and the bearing has been tested in continuous use by hundreds of experienced riders, and is pronounced, theoretically and practically, the most desirable adjustable anti-friction bearing for bicycles yet devised.

The points of superiority of the Columbia Ball-Bearing over any other now in use are:

1. Its scientific construction; it takes both "journal" and "pivot" friction without wedging the balls.
2. Its simplicity; it has a less number of parts, and these of more direct action.
3. Its great wearing qualities, it being of case-hardened steel in every operative part.
4. The perfection of its mechanism, every surface made with positive automatic tools perfectly true and smooth.
5. The great distance it may be run without re-oiling or cleaning; the box being of one piece holds the oil, so that the balls are continuously lubricated, and the whole is practically dust-proof.
6. Its readiness and certainty of adjustment. Any one, however unskilled, with the means in the tool-bag, can handle it anywhere, and not fail to adjust it properly.
7. Its compactness and beauty. It is small, symmetrical, and presents only smooth surfaces, and few of them, to the chamois or oiling rag.

THE POPE M'F'G CO.

MAKERS OF COLUMBIA BICYCLES,

AND DEALERS IN TRICYCLES AND BICYCLERS' SUPPLIES,

597 Washington Street - - - Boston, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles & Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, Etc.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings, and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps**. Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10r. Foreign. 7 cents a copy.

BOSTON, 17 FEBRUARY, 1882.

Volume IV. Number 15.

[Vol. IV. CONTENTS. No. 15]

Currente Calamo	170
Small Wheel Splashes	170
Notes, Queries, etc.	170
Editorial: L. A. W. Membership	171
Excursions, Tours, etc.: A Staten Islander's Tour,	171
Races: The Louisville Tournament	172
The President's Dinner	173
Correspondence: Montreal Matters; The Invincible Again: In Iowa; New Haven: Capital Bicycle Club Anniversary: A Newburyport Idea; The Right Size; Dayton	173
Wheel Club Doings: Rochester: New York; New Haven; Second Annual Dinner; N. Y. Club; Rutland; Boston; Mass. Bi. C. Annual	176
The Chicago Team	177
L. A. W.: Applications	178
Professional Challenge	178

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

BUY YOUR

ACCOUNT BOOKS & BLANK BOOKS

Of the Manufacturer at Lowest Prices.

FRED. W. BARRY, 108 and 110 Washington St.

CORNER ELM,

BOSTON.



Pat. Sept. 13, 1881.

NOW READY, $5.00. FINE GOLD L. A. W. BADGES of the new design with garnet stone centre, $5.00 each. Extra finish, with ruby or sapphire centres, $8.00 to $15.00. The same with small diamonds, $12 to $20. Cheaper silver and plated badges ready later. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

WHEELMAN'S ANNUAL FOR 1882.

Bicycle Suits and Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

CURRENTE CALAMO

THE Louisville streets are n't big enough for its bicyclers now.

DID the extra weight of the Chicago shoes have anything to do with it?

THE round rubber tire for bicycles was invented in 1859, by an American, and in this country.

THE Chicagoans showed some pretty big feet, but not so big as the feat of the Louisvillains.

THE Nashua Wheel Club has issued a neat card, containing its constitution and its organization for 1882.

MILWAUKEE wheelmen are emerging from the ice and snow of winter, and the streets will soon be lively with wheelmen again.

THE Pope Manufacturing Company scores another one against the D. H. F. Premier. Louise Armaindo rode a Special Columbia.

MR. WILMOT *did* ride his bicycle through the streets of Boston on the same days, and the next days after the two great snow-storms.

THE Chicago bicyclists during the greater part of last week had beautiful weather, and the best wheeling ever known in that city — they say.

W. O. FAULKNER, of Lynn, writes us that he has a record of two miles in 6m. 31s, and that he intends to purchase a 54-inch racer, and try to meet Corey on the race track next summer.

SEE Mr. Prince's bold challenges to the professionals in another column. Mr. Prince will also, at the proper time, attend to John Keen's recently published challenge for a race next fall.

WE do not keep on hand copies of the Christmas *Cyclist*, and those desiring it should send direct to the office of publication; nor do we furnish specimen copies of any foreign periodical.

"MISFORTUNES never come singly." The Chicago Club. it is said, pledged themselves to ride nothing but "boneshakers" for a month, if their men were beaten by the Louisville team, — and now they are in for it.

DIRECTOR E. J. WARING, of Pittsburg, has been visiting in Boston during a part of last and the present week, and gave us the pleasure of an hour's chat or so in our office. He also indulged in bicycling at the Institute rink. He meditates engaging in business in the East.

THOSE wide-awake and genial wheelmen, Messrs. Hill and Tolman, of Worcester, have removed their place of business to new and spacious rooms in Hall's Block, on Front Street, in that city. Their increased facilities will enable them to supply wheelmen's needs even better than before, and visiting bicyclers, when in that city, should not fail to call and see them, as they are always cordially willing to give any information respecting roads and hotels.

THE excellent report, by "Ledger," of the Louisville races, which we publish this week, is official, and may be relied upon as correct. The previous report, giving the time of Miller's twentieth mile as 3m. 2s., was erroneous. The track was too small and had two many posts in the way to permit of such fast time. The Kentucky Bicycle Club took full charge of the races, appointing judges, timers, and scorers. We are indebted to Messrs. Owen and Schimpeler. of the club, for these details of information.

THE Bicycle Touring Club has rescinded its vote of expulsion of A. H. Llewellyn Winter, he having ceased to be a member at the time that action was taken. At the same meeting, held in Portsmouth, 21 January, a resolution of thanks was passed to Mr. Ernest R. Shipton for the excellent manner in which he had conducted the *Monthly Gazette*, as its editor, during the past five months, and he was reappointed, subject to his consent, to serve for the twelve months next ensuing. He reserved his decision.

WE mentioned in a former issue a case wherein Mr. A. A. Ballard, of Brighton, a member of the L. A. W, was run down by a two-horse team, under circumstances which led to the belief that it was a case of malicious assault. Through the mediation of Mr. Charles E. Pratt, the case has been settled, Mr. Stearns paying damages and apologizing for some very strong expressions used at the time. The good effects of this acknowledgment of rights of bicyclers cannot be overestimated, and it is hoped many more such cases will be taken up.

MESSRS. FAIRFIELD & TAYLOR, of Chicago. write us that they withdrew their advertisement of the McDonnell cyclometer because it brought them a larger number of orders than they are at present prepared to fill. In response to a query by us they explain the principle of construction, which certainly seems simple enough, and if properly put together it ought to record accurately. Mr. Taylor has run one on his wheel over 1,000 miles, and has carefully watched it. and it has thus far worked well. Two instruments ran evenly on the same wheel together for 100 miles, when they were taken off.

MR. CHAS. R. PERCIVAL'S new illustrated catalogue of English and American bicycles and tricycles is an excellent thing to have for handy reference respecting machines and prices. It contains twenty pages, and describes and pictures many of the best makes in the world, besides giving. with prices and illustrations, a list of all the various parts separately; also, all sundries and conveniences for racing, pleasure riding, and touring. Mr. Percival is the agent for nearly all the leading English manufacturers, and can supply any make of bicycle or tricycle, or furnish any or all the parts separately. Send to his address as per advertisement on our last page, and get their catalogue.

THE following paragraph is going the rounds of the press: "Minnie Madden and Grace Crary, Illinois girls of eighteen and nineteen, are making a tour of the West on bicycles. They started early in the fall, and when cold weather set in at the North, they had reached Texas. They are not doing it for show purposes, but for health and diversion. A man servant attends them, and they carry a small quantity of baggage, their trunks being sent ahead by express. They intend to cross the country to Florida by spring, and then move up along the coast." This story is possibly true, but if the word "tricycles" were substituted for "bicycles" it would make it probably true.

Small Wheel Splashes.

THE small wheel rebels. It demands a hearing. It is content to be kept in the background, but it will not be ignored. It knows its power, for when the small wheel rises over the handles goes Mr. Bicycler. The small wheel is not garrulous, for its spokes are few. From its position in the rear, it sees much that escapes the notice of the advance guard. Will you hear me? Hark!

AND now come they who would put me in front. Real estate is a good thing to have, but we think it out of place when it blows in our eyes on a dusty day. I am seen at my best in my proper place. I never did think much of astronomy, and I don't enjoy sailing round the moon.

THOUGH the old saw, "Trust not to appearances," has a great deal of force, still, much prejudice against bicyclers is disarmed by those who clothe themselves in neat apparel, whether it be a uniform or not. The world does not like a slouch, and many unthinking persons charge the wheel with a trespass against good taste which really belongs to the individual.

BICYCLERS should learn to keep their mouths shut. We do not mean by this to restrain them from conversation; but if they breathe through the nose they can ride faster, and for a greater length of time with less fatigue, than when taking air to their lungs through the mouth.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

Editor Bicycling World: — Last summer, four wheelmen arrived in this city and registered at their hotel as Biglow, Higgins, Hill, and Jones, of Worcester; I noticed the machines, one of which I liked very much, part nickel, and the remainder red paint. Will one of the gentlemen be kind enough to enlighten a brother wheelman as to just the amount nickelled, and the part painted? ELLSWORTH.

NEWBURYPORT, MASS., 10 February, 1882.

Editor Bicycling World: — If "41" will send an address through which he may be reached to 41 Joy street, Boston, Mass, he can be supplied with the information he desires. LEICESTER.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,— clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 17 FEBRUARY, 1882.

L. A. W. MEMBERSHIP.

As the time for the annual meeting of the L. A. W. approaches, we feel constrained to again revert to the subject of League membership, trusting that the need of some revision of the present rules of admission and retention of members will be apparent. We have already pointed out what we consider an element of weakness in the present method of quietly "dropping" from the roll the names of those who do not renew membership within twenty days after the expiration of the previous term. While possibly some of these fail to renew purposely, because of dissatisfaction or on the ground of needless expense, it is very probable that the many are delinquent from indolent indifference, and the distance, geographical and social, between themselves and the League secretary. Now, notwithstanding this dissatisfaction or indifference, whether they realize it or not, all bicyclers have an interest, indirectly if not directly, in the League, and ought to give it both moral and financial support in order to insure its greater efficiency in furthering its stated objects. The League needs their support also, even though given grudgingly or indifferently, just as a municipality needs the greatest numerical and financial support of the community. And what is the best way to secure it? Like trade and public amusements, by sensational announcements of its virtues, and frequent race meetings and parades? These latter are expensive, and without them the former would become monotonous. There is a method, however, which we think would go far towards solving the problem. Without abolishing the rule admitting unattached riders, let there be nominally and practically League clubs. That is, when a regularly organized club submits its entire active membership for admittance, and it is admitted in accordance with Article 3 of the Constitution, it becomes a League club, and each additional rider joining the club must become, also, a member of the League, and shall be admitted on the same terms as the original club members, at one half the rates for unattached riders; the club thenceforth to be responsible to the League for the annual *per capita* dues of its active membership. This would be beneficial, in several ways, to both the League and the club. It would relieve the League secretary of much of the work now incidental to his office, and the League of considerable expense for stationery and postage in notifying individuals of admissions and fees due, as it would be only necessary to communicate such matters to the club secretary; nor would it add greatly to the labors of the latter, who would collect the League dues with club assessments. This would, besides, secure the more prompt payment of League dues; because not only would the club secretary be in immediate personal communication with the member but he would have the additional incentive of securing his club treasury against loss through the member's delinquency. It would also tend to secure the permanency of membership to the League, because no member could withdraw without forfeiting his club membership also. The club would be benefited to some extent, because the prudent rider meditating joining the League would be induced to join the local organization to secure the saving of fifty per cent on the first investment; and it would receive a certain dignity and moral weight in its own community as a League club, in comparison with unattached clubs, in pretty much the same degree as the club wheelman is socially superior to the unattached rider. Perhaps a solution of the sectional dissatisfaction with the League might also be arrived at, by allowing the League club a representation in the national organization, either as a club or according to the number of its members, or both; and this in turn would be an additional inducement to clubs to join the League. We commend all these suggestions to the careful consideration of the directors and members, and hope that if it is not deemed advisable to adopt them, or any of them, they may at least lead to some well-devised plan to bring about the desired result.

EXCURSIONS, RUNS, ETC.

A Staten Islander's Tour.

Editor Bicycling World: — In the early part of last August I started from New York upon a triangular tour, the remote angles of which rested upon the cities of Poughkeepsie and New Haven. A worse time could hardly have been chosen; for the majority of roads had but recently been repaired, and this, together with the long-continued drought, rendered them for bicycular purposes wellnigh impassable.

The non-delivery of my bicycle caused a delay of five hours at headquarters; but the express company to which it had been intrusted finally deigned to deliver it, and at three o'clock P.M. I said good by to the gentlemen in whose pleasant company I had passed the afternoon, and mounting my machine, was fairly started upon my journey of two hundred and thirty miles. The ride to Yonkers was uneventful; but the great heat and worse dust rendered progress so slow that darkness overtook me at Hastings, and the distance from this place to Tarrytown, where I spent the night, was made by rail.

Friday. Started at 8.30 for Lake Mahopac. For over a mile a smooth, hard macadam gave promise of a fine day's run; but at Beekmantown, where the post road takes a sudden turn to the left for Sing Sing, sand and dust were encountered, and whatever riding I accomplished was done on the foot paths. Pocantico Bridge was passed, recalling the legend of Ichabod Crane and the headless horseman. I involuntarily looked over my shoulder into the woods to see if some spectral denizen of its shades were not ready to follow me. Walking up the hill, I rested awhile upon its summit, admiring the beautiful panorama of the Hudson stretched out before me. Be-

hind lay Sleepy Hollow cemetery,with its old Dutch church, whose quiet dignity recalled the days of Patroons. Behind the receiving vault is still to be seen the remains of the breastworks thrown up when "the British" were spreading consternation through the river counties from New York to Ticonderoga. Sing Sing was reached as the town clocks were striking ten. Stopping at a small hotel opposite the post-office, egg and milk was ordered; but the egg, unfortunately, had been carefully boiled by my intelligent host. I can't recommend the new drink. Leaving Sing Sing, I steered northeast over a hilly and stony road much the worse for wear; but in proportion as the road was bad the scenery was beautiful, and of a wildly picturesque description. It was well worth all the walking and discomforts of the trip. As Croton Lake was approached the scenery grew less wild, but none the less beautiful. Some distance before reaching the lake I had stopped at an old inn at Merrit's Corners,the solidity of which afforded a striking contrast to the majority of the houses I had passed. It was built over eighty years ago, of immense blocks of the trap rock which abounds here, and was in its time the principal tavern on the old New York and Danbury turnpike. Dinner was taken at Pines Bridge on Croton Lake. The remainder of the day's journey was over a hilly, stony, but not uninteresting country to Lake Mahopac, where at Thompson's Hotel I stopped for the night, and which,though rather steep in its charges, I can cheerfully recommend to any bicycler who wishes to visit that charming region.

Saturday Left Lake Mahopac at seven o'clock. My route from here lay through a hilly and rather desolate country, to the Croton storage reservoir, where I stopped at a farmhouse for dinner. The scenery here is the most beautiful I have yet seen. The reservoir is a deep natural hollow between thickly wooded hills, the natural opening at the foot being closed by an immense dam over thirty feet in height. As the water is simply the surface drainage from surrounding hills. and is kept merely as a reserve, it becomes somewhat stagnant. To restore its supply of oxygen it is led under the dam by five large iron pipes,and is by them thrown into the air Five spouts of water, each thirty feet high and fourteen inches in diameter, is a sight not to be witnessed every day, and once seen not soon forgotten. The road around this reservoir, for which the citizens of New York City are taxed, is smooth as a billiard table, and about the only decent one in Putnam County. From here the road lay through woods and over the Shenandoah Mountain, and was bad beyond all power of expression. On some parts of the mountain road I had to shove my machine before me with both hands. Perhaps some of my readers have ridden down that mountain; I am willing to confess that it was a feat which I did not care to attempt. From the village of Shenandoah to Fishkill, the roads were all that could have been desired, and the last five miles of the day were the most enjoyable of my trip.

Monday. Sunday night's rain prevented a departure from Fishkill before nine o'clock. Taking the north road, I passed through a swamp, known, I believe, as the "Green Fly." After leaving this execrable strip of road, I had tolerably fair riding to Wappinger's Falls, whose sidewalks I remember with hearty approval. From here to Poughkeepsie the road was smooth and hard, and afforded some short but exciting coasting. After obtaining from the hotel clerk at Poughkeepsie some information as to the roads, at 11.30 I struck out through Main street. After reaching the city limits, a frightfully bad toll road—over which, however, I was passed free—brought me to the village of Pleasant Valley, where I had dinner. From here to Washington Hollow the road was much better. At the latter place I took the "left-hand pike," according to direction, passed through the hamlets of Four Corners, Mechanics, and Little Rest, and towards evening struck what our Dutch ancestors would have called a clove road, rough but ridable; half way down a hill at the end of which, the white church tower at Dover Plains suddenly appeared. The village lies at the right of a green plain, hedged in on every side by the hills and forests; and seeing it as I did just as daylight was disappearing behind the mountains, was indescribably quiet and beautiful. Entering the town, I dismounted at the Dover Plains Hotel, which, by the way, would be an excellent one for insertion in the new League Hand-Book.

Tuesday. Left Dover Plains at six o'clock. A little distance from the village an old barn was passed, the gable end of which, pointing towards the street, contained a number of red cows done on a white ground, with a brown dog and two men in black; below it was the legend, "A free conscience void of offence." At South Dover the increasing number of rocks gave evidence of my approach to the Connecticut line; which point, marked by a large bowlder on each side of the road, was soon reached. Here my troubles commenced in earnest; for between the sand and rocks there was little to choose. Arrived at Gaylord's Bridge, a short rest was taken; from here to New Milford every inch of the way had to be walked. And just here let me enter my protest against the route marked "No. 66" in Pratt's "American Bicycler." A worse one could not have been chosen than that between Gaylord's Bridge and New Milford. New Milford is a characteristic New England town, with its one main street divided by a broad grass strip and double row of elms. A poor dinner at a bad hotel did not tend to improve my humor. I must say that a stupider crowd than I met at that hotel, it has never been my misfortune to find equalled. None of them seemed to know much about the roads, and the one finally decided upon by those whose opinion seemed of most weight proved to be the worst I could have taken. The scenery of the Housatonic Valley is pretty but monotonous. Down the greater part of its length you have the river on one hand and the sandy tobacco farms on the other, hemmed in by thickly wooded granitic hills. Striking back from the river through a painfully desolate country, I at last reached Newtown, where a halt was made for the night.

Wednesday. To-day's ride was but a repetition of yesterday's, dreary and tiresome. Reached New Haven tired and disgusted. The opening of the term at Yale was celebrated by a rush, accompanied by what Gil Blas would have described as "a symphony of deafening clangor, but very doubtful harmony." At supper I had noticed a very good-looking little Freshman neatly attired in a lawn-tennis suit, being coached in the science of rushing by two Juniors. At about twelve o'clock I heard a gentle tap upon the door next to my own, and a feminine voice whispered, "O Nellie, Nellie, Harry has come home with nothing on but his pants!" Only such of the readers of the WORLD as have been raked fore and aft by a Sophomoric paw can properly appreciate this little episode.

Thursday. Left the New Haven House at 6 A. M., and the road, which I should judge was none too good at its best, was now frightful. Reached Norwalk at 1.30 and took dinner, having come from New Haven with but a single rest of seven minutes. Left Norwalk at two o'clock, and with the help of a strong east wind, reached Stamford at four o'clock.

Friday. Left Stamford at ten o'clock, and reached New York by way of the Southern Boulevard late in the afternoon. having met with no incident worthy of mention.

I started upon this trip with the intention of testing the bicycle as a practical road vehicle, taking in all cases the nearest road and not choosing the best. All things considered, I think I should take my bicycle on any road where I knew that half of the distance would have to be walked; for even at that rate, progress would be faster than by tramping the whole way. Shoving the machine I have found not nearly so laborious as one would suppose, except in the case of high and long hills. I had not the pleasure of meeting a single bicycler during my entire trip; I had not expected to see any through the country, but was a little surprised at finding none in the towns. My next run of this kind will probably be from Bangor, Me., to Lake George. "B.'s" BUGLE.

RACES

Louisville Bicycle Tournament.

THE four-days' bicycle tournament, under the management of Prof. F. S. Rollinson, of Chicago, was opened at the Exposition Building, Thursday evening, 2 February, with a fair attendance. Eight picked men from the Kentucky Bicycle Club, under command of Capt Henry Schimpeler, gave a fancy drill, which was well executed and gained hearty applause. Next in order, a one-mile dash for boys under fifteen years; won in 5 10. Following this, a three-mile race between Mlle. Armaindo and Thomas Eck; won by the former. Prof. Rollinson gave an illustration of an awkward beginner, which was very amusing. Logan Whitney was the winner of the slow race. In conclusion, a five-mile amateur race between Messrs. Clarence Jenkins, Louis Welle, and George and Will. T. Francke, was won by the latter in 21m., with Welle a good second. This event was somewhat marred by George Franke striking a post on the second lap, which disabled him, and Clarence Jenkins getting a violent pain in his side, which obliged him to leave the track on the fourth mile, after having led a hot pace from the start.

The second evening of the tournament was greeted with a larger audience. The first on the programme, a boys' race, was more exciting than the one of the previous evening and made in better time, 4m. 25s. Messrs. Charles Jenkins and William T. Francke followed in fancy riding, and did their difficult tricks in a neat manner, eliciting great applause. To close the entertainment was the twenty-five-mile race between Mlle. Armaindo and Prof. Rollinson, the lady having four miles the start. On his thirteenth mile Rollinson had gained two miles; but after that the lady surprised everybody by increasing her pace, making it only possible for Rollinson to gain another half-mile before she finished her twenty-first mile in 1h. 34m.

The third evening, 4 February, was the best of the tournament, both in attendance and attraction. Before the contestants of the fifty-mile inter-club race between Chicago and Louisville appeared on the track, Master Louis Francke, a boy ten years of age, gave an exhibition of skilful fancy riding. About 7.30 o'clock the Chicago team, composed of Messrs. L. W. Conkling and T. S. Miller, made its appearance; soon to be followed by the Louisville team, Messrs. Charles Jenkins and Henry Schimpeler. After making a circuit of the track, which has eight laps to the mile, the contestants were given their places, and sent off promptly at 7.55. Conkling took the lead, Jenkins second, Schimpeler third, and Miller last, which position they maintained until the eleventh mile, when Jenkins led. On the thirteenth mile the pace was quickened, with Miller first, Jenkins second. Conkling third, and Schimpeler riding easy. On the sixteenth mile Jenkins took the lead, holding it for a mile, when Conkling again pushed ahead. By this time the pace began to tell, and the nineteenth mile found Jenkins in the lead, Miller second, and Conkling third. Schimpeler, who had been playing a waiting race, and four laps behind the leader, had just passed Conkling on the twenty-third mile and was coming at a very fast pace, when he struck a spectator who was trying to cross the track, giving the rider a terrible fall and "buckling" his wheel. Nothing daunted, Schimpeler mounted another machine, but shortly after resumed his own. By this mishap he lost three laps; and before he got over the shock, Jenkins, who was leading the others, was nine laps ahead of him. On the twenty-ninth mile Schimpeler took third place, second place on the fortieth, and after that commenced to close in on the leader, but to no avail, as Jenkins had too much of a start, and finished two and a half laps ahead. After completing forty-three miles seven laps, Conkling withdrew; Miller had completed forty-seven miles seven laps at finish. In order to secure an official record, a committee of the Kentucky Bicycle Club appointed Messrs. F. Lammond and Orville Anderson, judges; Capt. C. W. Fowler, A. S Dietzman, Henry Haupt, and Charles Schimpeler, scorers; Horace Beddo and A. A. Baurman, timers; Carl Siebrecht and Morton Howell, jointly, as referees. The official time for the first five miles was 21m. 31s.; ten miles, 42m. 53s.; fifteen miles, 1h. 2m. 46s.; twenty miles, 1h. 23m. 42s.; twenty-five miles, 1h. 42m. 22s; thirty miles, 2h. 2m 46s.; thirty-five miles, 2h. 23m. 12s.; forty miles, 2h. 43m. 45s.; forty-five miles, 3h. 4m. 55s.; fifty miles, 3h 25m. 38s. by Charles Jenkins, and 3h. 26m. 43s. by Henry Schimpeler. Only the leader's time was kept officially. Some very good single miles were made. Conkling rode a 60-inch and Miller a 57-in. D. H. F. Premier; Jenkins rode Prof. Rollinson's 54-inch D. H. F. Premier, and Henry Schimpeler a 58-inch special-make Harvard,—a prize won at Nashville, Tenn., last spring.

The fourth day of the tournament closed Monday evening, 6 February, with a complimentary benefit to Prof. Rollinson. The programme for the evening consisted of a boys' race for one mile, won in 4m. 29s; a slow race, won by Logan Whitney, who is quite an expert in this style of riding; difficult double riding, in which the winner of the fifty-mile race took part; a two-mile dash, with three entries, won by W. G. Crawford in 7m. 47s., Logan Whitney lapping his wheel in 7m. 47⅛, and Henry Haupt a good third; a three-mile race against time by Prof. Rollinson, and a repetition of his "awkward beginner" act, closed a successful tournament. A grand bicycle event for the coming spring fair is already under consideration, and we trust the Fair Association will offer valuable prizes, to induce first-class amateur racers to come here. LEDGER.

LAMSON'S League badges take at sight. Call at our office, No. 8 Pemberton Square, and see them.

The President's Dinner.

ONE night at the club, near the close of a session,
The president, seeing no one had possession
Of the floor, said he wished to make a suggestion,
Which he hoped would create a pleasing impression.

"He would make no long speech, for he was no 'chinner,'
But simply would ask each particular sinner,
On Christmas to come to his house, and the inner
Man fill up for once with a good Christmas dinner."

But he was surprised, as he reached the conclusion
Of his speech, to see how his simple allusion
To "feed" had created the wildest confusion,
Though the final result was this resolution:—

"*Resolved*, In accepting this kind invitation,
We think it a thing that will bear imitation,
And trust that a spirit of due emulation
Will result in spreading a yearly collation;

"*And further resolved*, We think that our president's
Request that we should go out to his residence,
There to partake of a dinner, whose excellence
Is sure, of all other things should take precedence."

In the life of the club, 't is doubted much whether
So many at once were astride of the leather
(Or pigskin) as on Christmas day got together
For a run out of town, in cold winter weather.

A sharp hour's ride, and the host's house was sighted,
And soon they rolled up to the door and alighted,
All tired and hungry, but soon were invited
To such a rare spread, not one course could be slighted.

Then, smoking and drinking, their spirits rose higher,
When the captain remarked he had no desire
To say what would tend to raise any one's ire,
But thought it a good time to choose a club liar.

"In the course of the season he had collected
The 'yarns' of the members, and now had selected
A few that he'd mention, and then he expected
A competent liar could soon be elected.

"For instance, there 's A, who can look so blamed sour,
When one doubts his nineteen miles' ride in an hour;
And B, who, when chased by a storm of great power,
Kept dry just ahead, his rear wheel in the shower.

"Then there 's G, who one day gave a wondrous account
Of a forty-mile ride, all without a dismount;
Also F, who with nerve, can stand up and recount
Yarns of one-in-five grades he is prone to surmount.

"And McG., who his mind has so often relieved
Of a three-hours' stand-still, which no one believed;
While McA. by the boys has been lately reprieved,
Just by eating a hundred-mile yarn he 'd conceived.

"Or stories of R, which are often found clashing
With truth, when he tells of his last season's 'mashing';
And Y, who a story is often rehashing,
Of giving a big man (of ten years) a thrashing.

"And I wish to say here that such yarns ne'er redound
To one's credit, but always will quickly rebound
On the author." Then solemnly looking around,
Gravely sat himself down amid silence profound.

At some one's suggestion, the club then proceeded
To vote for a liar; and all having heeded
The captain's remarks, his great fitness conceded,
And gave him their votes as the man the club needed.

WORCESTER, MASS. F. W. B.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Montreal Matters.

Editor Bicycling World: — As you may have surmised, from not hearing of late from your Montreal correspondent, wheeling interests are just now considerably below *par* — *par*don me, I should have said on a *par* with the thermometer, which is at zero. The Y. Z.'s who control the destinies of the Montreal Bicycle Club considered that it was better to allow the proposed plan of hiring a hall

for winter riding to drop, thinking that after a forced abstention from occupancy of the pigskin during the winter, enthusiasm would probably reach boiling point in the spring. I am not at all sure that their decision was not in our case a very wise one, seeing that we are somewhat differently circumstanced here from riders in many other cities *Imprimis*, so great is the rage for skating that every available hall is converted into a rink. Then there are snow-shoeing, tobogaining, curling, and sleigh driving, besides he usual social festivities to help distract the wheelman from his 'cycle. I will, with your permission, however, give you a sketch of how some of our men put in their leisure time just now.

As many of your readers are aware, this city lies immediately below a fair-sized hill, ennobled with the name of Mount Royal, from which the city derives its name, and upon whose slopes are laid out our park. Across this mountain every night in winter may be seen parties of any number, from two to a hundred, all dressed in the picturesque costume of the snow-shoer, hurrying to the "Club House," there to consume a hearty supper and join in the mystic buck dance. To give you an idea of the popularity of this sport, I need only say that there are sixteen clubs in this city alone; the oldest and largest of which is the Montreal, numbering nearly five hundred members, and which is affiliated with the Montreal Bicycle and Lacrosse Clubs, under the name of the Montreal Amateur Athletic Association. The snow was very late in coming this year; the "Growler" prophesied a green Christmas some seven weeks before! and, and green it was. We had our first tramp on shoes on the 11th of January, the night before bringing our first real snow-storm. But to the "Pelican" and "Jingling Johnnie" belongs the honor of being first across the mountain this winter, as one night before the snow arrived they overcame their habitual sloth, and undertook to follow the club out to their destination; starting late and thinking the others had gone over the mountain, whereas of course they had taken the road, they climbed the heights, stumbled over logs, crawled under fences, "wandered among the tombs" in the cemetery, and finally turned up too late for supper, but not too late to be "bounced," which ceremony consists of "tossing" without the traditional "blanket."

Each of the more prominent clubs has one or more steeple-chases over the mountain during the season; the course being by actual measurement two and one half miles, less one hundred yards: the best time over which was made by one of the original members of the Montreal Bicycle Club, Geo. R. Starke, in eighteen and one half minutes. Last Saturday a race was held from the city out to Peloquin's Hotel at the Back River (so dear to every 'cyclist in these parts), the course being five and one half miles as the crow flies; race won by D. D. McTaggart of the Montreal Club in 41.55, against all the best men of the leading clubs. Next Saturday we hold our annual race meeting on the lacrosse grounds, every event being of course confined to those wearing snow-shoes of regulation weight, one and one half pounds per pair; and one of the prettiest races to see — next to the wheel, of course — is a hurdle race on snow-shoes.

Probably, though, the pleasantest form which this healthy exercise can assume is that of the social nature, when a party of gallant men and fair dames storm the heights and carry the fortress of Sir Lumpkin, who keeps first-class tipple of every known brand, and after song and dance strap on the awkward-looking contrivances of ash and moose-gut, without which it would be impossible to cross country in a Canadian winter. Many of our leading wheelmen, however, used to coasting and rapid travel on the level in summer, despise the modest four miles an hour one can put in on the "raquette," and go in for tobogaining, for which there are plenty of available hills. The Park Commissioners have erected an artificial slide on the mountain, which gives such impetus that the frail bit of birch runs three hundred yards out on the level before stopping. Here may be seen "Sammy" any moonlight night making up for the absence of his D. H. F. In addition there are slides out at Cote St. Antoine and Fletcher's Field, which for the past fortnight have been very well patronized. Little Freddie Holden, whom we hope to see upholding the honor of Canada in the championship race this coming season, goes in for skating, and in turn he may be found at any of the favorite rinks, from the aristocratic and exclusive Victoria downwards; and at the carnivals on the ice his neat little figure, in the uniform of the Montreal Bicycle Club, surmounted by his fresh, smiling face, is always to be seen. Our bugler goes in for the social snow-shoe business in preference to other pastimes; and he and the "Growler" may often be seen wending their way about the mountains in company with a "ladie faire," trying in vain to find short cuts, and singularly enough, coming out generally well behind the main body of the party.

We miss our late captain, and we firmly believe he misses us. "Hungry Tommy" loafs round the billiard-room at the club-house occasionally; and there, too, may be found Jack Muirhead, 'Arry, Tri-Davis, Jim Webster, and many others who prefer a warm interior this cold weather. Up in the library one stumbles across 'Arry and Geawge doing the studious, or Putnam (not K. N., but H. L.), taking a beating at chess; while Alf. Corner is endeavoring to master the science of "the fence" in the boxing galley. Maitland seems to have retired into private life, and Long Mac and his two brothers, are conspicuous by their absence. Our heavy man, Mr. Angus Grant, led the combined clubs on their tramp to the Back River on Saturday, and went as usual as straight as a dart across the trackless snow; first time out on snoes this winter, and when he got to his destination I am told the blood was showing through his moccasins. One benighted individual met the "Growler" the other day and inquired where to buy a snow-shoe costume; rather late in the season to begin. "Stubby Charles" was seen driving round the mountain last Saturday. I fear he is degenerating from his old form. Alan Arthur has recently returned from Boston, and is full of the newest things in wheels. Jim Robertson has moved into town, and means to go in "hearty" for the wheel this year and see if it ever will be as easy as walking, as it seems to be for "Jingling Johnnie." 'Mosquito Barclay" took a prominent part in some amateur theatricals the other day, and came out strong, for a little 'un. "Rollo" and "Johnnie Dear" we have not seen lately. The wealthy provision merchant got his D. H. F. just in time for our Christmas ride, and that was the last of it; he is justly savage. I have heard one or two complimentary remarks on my contribution to the "Wheelman's Annual," and many the reverse, but I put that down to pure jealousy. The fact is, the officers of our club think none of the outside members can do anything, — not even scribble off a letter; but we know better, don't we, dear WORLD?

I wonder where the League Meet will be held this year. Of course, selfishly, I should like it to be near us, so that we could turn out in good force; but I suppose, speaking impartially, the Western folks are entitled to a show this year. I wonder when Montreal will have her turn. The 24th of January was the coldest day I have seen here; the thermometer ranged as low as 33° below zero on the mountains. KANUCK.

MONTREAL, 9 February, 1882.

The Invincible Again.

Editor Bicycling World: — I observe that "Ixion" mistakes my experience with the Invincible; and if so experienced a writer and rider as "Ixion" mistakes, many others may also, and thus an injustice be done to the reputation of the Invincible, which I should regret. I stated that the spokes of my Invincible were liable to break next the rim, where they were weakened by having a screw thread cut in them. I reasoned that the remarkable rigidity of the rim — which is one of the excellences of the Invincible wheel — probably operated to increase the liability of the spokes to break there. "Ixion" evidently thinks that the spokes broke because of some blow upon the wheel rim. He argues, very correctly, that the more rigid the rim, the less likely are the spokes to break under any shock to the rim, — that the Invincible rim distributes the shock of any blow upon the rim to all the spokes, and so divides and relieves the strain. In this he is right. I never had a spoke broken on account of any shock to the rim, though several times I had the rim struck with great violence, once running at some speed against a wagon wheel in the dark. The strength and excellence of the Invincible rim are remarkable: and they effectually protect the spokes from blows upon the rim.

But the spokes to my Invincible, and the spokes to the Yale of a comrade, of whom I also wrote, were broken by blows upon the spokes themselves. An accidental touch of the rider's heel to a spoke would break it. A base-ball club standing on end fell over against the spokes and broke two of them.* A mere touch from the pedal of another machine broke two spokes. "Ixion" will clearly perceive that the rigidity of the rim did operate to make a spoke break more readily under the shock of any blow upon the spoke; and as such spokes, no matter where they were struck, always broke at the shoulder of the screw thread next to the rim, and never broke anywhere else, plainly that was their weak point; and that weak point removed, they would not break. I am disposed to think it true that my particular machine had badly tempered wire for its spokes, and that they were more brittle than those of other machines of the same kind; still there is no doubt that cutting a screw thread in any spoke of such a small wire weakens it exactly at the point where it needs to be strongest. Hence I suggested to the manufacturers the propriety of remedying that defect of construction. With that one defect remedied, I think the Invincible and Yale would be almost perfect machines, — certainly among the very best, most durable, and easiest and lightest running of any made anywhere by anybody. B.

DETROIT, MICH., 7 February, 1882.

* If the members of this Detroit club were men of any weight whatever, we only wonder they did not crush out *every* spoke, and buckle the rim itself. — EDITOR WORLD.

In Iowa.

Editor Bicycling World: — Iowa — especially our vicinity — don't seem to be fairly represented in the WORLD, so I take the liberty to strike one blow for or against her, — your many readers to decide. Those "pesky cyclopædias" have struck our town to the number of four or five, and are causing considerable amusement, curiosity, excitement, etc. Some of our boys ride very well, and can execute some neat tricks, — while tricks of some others are not so neat, as they are frequently performed with one foot on the ground and one on the handle bar, or fast in the saddle spring, while the "critter" is at an angle of forty-five or forty-six degrees. A few days since, H. L——, E. J. Coolidge, and John S. Entler took their wheels and went down to the Des Moines River to try the slippery, slippery ice; and timidly mounting, we cautiously sped around in various directions till satisfied as regards slipping, and then we sped out to visit our sister town, Bentonsport, four miles distant; and arriving there safely, we circled around and cut a few "pigeon wings," astonished a few of her citizens, and quietly lit out for home, having been gone less than an hour, and not *one* mishap or a single dismount during the run over the ice. MELICAN MAN.

BONAPARTE, IA., 1 February, 1882.

New Haven.

Editor Bicycling World: — For their social gatherings, the New Haven Bicycle Club members seem fated to have unfavorable weather. A complimentary supper having been kindly tendered by Capt. S. A. Marsden, on the night of the severe storm, Tuesday, 31 January, some fifteen members managed to brave the elements, and did ample justice to the bountiful "spread," the principal object of the meeting being to present the prizes won at the fall races, viz.: Herman D. Clarke, club championship gold medal, for one mile, in 4m. 1½s.; C. K. Billings, gold medal (captain's prize), for 1 mile, best two in three, as follows: First, 4m. 15½s.; second, 3m. 52½s.; third, 4m. 26½s. The time on above races is no fair criterion of what the contestants can do, as a strong head wind and snow-storm prevailed while they were run. Several minor prizes were also presented, and a very social evening spent in speech-making, song, and expressing opinions as to the merits and demerits of different wheels. The club secretary acted as toast-master for the occasion, and also made the presentations, with a few appropriate remarks, which were responded to by the recipients, tendering their thanks and expressing the pleasure they felt in belonging to such an appreciative association. Before breaking up, three hearty cheers were called for our generous captain, and were given with great enthusiasm.... I have great pleasure in stating that our genial townsman and member, Mr. J. C. Thompson, has once more opened a bicycle rink; great credit is due him for his enterprise and good spirit in this matter, as it has been a much-felt want among cyclists here, during the long winter months, when out-door practice has been impossible. It is to be hoped we will have many recruits, and be able to make a good turn-out during the coming season. CHRIS.

NEW HAVEN, CONN., 9 February, 1882.

Capital Bicycle Club Anniversary.

Editor Bicycling World: — Seldom has the club spent so enjoyable an evening as Tuesday, 31 January. It was the third anniversary of its organization, and will be memorized as one the most notable events of its career. The headquarters, situated in the Le Droit Building, was crowded to its utmost capacity with active and honorary members and invited guests. The exercises were opened by Vice-President Howard, in a few happy remarks, which he concluded with the information that Mr. Milne, Washington's popular upholsterer, desired to present the club with a rare work of art, an article for which half the ladies of our city had offered fabulous prices to exhibit in their parlors. Mr. C. E. Hawley, president of the Capital Bicycle Club, made the presentation address on behalf of Mr. Milne, during which the great unknown was unveiled. It proved to be a *papier-maché* cat, and truly a specimen of art deserving of the highest praise, and was very suggestive of the club's motto, "Swiftly and silently." Mr. Hawley's remarks resuscitated the most ancient characteristics as well as the modern idiosyncrasies of the animal, with which we found ourselves possessed of so limited a knowledge. It was with difficulty that he was enabled to proceed, as the amusing portions brought forth rounds of applause. On behalf of the club, Mr. L. W. Seeley was called upon to accept the gift; and it seemed his determination to be the peer of the previous speaker in genial wit and punning, for as he progressed, the approval of the audience was manifested in the same immoderate manner. Mr. E. H. Fowler then favored us with a recitation which caused universal favorable comment for the original and perfect manner of delivery. We may truly say, however, that the event of the evening, in a literary point, was the reading by Mr. C. G. Allen of his dictionary containing about two hundred and fifty words and idiomatic phrases used in and about the Capital Bi. Club rooms by its members. Mr. Allen has been compiling the work during the past fifteen months. It proved a very complete and unabridged edition, and too much credit cannot be bestowed upon its author for the great amount of labor consequent upon its production, and the masterly manner in which he elucidated the definitions of some of the almost incomprehensible sayings. The great majority of the expressions contained in the work are purely original with this club. The author has good grounds, from the rapturous *éclat* that greeted his delivery, to feel well paid for his task. Then followed several short and pointed addresses by honorary members, and the balance of the evening was devoted to the usual exercises in harmony with such occasions. At a late hour an adjournment prevailed, every one leaving with the wish that anniversaries were of more frequent occurrence. MOLY.

WASHINGTON, D. C., 1 February, 1882.

A Newburyport Idea.

Editor Bicycling World: — There has been an idea talked of by some of our wheelmen which perhaps would interest the readers of the WORLD. I think it is a Newburyport idea, although some wheelman of this vicinity might have thought of it. Let the wheelmen of this county or of any county form an association *as* wheelmen, and for the promotion of wheeling interests in their vicinity. It would in no way interfere with the L. A. W., for at the same time each organization could be a branch of it, and

could look after the roads in their vicinity, and the interests of the League. The county of Essex embraces the cities of Haverhill, Lawrence, Salem, Lynn, Gloucester, and Newburyport, and numerous towns, Beverly, Marblehead, Amesbury, etc, all of which possess their quota of wheelmen, who could form an association which, if attached to the L. A. W., would be a credit to that organization. If the League Meet is in Chicago, St. Louis, or any far Western city, as it probably will be this year, how many wheelmen — take those of Essex County, for instance — can afford to lose four or five days from their business, and take the trouble of transporting so many miles such an article as a bicycle? How many, be they ever so enthusiastic members? Not a large number, I aver. The "Essex County Association of Wheelmen," or of any county, would be one of the strongest helps the L. A. W. could have. They could see more of each other, confer with each other more, and could help the wheel interest in every county, city, and town. Such an association could have their meets and dinners as well as the L. A. W., thus enjoying the privileges of a meet of American wheelmen, which could not be got otherwise except by League membership. Let the L. A. W. be the body of a giant octopus, and our county associations the arms with which the great army of unattached could be brought into the fold, the skeptical and timid ones converted into believers in the benefits and advantages of that greatest of sports, wheeling. The county associations being more familiar in their localities, therefore would have more influence with hotel landlords in inducing them to quote reduced hotel rates to tourists on the wheel. They could be more familiar with the roads, and could erect guide boards; and in fact, could look after all the advantages to wheelmen which the L. A. W. claims to possess. A general opinion in regard to this idea from wheelmen in general and Essex County wheelmen in particular would please ELLSWORTH.

NEWBURYPORT, 10 February, 1882.

The Right Size

Editor Bicycling World: — Advising 'Pedal Pusher," and the many who contemplate buying new wheels: Attach the pedals so as to give a crank length one tenth the diameter of the wheel, and the saddle as far forward as the rider's form will comfortably admit. Use as large a wheel as can be ridden, touching the pedals firmly at the lowest point with the toes and fore part of the foot after having ridden a block or two; after riding a very short distance the rider settles into position, lengthening the reach perceptibly. The foot at the lowest part of the stroke should point downward to the full extent of the natural movement of the ankle joint. If the test is made in-doors, an assistant should wheel the bicycle several turns, and the foot should touch the pedal at the lowest point but lightly; sliding in the saddle or swaying the body to reach either pedal must not be permitted. If not convenient to try a variety of bicycles, try the best fit at hand, blocking up saddle or pedals until the right size is found; then measure from the top of the saddle horn to the lowest pedal, and order a bicycle of the same measurement. This will give the *right size*, and all that can be hoped for in a fit. The character of the roads should not be considered in the least. It is perhaps a misfortune to be compelled to pull a hard hill or head wind on a very large wheel, but no gain in leverage will compensate for any loss in natural and free action. Better far tramp an occasional hill, than with crippled movement and bad form ride a wheel too small.

As the bicycle is coming to be an important factor in the physical development of our young men, the question of what is the proper size is of much greater importance than that of construction. I have watched our growing boys: (how they do grow!) those using wheels of their full size are as straight as pines; constant use of such a wheel does not make one bow-legged or hump-backed, but it does change the walking gait slightly by straightening the position of the feet. I think this will be found an improvement. The Indian steps in the same way: owing, some writer has claimed, to the fact that for generations he has treaded the narrow trail of the forest and the prairie; but I think because it is the natural walk of an active man, for I have observed the same form in our best runners and walkers. Our web-footed ancestors have given many of us an honest right to waddle through life with toes well outward; but why we should exercise it, bracing ourselves as does the infant and the tottering old man, instead of touching mother earth with straight feet and the light touch of active manhood, I will leave to physicians to answer. I had not intended to say so much on this point; but as it is the only habit brought about by long use of a well-fitted bicycle which can possibly be criticised, I hope to be excused. F.

CHICAGO, 6 February, 1882.

Dayton.

Editor Bicycling World: — Affairs in bicycling have been rather quiet in this locality for the last few months; not that our club was lacking in enthusiasm, but on account of the variable weather we have had. However, the boys have not neglected to take advantage of the several large halls that have been kindly offered them, to practise; and by the time road-riding begins, they expect to compete with any amateur wheelman in the State, both in fancy, trick, and long-distance riding. The National Soldiers' Home, located about three miles west of Dayton, with its twenty-five miles of paved avenues, affords the wheelman abundant opportunity for sport, and genuine outdoor pleasure. Our club now numbers fifteen members, and by the time riding begins in earnest, we will have double the number. The interest here seems to be on the increase; and in all probability, ere the season is over Dayton will boast of several clubs, each with a large membership. F.

DAYTON, OHIO, 6 February, 1882.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

20 February. New York, Bicyclers' ball, at Hlasco's Hall, Broadway. Secretary, James Revell, *Sunday Courier*.

ROCHESTER BI. CLUB. — At a meeting of the Rochester Bicycle Club the following were elected officers for the ensuing term: President, W. H. Reid; captain, S. H. Pool; lieutenant, C. F. Hovey; secretary, W. J. Curtis; treasurer, F. B. Graves; first guide, A. M. Bennett; second guide, B. H. Purmett; club committee, W. H. Reid, S. H. Pool, W. J. Curtis, F. B. Graves, F. F. Chase, G. N. Perkins. It was voted that the entire membership should join the L. A. W. The club now has about forty members, and is in a flourishing condition. A gymnasium has proved a successful feature of the winter amusements, and one of the members of the club is running a bicycle rink, which is well patronized by the best classes of our citizens. W. J. CURTIS, *Sec'y*.

ROCHESTER, N. Y., 12 February, 1882

NEW YORK BI. CLUB. — At a meeting of the New York Bicycle Club, held 6 February, 1881, the following were elected officers for the ensuing year: Howard Conkling, captain; J. B. Roy, first lieutenant; J. A. Morton, second lieutenant; Edwin W. Adams, secretary and treasurer; C. E. Chapman, to fill vacancy in club committee; E. C. Delavan, bugler. The annual dinner was held at Delmonico's on the same evening. EDWIN W. ADAMS, *Secretary*.

NEW YORK, 10 February, 1882.

NEW HAVEN BI. CLUB. — At the regular annual meeting, the following were elected officers for the ensuing year: President, M. F. Tyler; captain, S. A. Marsden; first lieutenant, F. C. Tuttle; second lieutenant, F. H. Benton; buglers, J. H. Parish and T. S. Rust; treasurer, J. H. Parish; secretary, Robt. Christie.

SECOND ANNUAL DINNER OF THE NEW YORK BICYCLE CLUB. — Nearly two score athletic-looking young men assembled at Delmonico's last Friday evening to celebrate the second annual dinner of the New York Bicycle Club. Each wore a favor of cardinal and black, the club colors. At the order to "mount," given by Mr. Howard Conkling, the president and captain, the wheelmen took their seats at the handsomely arranged table. Mr. Conkling sat at the head of the board and did the honors. At his right sat the guest of the evening, Mr. Charles E. Pratt, of Boston, President of the League of American Wheelmen. During the dinner, many interesting anecdotes of adventure and mishap on the bicycle were told. Dinner being over, Mr. Conkling welcomed Mr. Pratt in a pleasant address. He spoke of the universal good feeling and spirit of friendship which existed throughout the bicycling fraternity, and alluded to the kindly manner in which the members of the New York Bicycling Club had been received during their late visit to Boston. He said that the use of bicycles was rapidly increasing and becoming popular. Mr. Pratt said that he had great respect for the New York Bicycle Club, and that it was to it and the Boston Club that the League of American Wheelmen owed its origin. If a man was a good wheelman, Mr. Pratt believed he was good at everything else. He would trust him with his pocket-book and his life. Mr. Pratt also gave a brief history of the League. Speeches were made by Mr. E. W. Adams, secretary and treasurer of the club; Mr. F. G. Bourne, captain of the Manhattan Bicycle Club; Mr. Fred. Jenkins, editor of the *Wheel*, and others. During the evening, the controversy between the bicyclers and the park commissioners as to the privilege of wheeling in Central Park was discuseed. It seemed to be the general opinion that the bicyclers would win. Songs and speeches wound up the evening very pleasantly.

THE secretary of the Rutland, Vt., Bicycle Club writes us to correct an error in our report of the election of its president, Mr. Marshall, whose initials are A. S., and not P. S. A. S. The club's terpsichorean, musical, and bicycular entertainment, Wednesday evening, was a very pleasant affair, we should judge from a glance at the programme kindly send us.

THE Boston Bicycle Club has discarded red, white, and blue, and will hereafter wear green and silver as the club colors. Associate members of the club will be invited to participate in all over-night excursions of the club. The first of the club's mile handicap races will be run about the 1st of April, either at Beacon Park or in the Institute Building.

Massachusetts Bicycle Club Annual.

THE third annual dinner of the Massachusetts Bicycle Club was discussed at the Hotel Vendome on the evening of Tuesday, the 7th inst. To say that it was a success is to state what was a foregone conclusion, as any one who has enjoyed the hospitality of this club will agree. The dinner was served at eight o'clock, having been preceded by the business meeting at the club headquarters, 194 Columbus avenue; and the excellent *menu*, from "oysters on shell" to "cigars," was taken in in the thorough manner for which the bold and hungry Massachusetts men are famous. A feature of the dinner was that there were no invited guests who could not ride the wheel, so that all present were appreciative listeners as well as consumers. Among the guests were President Pratt of the L. A. W. and Boston Club, Capt. Hodges of the same club, President Robinson and Capt. Carpenter of the Crescent Club, President Bryant and Capt. Johnson of the Brockton Club, President W. E. Gilman of the Chelsea Club and editor of the WORLD, and L. A. W. Consul J. S. Dean of the Boston Club. The excellent dinner having been disposed of, and the cigars brought in, Mr. A. S. Parsons, the genial president, proceeded to read a few statistics pertaining to the club, by which it appeared that the membership was exactly sixty, all of whom were riders. Of this number the oldest was forty-nine years of age, and the youngest seventeen, the average age being thirty. Nineteen were married. The largest wheel ridden was a 60-inch, and the smallest a 46-inch. The combined number of miles ridden by the club during the past year was thirty thousand; one member had covered three thousand and sixty. Letters having been read from those unavoidably absent, Mr. C. E. Pratt was called upon to respond for the L. A. W., which he did in a very happy manner, making an earnest defence thereof, and taking issue with those who unduly criticised it. He followed with enthusiastic remarks concerning the pleasures of wheeling, and ended by "dropping into poetry," in which humorous allusions were made to many wheelmen present. Capt. Hodges responded for the Boston Club, and remarked that the club which he represented was barely weaned, having been "brought up on the bottle." Much amusement was created by his description of the elegant club-house which the Massachusetts Club expected to possess in the dim future, with the necessary accessory of a *dairy* for the production of the club drink. President Bryant responded in a happy manner for the Brockton Club. Robinson of the Crescent Club advocated moderation in bicycling, claiming that there was a golden mean between excessive enthusiasm and apathy. Mr. W. E. Gilman of the BICYCLING WORLD read a most amusing poem, entitled "Another Point of View." Mr. J. S. Dean, Consul L. A. W. happily referred to the fraternal relations between the Boston and Massachusetts Clubs. Capt. Carpenter spoke for the ladies, having been introduced as the "best waltzer in Boston." Of the Massachusetts Club, Capt. C. P. Shillaber read a finely written poem, entitled "Si Elmer's Last Race." While this was stated to be an adaptation from "Sir Aylmer's Last Fight," it was well worthy to stand alone in originality of expression, and was a finished production in every sense of the word. Past Lieut. W. S. Slocum alluded to the general use of the wheel in the city of Newton; Lieut. Henry W. Williams contrasted the "æsthetic exercise" of bicycling with some other so-called "manly sports"; Lieut. W. R. Griffiths gave a description of the new club cap; Bugler J. T. Dyer responded for the buglers of the club; and Mr. Wilmot defended the use of the wheel "every day in the year." Wheel reminiscences and witty retorts were in order, and the festivities were brought to a close at midnight with a song from Mr. Robinson of the Crescents. President Parsons proved a most excellent presiding officer, and was exceedingly happy in introducing the various speakers. The touring record he claimed to be superior to that of any other club in the country; and the club certainly has just reason to be proud of this specialty, although the Bostons announce their intention to wrest this championship from it also.

THE following description of the Chicago boys is from the Louisville *Commercial:* The Chicago team will be composed of Thomas S. Miller, L. W. Conkling, and if three men should be entered on each side, Burley B. Ayers. A short account of each will be interesting. Thomas S. Miller, being possessed of age, rank, and beauty, will be placed at the head of the list. Mr. Miller is the Captain of the Chicago Club, about twenty-eight years of age, five feet ten inches in height, and weighs one hundred and fifty-five pounds. He has never competed in a race, but is a rider of considerable road experience, having made the journey from Boston to Chicago. He will be superbly mounted on a 57-inch D. H. F. Premier. For the benefit of the ladies, we will add that Capt. Miller is considered the handsomest man in the Chicago Club, and rides with a peculiar graceful motion. Mr. L. W. Conkling — who positively denies that any relationship exists between himself and a certain down-East chap of the same name, but who is called "Senator" for short — is twenty years old, six feet three inches high, and when he steps upon the platform the register marks one hundred and sixty pounds. He is the rider of a 60-inch wheel, and though a novice on the racing path, is well thought of, and has a very fast record. The "Senator" has a handsome, commanding appearance (as may be imagined from the above), although not fully developed yet except his feet, which he claims have attained their full age; and the boys, judging from their size, have never disputed this claim. Mr. Burley B. Ayers, the secretary of the Chicago Club, and a jolly good fellow, as secretaries usually are, is described as five feet seven inches in height, weighs one hundred and thirty-five pounds, and strides a fifty-four D. H. F. Premier. Mr. Ayers has some excellent long-distance records, and will prove a hard man to defeat. These gentlemen, as well as the F. C. boys, are all prominent young business men of wealth and social position; and it will scarcely be

necessary to say that they are not pecuniarily interested in the tournament, but merely as contestants for the beautiful gold medal offered by the managers.

A RED HOOK (N. Y.) physician was recently called to attend a lady some two miles distant, who was suffering from hemorrhage. Instead of stopping to harness a horse he mounted his bicycle, and arrived just in season to save her life, which three or four minutes later he would have been unable to do.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dilwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

MARBLEHEAD BI. CLUB. — Joel E. Goldthwait, president; Augustus M. Brown, secretary and treasurer; John P. Goodwin, Frank E. Morse, John W. Richardson, Joseph Bessom, P. Howard Shirley, Charles H. Conway, George Chinn, N. Allen Lindsey. Eugene Davenport. J. Robinson Schoff.

KEOKUK BI. CLUB. — D. R. Craig, Keokuk, Iowa.

UNATTACHED. — Chas. E. Gorham, Alex. H. Cathcart, both of Marshall, Mich.

CONSUL APPOINTED.—*Massachusetts:* Sharon, L. H. Shepard, No. 224.

Professional Challenge.

Editor Bicycling World: — Seeing in a report of the Louisville races of the 3d inst. that the self-styled champion of America, F. S. Rollinson, was beaten by Miss Louise Armaindo in a race of twenty-five miles, he allowing her a start of four miles, I desire to announce that: I will give Mr. Rollinson forty seconds start in a ten-mile race, or one minute start in a twenty-mile race; I will give any other man in America one minute start in ten miles, or one minute and twenty seconds in twenty miles; I will give Louise Armaindo, the champion bicyclienne of America, five miles in a fifty-mile race. Any of these matches can be made by sending a deposit to the editor of the BICYCLING WORLD or any sporting paper, who shall be stakeholder and referee, the stake in each race to be from $50 to $100 a side, and the contest to take place at the New England Manufacturers' and Mechanics' Institute Building track in Boston (which is five laps to the mile, and the best and fairest in-door track in the world) within two weeks after signing the articles.

JOHN S. PRINCE,
Bicycling Champion of America.

NEW ENGLAND INSTITUTE BUILDING,
BOSTON, 17 February, 1882.

Boston Amusement Record.

BOSTON THEATRE. — Mary Anderson.....BOSTON MUSEUM. — Boucicault in "Suil-a-Moir." Next week, the "Silver Spoon."....GAIETY THEATRE. — Patience."....GLOBE THEATRE. — Hanlon Brothers. Next week, "Patience."....HOWARD ATHENÆUM. — Sam Devere in "Jasper."....PARK THEATRE. — Janauschek. Next week, Mr. and Mrs. McKee Rankin.....WINDSOR THEATRE. — "Pinafore." Next week, Joe Murphy in "Kerry Gow."

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

A BARGAIN. — 56-inch "Matchless" Bicycle. Half bright and black, with gold stripe. New last July. Cost complete with bell, spoke wrench, extra rubbers, tool bag, etc., $150. Will sell for $120. Address BICYCLE OWNER, 5 Exchange street, Portland, Me.

WANTED. — 54-inch Bicycle, in good condition; can be second-hand if perfect; must be cheap. Persons wishing to sell, send descriptions and prices to ED. F. WOODCOCK, Albion, Mich.

Coming Events.

23 February New York, Madison Square Garden. Manhattan Athletic Club. Mile bicycle handicap. Entry fee, fifty cents. Address F. J. Graham, 8th avenue, between 56th and 57th streets.

22 February. St. Louis, Mo., 25-mile race at Amphitheatre Fair grounds, Washington's birthday, under the auspicies of the Missouri Bicycle Club. Entry, free.

MISCELLANEOUS.

Addresses inserted in this department, $6 per year.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamps for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00: Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

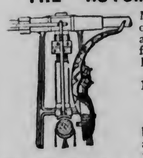
H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

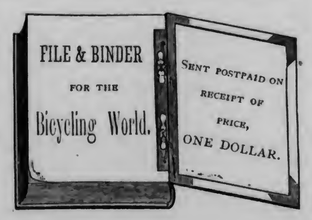
With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St.
Please send for circular.

THE BEST GOT UP
AND MOST INTERESTING ANNUAL
EVER PUBLISHED IS
The 'Cyclist and Wheel World Annual,
Edited by C. W. NAIRN and HENRY STURMEY.
— IT CONTAINS —
Diary for 1882. Road Routes of the United Kingdom. Analysis of Roads. Description of the Principal **English Racing Tracks.** Record of English Racing in 1881. The History of the Monocycle, by Henry Sturmey (Illustrated). Articles by all the best writers. **The Complete Bibliography of Cycling,** by H. Backwell, Jr. **The Clubs of the World and their Badges.** Résumé of past season, etc., etc.
Nearly 300 pages. 500 illustrations. PRICE, **ONE SHILLING.** Sent post-free to U. S. A. for 30 cents, remitted by money order to
ILIFFE & SON,
The 'Cyclist Office - - COVENTRY, ENG.



The "Indispensable"
BICYCLIST'S HAND-BOOK for 1881
IS NOW READY! 300 pages. 150 Illustrations.
THE INDISPENSABLE
Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**
The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.
E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NOW READY
THE THIRD ANNUAL XTRA
Xmas Number of the 'Cyclist.
EDITED BY
HENRY STURMEY.
WHICH CONTAINS
64 PAGES OF CLOSELY PRINTED MATTER,
And over **80 ORIGINAL ILLUSTRATIONS,** many of them of large size, the whole encased in a handsome illuminated cover. The advertisements are printed artistically in two colors, and contain the first announcements by all the leading makers of
Novelties for the Coming Season.
Price One Shilling (post-free 30 cents).
Iliffe & Son, The 'Cyclist Office, Coventry, England

WHEELMAN'S ANNUAL FOR 1882.
Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)
The most useful book ever published. 250 to 300 pages brimful of all sorts of information.
No room in this advertisement for particulars, the attractions are so numerous.
Price, mailed free to U. S. A.....50 cts.
Or elegantly bound in cloth.....$1.00
Copies of last year's issue may also be had.
Publisher, WALTER D. WELFORD, Pilgrim Street, Newcastle-on-Tyne, England. Orders received at office of *Bicycling World.*

GOY, The Athletic Outfitter,
21 Leadenhall Street, 22 Leadenhall Street, 54 Lime Street, } LONDON, ENGLAND.
Any make of English Bicycle or Tricycle can be purchased of Goy at a very liberal discount off makers price-lists.
Club Uniforms, and every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing, and all Athletic Sports. Also, Billiard and Bagatelle Tables, Lathes and Fret Saws, Home Trainers, Boats and Canoes.
Goy's Calendar of Sports and Price-Lists forwarded free.

WHEELMAN'S YEAR BOOK,
ALMANACK AND DIARY, 1882.
Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)
The most useful book ever published. 250 to 300 pages brimful of all sorts of information.
No room in this advertisement for particulars, the attractions are so numerous.
Price, mailed free to U. S. A.....50 cts.
Or elegantly bound in cloth.....$1.00
Copies of last year's issue may also be had.
Publisher, WALTER D. WELFORD, Pilgrim Street, Newcastle-on-Tyne, England. Orders received at office of *Bicycling World.*

League Hand-Book.
THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —
BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

CYCLING.
A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.
Then may I set the world on wheels. — *Shakespeare.*
36 *pages, crown quarto, printed on best paper and ably and tastefully edited*
By WALTER D. WELFORD,
Pilgrim Street, Newcastle-on-Tyne, England.
Full of original articles, serial stories, cycling tales, humerous sketches, accounts of tours, foreign advices.
The only English cycling periodical giving American news regularly. Subscriptions post-free to America; 12 mos. $1.00, 6 mos. 50 cts. Received at office of BICYCLING WORLD. Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.
E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

THE TRICYCLING JOURNAL
— AND —
MANUFACTURERS' ADVERTISER.
Edited by — CHARLES CORDINGLEY.
HAMMERSMITH, LONDON, W.
Subscriptions received at this Office.
One year.....$2 25
Six Months.....1 15
Three Months.....60
Specimen copies sent from LONDON.
Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.
E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

LE SPORT VÉLOCIPÉDIQUE
ORGANE BI-MENSUEL
Des Veloce-Clubs de France, de Suisse et de Belgique.
P. DEVILLERS, Directeur.
RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.
Subscription price for America, $1.75 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

WM. FORD & CO.
Astley Bicycle and Tricycle Works,
WOLVERHAMPTON, ENGLAND.
Our No. 1 Bicycle is fitted with the "Ælous" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Grey Rubber Tires, and finished all-bright or painted in three colors
up to 50-inch, for.....$41 00
From 50 to 56 inch.....43 00



The Cheapest High-class Bicycle made IN or OUT of England.

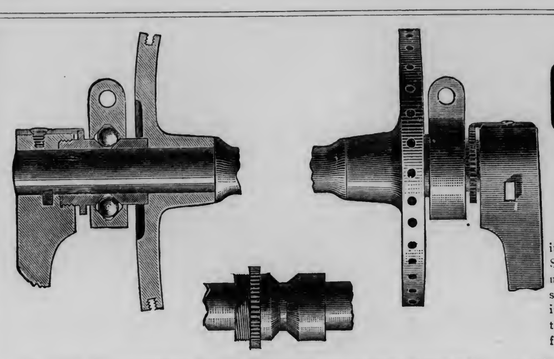
Our No. 2 Bicycle is fitted with our patent double row Ball Bearings Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.
Price up to 50 inch.....$26 50
From 50 to 56 inch.....29 00
Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881: —
"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26 00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."
Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,
FROM $20 EACH.
PRICE LISTS FREE. PHOTOS 6 CENTS.
WM. FORD & CO. - - - - - - Wolverhampton, England.

BICYCLING LITERATURE, } We have a supply of the following bicycling literature which we will send postpaid at prices named: —

Bicycling World, Vol. 1. bound in cloth	$2 00
" " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
" " paper	50
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly)	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00



THE

Columbia Ball-Bearing.

(Patent No. 249,278. Dated 8 November, 1881.)

Invented expressly for our SPECIAL COLUMBIA Bicycle, and brought into public use in July, 1880. It is sold only with our machines. Our STANDARD COLUMBIA is also furnished with these latest, neatest and most perfect of ball-bearings, at an extra cost of $10. The means of securing the adjustment have been improved, and the bearing has been tested in continuous use by hundreds of experienced riders, and is pronounced, theoretically and practically, the most desirable adjustable anti-friction bearing for bicycles yet devised.

The points of superiority of the Columbia Ball-Bearing over any other now in use are:

1. Its scientific construction; it takes both "journal" and "pivot" friction without wedging the balls.
2. Its simplicity; it has a less number of parts, and these of more direct action.
3. Its great wearing qualities, it being of case-hardened steel in every operative part.
4. The perfection of its mechanism, every surface made with positive automatic tools perfectly true and smooth.
5. The great distance it may be run without re-oiling or cleaning; the box being of one piece holds the oil, so that the balls are continuously lubricated, and the whole is practically dust-proof.
6. Its readiness and certainty of adjustment. Any one, however unskilled, with the means in the tool-bag, can handle it anywhere, and not fail to adjust it properly.
7. Its compactness and beauty. It is small, symmetrical, and presents only smooth surfaces, and few of them, to the chamois or oiling rag.

THE POPE M'F'G CO.

MAKERS OF COLUMBIA BICYCLES,

AND DEALERS IN TRICYCLES AND BICYCLERS' SUPPLIES,

597 Washington Street - - - Boston, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles & Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, Etc.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings, and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps**. Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc , etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William K. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 24 FEBRUARY, 1882.

Volume IV. Number 16.

[Vol. IV. CONTENTS. No. 16]

Currente Calamo 182
Editorial: Holiday Races; Miscellaneous . 183
How I sling my Jigger 184
Wheel Club Doings: Notice to Clubs; Harvard; Abington; Rutland; Stoneham; Shawmut; Star 186
Correspondence: Concerning the League Meet; Pawtucket; Cleveland; The League Meet; Poughkeepsie; La Harpe, Ill.; Pseudonymes; Bicycling in Europe; Stall's Riding Record, 186
Small Wheel Splashes 189
Notes, Queries, etc.: Josephus; D. H. F. P.; Scrib 189
Books and Pages: The Century; Cyclist and Wheel World Annual; St. Nicholas; Christmas Bicycling Times 190
Professional Challenges: Rollinson and Armando 190

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

BUY YOUR

ACCOUNT BOOKS & BLANK BOOKS

Of the Manufacturer at Lowest Prices.

FRED. W. BARRY, 108 and 110 Washington St.

CORNER ELM,

BOSTON.



Pat. Sept. 13, 1881.

NOW READY, $5.00. FINE GOLD L. A. W. BADGES of the new design with garnet stone centre, $5.00 each. Extra finish, with ruby or sapphire centres, $8.00 to $15.00. The same with small diamonds, $12 to $20. Cheaper silver and plated badges ready later. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

WHEELMAN'S ANNUAL FOR 1882.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the "**Special Timberlake**," the "**London**," the "**Stanley**," the "**Matchless**," and all other absolutely first-class **English Machines**. Harrington's **Cradle Springs**, Nash's **Patent Rubber Handles**, Joseph Lucas's Celebrated **Lamps**, Lamplugh & Brown's **Saddles, Bags, etc.**, Butler's **Rat-Trap Pedal Slippers**, Hancock's **Patent Tires and Pedal Rubbers**, Thompson's **Cyclometers**, the "**L. L. C.**" and **Bicycle Sundries and Fittings**, of every description, supplied from stock or mported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

CURRENTE CALAMO

'ARRY's bicycle operetta promises to "take."

ROLLINSON picks up Prince's mittens. Now look for lively pedalling.

THE New York Bicyclers' Ball in New York Monday evening was uot a success.

NOTE the change in the advertisement of the Pope Manufacturing Company on last page.

OUR manufacturers and dealers report the prospects of a good business during the coming season.

THE Boston Bicycle Club enjoyed a pleasant musical and literary entertainment in its parlors last evening.

AN interesting letter from "Sixty," of Chicago, was received too late for this week's WORLD, but will appear in our next.

WE have three varieties of the new League badge now on exhibition and sale at the WORLD office, both silver and gold, with garnet and sapphire stones.

THE New York wheelmen are moving in the matter of having a union club house, with all the accessories; and we hope the project will soon take form and substance.

FRED. S. ROLLINSON is "doing" the Western bicycling towns and cities, with Mlle. Armaindo in company, and holds a tournament in Cincinnati this and to-morrow evening.

THE Boston *Courier's* bicycle man revises his statement that "so far as known," no regular physician rides the tandem wheels, under pressure of protest of a number of enthusiastic bicycling M. D.'s.

A GOODLY number of members and their friends were in attendance Saturday evening, at the Boston Bicycle Club rooms, to participate in or witness the opening of the handicap pool tournament for the championship of the club.

S. T. CLARK, recording secretary of the League, and Director Hazlett, of Portsmouth, were in the city a few days ago, and paid a visit to the Boston Bicycle Club, whose club house has become the headquarters for nearly all visiting wheelmen.

ARTHUR CUNNINGHAM is constantly lowering his record. We timed him one day last week, and checked him off in 3.58½. Frank Weston is getting quite excited over the matter, and declares he 'll shave the figure, or pedal a "Mustang" the rest of the season.

EVERY one is on tiptoe to see the first Expert. Brace up, Colonel, and relieve the strain. The Harvard, you know, is one of the best wheels in the market, and the Cunningham Company will profit by the delay, as our riders are preparing for the spring wheeling.

HER ROYAL HIGHNESS, the Princess Mary of Teck, through H. W. Eaton, Esq., M. P., has recently ordered a Premier double-driving tricycle, and that and one for the Khedive of Egypt were on view at the Stanley Club and Sportsman's Exhibition, which opened in London on the 9th inst.

THE plan recently adopted by the B. T. C. members, of holding district meetings, might be carried out successfully in this country by States. A thorough discussion by the members of the League in the various States would have an excellent effect, and do much to secure concerted action.

DIRECTOR HAZLETT has issued the Marine Bicycle Company's circular, by which it appears that one of those gallant cleavers of the briny can be purchased for $90; and now, whether on the land or on the sea, you "pays your money and you takes your choice,"—and either choice will be a good one.

MR. EDWARD STANWOOD, who has succeded the late Mr. Goddard, as editor in chief of the Boston *Daily Advertiser*, is one of the pioneers of bicycling in this vicinity, having taken to the wheel four years ago, under the tutelage of Will. R. Pitman; and he has done the cause excellent service in many ways, by pen and person, since.

THE Institute Building track is in charge of J. S. Prince, who has a large stock of bicycles and tricycles in active service every afternoon for patrons to learn and practise on, and many avail themselves of so excellent an opportunity to use the best in-door track in the world. The scrub races there Wednesday afternoon were largely enjoyed by wheelmen and others.

WE are pleased to record the fact that the racing rules printed on page 58 of of the League Hand-Book, have never been adopted by the League, and are not official. This settles the question which arose whether Frye, Gideon, and others were not debarred from competing in the League races unless reinstated by the Board of Officers. The passage referred to reads thus: "Any wheelmen competing in races other than those held under the auspices of the League, or a League Club in good standing, will be disqualified from competition in future League races, unless this qualification shall be subsequently removed by the Board of Officers of the League."

THE *Cyclist and Wheel World Annual* describes the Massachusetts Club uniform as being composed of dark-blue breeches, stockings, and helmet. We always wondered why Parsons and Wilmot wore ulsters when on the wheel. The Marlboro' Club is even worse off than the Massachusetts Club, their uniform consisting of blue and gray stockings. Rather cool, to say the least. Ninety-nine American clubs are described in the the Annual. Every secretary should have the book for reference. The mistakes in description were probably made by the club secretaries in filling but the blanks which were sent to them oy the editors of the Annual.

SINCE our leader on "Holiday Races" was put in type, the Boston Bicycle Club has adopted our suggestion, and has already begun preparations for one of the most brilliant race meetings that has ever been held in this vicinity. The events will comprise club, inter-club, and individual races for amateurs, professional races open to all, and probably a special race between the two claimants for the professional championship of America, John S. Prince and F. S. Rollinson, besides an exhibition contest between the champion bicyclienne, Mlle. Armaindo, and Messrs. Rollinson and Prince. The afternoon of Fast Day, which will probably be appointed for 6 April, is the time set, so that clubs and individuals will have ample time to prepare for competitions. We hope to be able to announce full details next week. The Boston Club will issue circulars to all clubs as soon as arrangements are perfected; and in the meanwhile let all who desire to participate set about their preparations, without waiting for official notification.

A GOOD CHANCE

TO BUY

Three First-Class Bicycles.

No. 1. 58-inch Harvard, enamelled spokes and rims, gold stripe on rims, nickel forks, backbone and head. Ball bearings to both wheels, gun-metal hubs. Rat-trap pedals, direct spokes. One of the best Harvards ever imported. This machine has been ridden but three times, and has not roaded over 100 miles.

PRICE.....$120 00.

No. 2. 54-inch Matchless, all nickelled. Hancock's non-slipping tires; in perfect condition. Ball bearings to both wheels. Has not roaded over 300 miles. Those who have tried this easy-riding make of machine will appreciate this bargain.

PRICE.....$117.50.

No. 3. 54-inch Round Fork Stanley. Ball bearings to both wheels; nickeiled and painted; quite light. A good and strong machine. Has been run one season.

PRICE.....$100.00.

Nos. 2 and 3 can be seen at the Boston Bicycle Club House, 53 Union Park, Boston.

No. 1 can be seen at C. R. Percival's, 1291 Washington Street, Boston. These machines are all bargains, and will be guaranteed.

Address all inquiries to H. K., *Bicycling World* office, 9 Pemberton Square, Boston, Mass.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 24 FEBRUARY, 1882.

HOLIDAY RACES.

DURING the early part of the winter there were rumors of a projected bicycling tournament, under the auspices of one of the prominent wheel clubs in this city, to be held in the Institute Fair building. The expenses of the undertaking would be very large, and necessitate a strong guaranty fund to carry it out; and the chances of recovering the outlay rested on, not only the degree of popularity such an exhibition might obtain, but the uncertainties of weather as well: for the Institute building is unfortunately situated sufficiently out of the way of the regular street-railway lines to render it inconvenient of access in the evening; and although this would be partly remedied by the engagement of special cars, yet the general surroundings and conditions would deter many from attending on a stormy night, who might brave the elements to go to one of our more centrally located theatres or halls. Whether or not the original project has been entirely abandoned, we cannot say; but in view of the fact that the races held there 14 January were decidedly unremunerative to the management, we are inclined to think that it has. Besides, it is now so near the end of winter, and within a month riding will be almost continuously practicable out of doors, it would be hardly advisable. Still, it will be late in the spring before either the tracks for the races or the weather for spectators will be favorable for outside contests; and we would therefore suggest that our annual spring holiday be made available for one good afternoon's tournament in the Institute building by the local wheelmen. We think it unfortunate that some provision of this kind was not made for Washington's Birthday. It is a legal holiday, occurs in midwinter, when out-of-door sports are confined to either skating or sleighing, and is just one of those days "when a fellow don't know what to do with himself" in the afternoon. Fast Day is somewhat similar in this last respect, although the weather is generally more salubrious and enticing outside; and it is this day which we wish to suggest as a good occasion for an in-door contest. Few except country people attend theatres on our holidays, and these principally in the evening; and a thoroughly announced and well-talked-of bicycle race on that day would almost certainly prove successful, financially and every way. There are six weeks intervening, which will allow of plenty of time for contestants to practise, so far as they can in winter, and not only can several brilliant club and individual amateur events be gotten up, but J. S. Prince's recent challenges also promise a chance for some exciting professional races with Rollinson, the Harrisons, Miss Armaindo, and others. Mr. Rollinson is coming here very soon, with the bicyclienne, and will doubtless be glad to avail himself of so good an opportunity to put Mr. Prince on his metal, and settle the question of American championship; and such a contest would attract wide attention, both here and abroad, and under the auspices of better weather and more perfect arrangements, it could not fail to prove much more popularly successful than the hastily planned affairs of last month. Being held in the afternoon and on a holiday, it would enable suburban wheelmen to attend in large numbers and return home the same day; and if the roads were in ridable condition, many would come in on their wheels, and so add to the attractions of the occasion. The expenses of an afternoon entertainment would be comparatively light, and we trust the local wheelmen will see the desirability and feasibility of providing themselves and the community with so attractive an exhibition, and make an immediate movement in the matter, and announce it at an early day, that all racing men desiring to participate may have plenty of time for preparation.

THE Boston Club members will soon be called upon to compete for an elegant silver cup, to be raced for in mile handicaps; the cup to be awarded to the member winning it the greatest number of times during the year. We trust other leading clubs will follow their example and keep a careful record of the races, in order that the ability of each man and his comparative merit may be ascertained. Club racing is an excellent thing, and does much to relieve the monotony of meeting the same men in the same situation, as one is compelled to in clubs where the only vivacity is shown in club runs. A club, to be a benefit to its members, and offer inducements to men to join, must have more than one string to its bow. The successful clubs in the long run are those which offer to their members all bicycling pleasures, and pleasant companions for social meetings during the winter, as well as stanch friends and good riders on the road.

* * *

At present, only a few of our American clubs hold races for the championship, but we expect to see the number increase. The Manhattan's 10-mile club championship ought to be an interesting event, with close competition for first position. Considerable interest is also felt among our Eastern riders as to the result of the 20-mile Boston Club championship. Stall and Frye both being members, and the medal being a valuable one, the prospect of these two "flyers" racing for twenty miles would create more excitement than almost any other meeting.

* * *

As the number of riders who devote some of their leisure to racing increases, the need of handicapping is more apparent and essential, if we desire to save a repetition of last year's "hippodrome."

The methods adopted by well-known racing men to secure easy victories receive the condemnation of all who desire to see the popular interest in bicycle racing increase. Bicycle racing in this country has been free from many of the jockeying elements which make other sports lose their interest for the better class of people, and the desire of every good wheelman is that it shall maintain its prestige for cleanliness. The English method of running mile heats will compel our best men to meet each other or stay out of the race entirely. Whatever method is adopted we trust it will result in more interesting races and faster time.

* * *

THE February *Gazette* of the Bicycle Touring Club has an editorial which, although written of the Touring Club, is applicable to the League to a great extent. The success of the Bicycle Touring Club is owing largely to its almost perfect system of consuls, and the manner in which its members avail themselves of them in touring. The editor speaks of the consuls and their value in this way: —

"The appointment of consuls or representatives in various towns to point out the 'lions' of the place to members calling on them; and to inform members, through an officer known as the chief consul, before starting on any proposed tour, as to the state of roads and other matters in their local districts.— it has secured the willing assistance of hundreds of gentlemen acting as consuls and giving every information to the 'stranger in a strange land.'"

The success of the consular system lies in the fact that members "do call" to obtain information and to have the "lions" pointed out to them.

* * *

Not so the members of the League, who, with the most extraordinary apathy and indifference to the League and its objects, visit town after town without even thinking of the consuls, who have been appointed for the very purpose of extending a helping hand and giving information and advice. In order to make the L. A. W. the success it ought to be, something more is required of members than the simple payment of a yearly stipend. The League does not propose and never intended to be an insurance or benevolent association, but simply to form a national organization to further the general interests of wheelmen, and to facilitate touring. These things the League will do if its members will extend all their influence to secure the best results in their respective districts.

* * *

One cause of this indifference is, that visitors in touring usually call on some dealer to obtain what they otherwise would of the consul. These dealers, when unable to give their time to the entertainment of the caller, send him not to the League consul, but to some member of the club to which they belong, and who will advance the interests of the individual club rather than the League. The office of League consul is not intended to be a mere ornamental one, but one for real, hard, earnest work. The members of the League must exert themselves and create a demand for those things which are needed, to realize the objects of the organization. When this is done, the supply will be forthcoming and equal the demand, and the League will be a success and a benefit.

J. S. D.

How I Sling my Jigger.

As very few American readers subscribe to English wheel journals, and as fewer still have heard of the method invented and permanently adopted by Mr. E. R. Shipton, of London and Salisbury, England, chief consul of the Bicycle Touring Club, and honorary editor of the *Monthly Gazette*, as well as a member of many other clubs, including our own L. A. W., for conveying his bicycle over all parts of the country, for pleasure, when in his business as a commercial traveller, we reproduce an article, with accompanying cut, which appeared in the *Cyclist* last year It is only needful to add: 1st. That the past year has seen a successful repetion of the same experiment. 2d. That the narrative is founded on fact, "Pioneer" Weston being personally acquainted with Mr. Shipton, who is perhaps one of the best known, etc., on the other side of the Atlantic: —

I am an unfortunate mortal! Not that I am by myself in the matter: there are plenty to bear me company, doubtless; but I am specially unfortunate, infernally unfortunate! If at school I showed a charming aptitude for cheating at marbles, "totting" up a big score at cricket, or punching my comrades' heads, I was no sooner proficient in any one branch of sport than some unlucky thing would happen to prevent my continuing it. I was either reported to the masters, bullied at home, or had the misfortune to be disabled by a broken arm, a black eye, or something equally inviting. And my ill luck has ever followed me, until at times I begin to wonder where all the silver spoons were when I was ushered,

"A being new, into this vale of tears."

I have got to accept my fate by this time with a kind of dogged indifference, a surly growl at my misfortunes being all that I vouchsafe to expend. I once had the fever! *The* fever, I said. Of course you know what I mean? I went deliciously, delightfully, deliriously mad with the "boneshaker mania"! Horrible disease! Did you ever have it? If not, how shall I describe it? A fellow wants to ride everything, — stools, chair backs, walking sticks, the poker; in short, anything he can bestride that puts him in mind of the source of his malady. I got better after a time, but the effects still remain, and I am totally different to what I was before I took the infection. Doctors have given up all hopes of my ultimate recovery; and although I joined several clubs for the sake of the advice I am supposed to receive gratis from the staff, I am "about the same" still. You won't want to be told that with my customary ill luck, I met with all sorts of obstacles when once I possessed a jigger; I don't mean obstacles on the road, though I have seen a few of these, but many and divers things to prevent my getting half as much fun out of my two-wheeler as I imagined. Breakages innumerable, want of time, and worse still, want of "the ready," often militated against it. I struggled on, though, in spite of many difficulties, and for some years managed to spend a passable time of it; first on a magnificent 34-inch, and afterwards on the improved machines which followed A climax came! I had to turn out from the office and join "the noble army of martyrs, "the commercial men. Oh, how I grieved! not at the necessity of my coming into closer contact with shrewd men of the world, ever on the lookout for a "cheap line" (I fancy I had cheek enough even at that time), but I must give up bicycling! Horror of horrors! but there was no help for it, — absolutely none! Instead of bowling along on my spanking 50-incher,

"Wherever fancy listed,"

I was a continued roamer over more perfect roads; but on the back of a demon, the railway train! At this time my bicycle rides were "like angels' visits, few and far between"; but for once my luck changed, my star — if I ever had one — was in the ascendant. Circumstances required that I should drive all my ground by road, and the new arrangement not only gave me more leisure, it contributed greatly to my comfort as well. No more rushing for trains, waiting for cabs or 'busses! I was free to start and stop whenever I pleased, whilst an innate love for the "noblest of animals," and a thorough knowledge of its proper manipulation, instilled into me from early boyhood, added to my delight.

Thus matters continued, until one day I had a "happy thought!" Did you ever have a happy thought? If so, "how you must have suffered"! My happy thought was this: Why can't I take the jigger on my journeys? No sooner said than done. I wrote home for my "53." and the next day found it waiting at the station. A good long ride in the evening seemed to put new life into my debilitated frame; it changed my whole being, and for once I felt happy. The next day the dose was repeated, and I got to like the physic to such an extent that I wanted to take it "three times a day." Moving forward to another part of the country, my machine went by rail, and in this way I obtained many a delightful spin in the most romantic regions. But the star went down again, and I seemed to have lost sight of it forever. What was the matter, do you ask? Let me whisper, for it is not generally known: the railway companies, the public benefactors again *doubled* the rates for carriage, and what had been feasible before was now almost impossible. Are you good at figures? See if I am right. Average five shifts a week, at 3*s*. 5*d*., 17*s*. 6*d*. Rather an expensive luxury, you will say, when cost of machines and all other extras were taken into account! So thought I, and I began to consider if the game were worth the candle. I was in deepest thought, a real quandary, when all at once I heard of the "Carpet-Bag Bicycle." I made a rush for it! I made several rushes, and thought I had discovered the "philosopher's stone"; but alas! my hopes were blighted, and again I was plunged in the slough of despond. I had made several critical examinations of the new idea, but a knowledge and intense love of mechanics — perhaps above the average — prevented my purchasing what I then saw must be a failure; highly ingenious and clever, but a fa lure nevertheless. That I was right in my surmise is, I think, proved by the fact that the article in question never sold well, and its reputation went out like the snuff of a candle. Second chapter of quandary! I had another happy thought! Why not carry the machine under my phaeton? The idea was intoxicating, and I was madly eager to try it. I disconnected the backbone from the head piece, and laid it, with the little wheel attached, on one side, to be dealt with when the greatest problem, the carrying of the large wheel, had been duly solved. I first tried to introduce the latter between the body and the springs of the dog-cart, but this was impossible. I next assayed hanging it up by strong cords under the axle, with the handles projecting behind. It seemed as though I had solved the mystery! I sent in hot haste for an "artist in leather"— neat name this for a saddler, eh? — to make a set of straps to take the place of the cords, and in a very short time they were ready and fixed in position. It only remained to harness my horse and see if everything was in order. But I was baffled again! for on holding up the shafts the bicycle handle was pressing heavily on the ground, and once more the thing was impracticable. "*Nil desperandum*" is a very good motto. I took it for mine, and after repeatedly trying all sorts of dodges, I at last put the handles round in front; and before having another set of straps made, — for I was buying experience, as we all do at some time in our lives, — I had the horse "put to" again for a second essay. I walked, trotted, cantered, and galloped the animal, to see if in any of his paces he could reach the machine with his feet; but I had the intense satisfaction of finding that in spite of all his efforts, *he missed the handles by about two inches!* The backbone (with the little wheel and saddle in their original positions) luckily fitted up in the front of the dog-cart without any tying, as though it had *grown* to the place; and I had just as much room to take up a lady passenger, if needful! Now for more straps, and a thorough and practical trial on a journey. I slept lightly that night, and had horrible dreams of being sadly wounded, nearly beaten to death, and being found in a state of semi-unconsciousness on a lonely road by some foot passengers, who were vainly endeavoring to divine how much was horse, how much was man, and how much was bicycle. I have reason to believe that a "Welsh rabbit" was responsible for such a horrid vision; at any rate, I awoke the next morning and found "the arrangement" just as I had left it. I was anxious to make a start; so, eating a speedy breakfast, I got under weigh, receiving as a benison the good wishes of the ostlers, who had hardly seen my back receding ere in the distance they set up a shout of laughter, whether in amusement or derision I cannot determine. "Let those laugh who win," thought I; and I am happy to say I won. Without the slightest hitch or difficulty the whole machine journeyed the twenty miles to the next town, where I stayed on business, and on detaching it no harm whatever had accrued to any part. Thus for the next few months, by merely cutting my trusty "53" in two, I carried it over all parts of the country, often utilizing it for business, as well as for pleasure. About this time I was having a new mount built to special order, and I wanted to spring to fifty-five or fifty-six inches; but unfortunately the space between my phaeton wheels would only admit a "53," and even then there was not a barley-corn to spare. I was in a fog again, but another happy thought came to my relief! "Why can't I cut the axle of the dog-cart in two and lengthen it by putting a piece in the middle?" The thing was feasible, and I would do it. Accordingly, off came the wheels, and in a couple of hours the job was completed, and they were back in their places again. I could now carry a "56" as readily as I formerly conveyed a "53." In this way, for two seasons, suspended as will be seen by the illustration, I have conveyed my "jigger" over every conceivable kind of road, at all rates of speed, without meeting with a single mishap from first to last. Nearly 5,000 miles have been covered in this way, and yet at the end of this my "bi." has not a loose spoke, and it is as true on the rim as when I started. This speaks volumes for the quality of the workmanship and material employed in its construction;



for, suspended in the way shown, by straps hanging from above the springs of the carriage, the rim of the bicycle wheel has to give way to every obstacle and regain its original position afterwards. Every projection in the road, which causes the springs of the dog-cart to play to the extent of an inch or more, causes the bicycle wheel to "give" in little proportion; for the fluted forked fork sides press tight against the axle of the carriage on a cross block provided for their reception, and the straps stretch little or nothing after long wear. Five minutes will at any time suffice to attach or disconnect the machine and put it ready for riding; and with regard to the drawback (the only one I have experienced) of getting the wheel dirty in muddy weather, I solace myself by thinking that if I sent the machine by rail, I should get it in a similar plight by riding it to and from the stations.

The remarks my peculiar luggage calls forth are sometimes most amusing. Often I overhear it said, "Look! see, he has got a new brake on this carriage!" or, "O Lor, what a rum philosophy!" Children are the first to recognize the "natur' o' the beast." A prying old cove will sometimes inspect the arrangement in the hotel yard, and after vainly racking his brains for a solution, will sidle up and whisper in my ear, "What might you have there?" I merely mutter, "Coffee grinder!" and the old gentleman toddles away, delighted to think that he has been "taken in" to my confidence. "So you drive tandem," a lady once said; "which may be the leader?" I replied. "They take it in turns, my dear madam; for

"'Though often the bi. the *leader* is,
'T is always the *wheeler* as well.'"

Each Christmas day, as the years roll round, among the numerous toasts, "Cycling — the wide world o'er," is not forgotten; and in responding I cannot refrain from recounting the good behavior of my steed under such trying and unusual circumstances. Should the recapitulation have a charm or an interest for any of our "knights of the wheel," I shall be amply recompensed for revealing

HOW I SLING MY JIGGER.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

Feb. 25. Boston Bicycle Club Handicap Pool Tournament. Monday evenings, "Whist." Friday evenings, "Chess."

March 1. Boston Bicycle Club regular monthly meeting.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

HARVARD BI. CLUB. — R. B. Moffatt, '83, has been elected captain, *vice* S. Williston, '82, resigned; H. Binney, '83, has been elected sub-captain, in place of Mr. Moffatt. The club is to have a dinner if twenty-five men agree to be present.

ABINGTON BI. CL B. — At the semi-annual meeting of the Abington Bicycle Club, held last evening, the following officers were elected: Captain, Eben Fish; sub-captain, H. H. Pratt; secretary and treasurer, C. P. Faunce.

C. P. FAUNCE, *Sec'y.*

ABINGTON, MASS., 15 February, 1882.

RUTLAND BI. CLUB. — The club gave a pleasant and novel entertainment in the town hall, 15 February, consisting of exhibitions of plain and fancy bicycle riding. The club drills and fancy riding showed skill and practice on the part of all the members. Only two riders participated in the two-mile run, which was made in a little over ten minutes. The fancy riding on an English Shadow bicycle, by Prof. Brown, was the amusing feature of the evening. It consisted of burlesque riding on a clumsy, old-fashioned machine. Some good fancy riding was done by other members of the club. The exhibition closed with a "grand review," which showed each member riding in a different position. Each member wore a button-hole bouquet which was presented by Mrs. Ross. There was a good audience present, and the applause was frequent and hearty. The hall was trimmed with flags, and on the east wall was hung an eight-foot bicycle wheel, in the centre of which was the club monogram. Music for the occasion was furnished by Rielle's orchestra. The uniform of the club is black trousers, supported by a white, blue-bordered belt, gray shirt with the monogram "R. B. C," and black necktie. The membership of the club is: A. S. Marshall, F. W. Knapp, W. Ross, W. J. Bagley, Geo. D. Tuttle, E. E. Morgan, I. H. Francisco, F. T. Tyrrell, C. G. Ross; officered as follows: President, A. S. Marshall; captain, F. W. Knapp; secretary and treasurer, W. Ross.

STONEHAM BI. CLUB. — The second annual meeting was held Monday evening, 13 February, and the following were elected officers for the ensuing year: Captain, Homer Hay; sub-captain, George O. Bucknam; president, Harry Hersam; secretary, Frank H. Messer; treasurer, Charles Poor; club committee, the president, captain, and H. S. Drew. There was a large attendance at the meeting, every member but one being present, and there was much interest shown by all. The prospects are that we shall have some excellent club runs as soon as the frost is out of the ground. The treasurer's report shows the club to be solid, financially We have headquarters that are both comfortable and convenient, are well supplied with papers and magazines, but the BICYCLING WORLD is the most interesting paper we have. F. H. M.

STONEHAM, 18 February, 1882.

SHAWMUT BI. CLUB. — At a meeting of the Hub Bicycle Club, held this evening, the question of changing the name of the club came up for discussion; and after a lively debate, it was voted to change the name to the "Shawmut Bicycle Club" The meeting then went into an election of president and other officers for the ensuing year. Mr. Richard J. Jones was chosen president, and all the old officers were re-elected. We have a couple of "flyers" whom we hope to put in some of the races this spring and summer.

W. J. B. OXLEY,
Sec. Shawmut Bi. Club.

STAR BI. CLUB. — *Editor Bicycling World:* — The semi-annual meeting of the Star Bi. Club took at the Revere House, in this city, Wednesday evening, Feb. 15. After the regular business of the club had been attended to, the following officers were chosen: President, Frank J. Faulkner; vice-president, J. Horace Pope; secretary, Frank S. Winship; treasurer, Asa Barker, Jr.; captain, Walter O. Faulkner; first lieutenant, Washington Nelzard; second lieutenant, Albert W. Fuller; club committee, president, secretary, and Will E. Smith; bugler, W. E. Alley. The next business was to dispose of one of Landlord Wales's best suppers; and we did it in good style; and here let me say a good word for Mr. Wales. He used us in a first-class manner, and I should say to wheelmen who have occasion to stop in Lynn, "Give him a call." I think he will use them well. After supper we returned to the parlor and had some singing and music; and the solos by Mr. Barker and Mr. Freeman were very much enjoyed, particularly Mr. Freeman's. There seems to be a good deal of interest in wheel matters, and all are anxious for the time to come when we can get out on the road.

FRANK S. WINSHIP, *Sec'y.*

LYNN, MASS., 20 February, 1882.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Concerning the League Meet.

Editor Bicycling World: — As a patriotic Washingtonian, I suppose I ought to lift up my voice in sounding the praises of this city as the place of places for the next League Meet. Not that Washington requires any advertising. Its streets and parks, its public buildings, its large hotels, its eminent men constantly on exhibition 'during the session," without charge, the convenience and accessibility of all objects of interest to the bicycler, and last, but by no means least, the absence of the shadow of a restriction upon the use of the wheel, are probably well known wherever the bicycle and WORLD circulate.

These very advantages may almost be considered arguments against a Meet here. The Washington riders certainly don't need, and apparently don't want the Meet. It can do them no good, for they enjoy already a bicycular paradise; and the prospect of paying out considerable of the country's circulating medium, and getting in return a little cheap glory and a number of receipted bills, does n't seem to have aroused any high degree of enthusiasm. Besides, there are only three League members in the city, — not a formidable proportion in a total of three or four hundred riders. The sentiment in the clubs (that is, the Capital Club, for the Arlington Club is dead, though not formally buried) seems to be in favor of Chicago, although the members don't for a moment suppose that the powers that be would consent to the selection of that city. The wheelmen there seem to be enterprising and active; a Meet would be of substantial benefit to them in influencing public opinion; their boulevards afford admirable parade facilities, and their hotels unlimited accommodations; and while there would be fewer New England men present, consolation for that affliction might be found, to a certain extent, in the fact that the Meet would have the representative character it has hitherto lacked. I don't advance the preferences of the Capital Club as an argument entitled to any weight, because it is not a League Club, and hence would have a very inferior seat in the synagogue among the non-League clubs in the fifth division; but all bicyclers are brothers, and the Capital Club will send a delegation to Chicago, and not by rail either.

Setting aside (as was done last year) the recommendation of the Committee on Meetings, as entitled to no weight, the Board of Officers will have to choose between New York, Philadelphia, and Chicago. The lack of enthusiasm usually found in New York wheelmen (League races for instance) is a strong argument against them; not so strong, however, as the inaccessibility of their city, and the tyrannical restrictions of the authorities. New York is completely out of the question. I for one must beg to decline a repetition of an experience I once had in New York when transferring a bicycle. I forget how many spokes the expressman managed to break, but it was an appreciable quantity. Between Philadelphia and Chicago there is very little to choose, as far as facilities, accommodations, and accessibility are concerned. Philadelphia would suit Washington wheelmen admirably, geographically considered, but that is not the only consideration. The East has controlled the League long enough; is n't it time to give the West an inning? JUSTINIAN.

WASHINGTON, D. C., 12 February, 1882.

Pawtucket.

Editor Bicycling World: — The largest *town* in the country is not behind the times, and adds another organized body to the army of wheelmen. The Pawtucket Bicycle Club was formed last November; and although numbering a little less than a dozen "veteran" riders, we expect to be re-enforced when the balmy days of spring give thoughts of outdoor recreation. The officers of the club consist of a president, captain, secretary, and treasurer. It lies in the power of the captain to appoint a sub-captain when he deems necessary. Our constitution also provides for a vice-president; but with the present membership, such an officer is not needed. I must not forget to describe the club room, or rather *rooms;* for in the size of our quarters do we justly pride ourselves, occupying the whole of the third floor in the Dorrance Building on Main street. First, fronting on the business street of the town and nearly opposite Dispeau's (a place well known to the Providence boys), is the parlor, convertible by folding doors into one or two rooms as may be desired. Next is the hall (formerly occupied by a lodge of Odd Fellows) where when "snow blows," we mount the steel. Here also our treasurer experiences "headers," "siders," and other evolutions in his endeavor to master the wheel. At the farther end of the hall are the machines, — first a 48-inch Pacer, the property of the man who furnishes coal and wood at reduced rates, better known as our president. This gentleman will ride a 50-inch Expert the coming season. Next is the captain's 53-inch Viaduct, a beautiful machine and highly prized by its owner. Various colored ribbons, prettily arranged about the head, indicate that "Fred" is a favorite with the "fair ones." No. 3, a 48-inch Special Columbia propelled by "Ben," our mechanic; a gentleman capable of making any slight repairs, and a most enthusiastic bicyclist. No. 4 is owned by "Frederick the Great," and is a 54-inch Columbia. Mr. B. will purchase a larger machine in the spring. Next is a 48-inch Challenge, the property of a Mr. Easterbrooks, an unattached wheelman, but we hope to count him in ere long. No. 6 is a Special Columbia, ridden by the secretary. No. 7, a 54-inch Columbia, belongs to the treasurer. "Will" finds his steel horse a little "mulish" yet. Next is a 52-inch Columbia with home-made double forks. Were it "not for Joe" we would be obliged to have our nickel-plating done out of town. No. 9, last but not least, a 48-inch Standard Columbia, which "Charles" hopes to replace with a larger machine this year. Adjoining the hall are two more rooms which are not used by the club. During the winter we have had many callers, prominent among whom were Messrs. Hayward, Livermore, Gramont, and Handy, of the Providence Club, and several Lonsdale boys, whose names I have forgotten. We are all anxious for a spin on the Swan Point road, and meet our neighbor bicyclists of the Hermes and Providence Clubs. Our uniform will probably be dark blue throughout, and polo cap with "Pawtucket" in cardinal on the front. THE SECRETARY.

Cleveland.

Editor Bicycling World: — We have had charming weather here lately, the mercury not going below forty-five degrees for over a week, the sun shining all the time, and the consequence has been to bring the riders all out-doors, — a number of the men having commenced riding to their business.... The bicycle school has been doing very well lately, it having turned out lots of riders and a large number of future purchasers..... A few of the club are always at the school trying fancy riding, and the other evening while some of them were trying the vault, a man came into the hall, and after watching them for a moment, asked one of the attendants for a machine; and being asked if he could ride, said "yes," and a machine was handed him. He stepped out into the middle of the room, and having seen every one vaulting into their machines, supposing that to be the way to get on, gave a terrible leap into the air, and landed — on his head. He picked himself up a "sadder and a wiser man," as the saying is, and then allowed an instructor to show him how to wheel. .... Several riders in the city have been thinking about buying marine bicycles, so that they can navigate the streets here after a rain; the streets here must be seen at that time to appreciate the above. ....Our papers have been giving space lately to notes on the wheel, one Sunday paper devoting a column every week to it, headed "Bicycle Spokes."....The ignorance of some people about the bicycle was well illustrated a few evenings ago by a reporter on one of the papers, who was sent up to the hall to get some news about the bicycle; he buttonholing one of the members of the club, asking him if every rider rode the same sized machine? if the club made every member ride the Columbia? if the rubber tires were put on to ride in the hall? and other equally foolish questions. Since the club have taken to fancy riding, the steps are disappearing from many of the machines. A. T. WHEELER.

CLEVELAND, OHIO, 17 February, 1882.

The League Meet.

Editor Bicycling World: — As the time for our Annual Meet approaches, League men are more or less interested in the discussions and proceedings relative to that very important event. I am no exception to the rule, and therefore I will trespass upon your time, and ask the indulgence of your readers to submit my opinions, in the hope that they may be championed by some one in authority.

I believe it is only justice to our Western membership to hold the Meet at some place convenient to the majority of riders. Chicago offers facilities superior to those of any other city in the United States with the exception of Boston; and besides, has about three hundred wheels. This number, supplemented by the riders in neighboring cities and towns, would make even a larger parade that at Boston last year.

Those Western folks are known the world over as never doing anything by halves; and wheelmen, strangers in the city, would be certain of a hearty welcome and a good time. The Meet held at Chicago would, I think, give greater satisfaction to the majority of fair-minded members than if held at New York, with no place to parade; Washington, with no League membership; or Philadelphia, — evidently not desiring it. Therefore, why not Chicago? On account of the distance? Western members complained of that last year, and is it anything more than "tit for tat" that we should "eat what is set before us"? Eastern wheelmen could, to a great extent, club together and, chartering sleeping cars, spend two days travelling in jolly good company, to mutual advantage. What do you, reader, think of it? Do you shake your head, compress your lips, and say "No"? To such, I would advise "communion" with self, with a view to banishment of selfishness. "I think it a good scheme!" Then do all your power to further it. M.

SUSQUEHANNAH, PA., 18 February, 1882.

Poughkeepsie.

Editor Bicycling World: — Thinking perhaps the long-continued silence on the part of your correspondent here might be construed by your readers to mean something serious, I would state for their edification that so far as bicycling is concerned, we are not dead,—only sleeping. After worrying through a month or six weeks without a single ride, a few of us hired a small hall (thirty laps to the mile), and for a few days we were quite an enthusiastic company of wheelmen. But the course of wheeling, like that of true love, it seems, is fated never to run smooth; for no sooner had we got to rights and fairly begun to enjoy ourselves, when complaints from the other tenants of the building came pouring in upon the landlord, and we found to our surprise that a great and wonderful change had taken place: these bicycles, which until now had frightened everybody's horses by being so noiseless in their movements upon the roads, when taken in-doors were found to be extremely noisy; and so much were the other tenants disturbed by the "racket" that they threatened to leave unless we did. Finally it became so unpleasant that we, thinking the controversy would injure bicycling more than the riding would do us good, gracefully retired from the field. It is a wonder to me that bicyclers are not a more misanthropic set than they are, for surely they see human nature in its most unattractive aspect the greater portion of the time.

Tuesday evening, the 7th inst., was the time the annual meeting of the Poughkeepsie Bicycle Club should have been held; but as only two members appeared and it requires five to constitute a quorum, no business was transacted. This club sleeps very soundly, not having had a meeting of any kind since September. Perhaps it is just as well for the bicycling interest if it never wakes, unless it resolves to make a more creditable showing than the record of last season. But they should not be judged too harshly. I cannot help contrasting the situation now with that of a year ago, when there was quite a bicycle "boom." We had a riding school, and everybody expected to have a machine. Perhaps it is unnecessary to add that some of the expectations did not "pan out" well. Now, outside of the few wheelmen, there is little interest and no enthusiasm whatever. Possibly the interest will revive when the season opens. I sincerely hope so, at all events.

I read with considerable satisfaction the article in last week's WORLD, urging buyers to get machines which are large enough. A great majority of the riders, taking the tables given in the catalogues as their guide, are riding wheels altogether too small for them; they find it out when it is too late, and it is paying rather dear for the experience, as a machine after a few miles' riding will rarely bring more than seventy-five per cent of its cost. If the parties who sell bicycles purposely print that table knowing it calls for too small a wheel (and it seems they must know it) so as to force buyers to learn by experience, and thus make greater sales, it seems to me rather small business; and the sooner they "tumble to it" and revise that table, the more the purchasers will think of them. "B.'s Bugle" expressed surprise at not seeing any wheelmen in the towns through which he passed. I would state that if he saw no wheelmen in Poughkeepsie, some of them saw him as he passed up Main street, but he appeared to be in such haste to get somewhere that it looked like a pity to stop him, so we let him "slide" without making ourselves known. The ground in this vicinity is covered with snow to the depth of several inches; more is falling as I write, and I think perhaps it will be as well for me to bring this letter to a close, for it is "up-hill" work to write about bicycling when you are absolutely starving for a ride, and know it will be weeks and possibly months before you will be able to get one. G. W. H.

POUGHKEEPSIE, 19 February, 1882.

La Harpe, Ill.

Editor Bicycling World: — Perhaps some one would like to hear from this quarter, so I will say a few words. Bicycling here has not been very progressive. We have about a dozen riders, but only two or three machines, and they wooden ones. The outlook for the sport in the future is good, however, as those who have machines seem very enthusiastic. The streets are more muddy and rough than the country roads round about, and the sidewalks are of boards laid lengthwise, and full of cracks. Yet in spite of these drawbacks, we keep up considerable interest by riding the country roads and the centre of the railroad track, or coasting down hill in some pasture. I intend to purchase a first-class steel machine next month, and think several others will purchase machines of some description this spring. There is an ordinance in this place against the use of velocipedes; but even if applicable to bicycles, it has been a dead letter so far. We are gaining the good-will of the people, and hope that the sport may increase rapidly. CHARLES DURYEA.

LA HARPE, ILL., 9 February, 1882.

[Hard lines these for the La Harpe riders. Wooden wheels, wretched roads, and cow-pasture coasting! Heavens! what plucky men these be! And yet there are men who inveigh against some of Boston's suburban roads. — EDITOR WORLD.]

Pseudonymes.

Editor Bicycling World: — What one of your readers has not noticed in every issue of the WORLD such *nom de plumes* as Kol Kron, Ixion, Practical, Cyclos, Steno, Relcycib, Meteor, Kanuck, Crookshanks, Æolus, Bucephale, Telzah, Reckless Three, B., 626, or some other device for concealing the identity of the writer? By careful inquiry, some of us have been able to ferret out the *real* name belonging to the persons using the principal or better known masks; but we have not been so fortunate in all cases. Now, who has read "The Lake George Region," by Kol Kron, before he knew who that personage was, and then reread the same article after he knew that Kol Kron was Mr. ——, an enthusiastic rider of the bicycle, and an advocate of white flannel and nickel-plate, and not had more enjoyment in reading the article, and more interest in his haps and mishaps? Again, in the discussion about tires, "B.'s" arguments had more weight with me because I knew who he was, while some of the others I did not know. When writing reports of club runs or excursions, why not sign the writer's name instead of some unintelligible *nom de plume?* I wrote once over the name Reckless Three, in writing up "Midnight Meanderings K. Bi. C.," in which place I think a *nom de plume* would be admissible if any place; but I cannot defend it even there. I think it would give a higher standard of reliability to the world (outside of bicyclers), if there were no anonymous communications published. Of course the editor has the full name and address of each person writing for the paper, but of what advantage is that to outsiders? You say, perhaps, the WORLD is a paper for bicyclers. So it is, but it is also a paper to *increase* bicyclers; and where must that increase come from, save from *outsiders?* I think you should at least give the editor full liberty of publishing your name in connection with articles of your writing, if he allows their insertion in his paper. But if some *nom de plume* must be used, why not use the initials of your name, or better yet, your L. A. W. number? Then, if some of the curious want your name and address, all they have to do is take the League Hand-Book, look over about one thousand or more numbers, and he is sure to find it. But, says some one, "All of us are not members of the L. A. W." All I can say to them is, You *all ought* to be. Some writer may say, "I use a sort of a *nomen et omen*." Well, such names as Cyclum, Cyclos, Bicycler, *Bicyclist*, Bucephale, and Bluenose may be classed as such; but get the originals together, and you can only pick out one from the lot. Or see the names in print, and you could n't pick out any.

ORVON G. BROWN.

PITTSBURG, 18 February, 1882.

Bicycling in Europe.

Editor Bicycling World: — Permit me to thank you, as an English bicyclist, for the very excellent article on the above subject in your issue of 13 January. The facts throughout are most correct, and the only statement which is not strictly true is that to the effect that the champion bicyclist at the present moment is a Frenchman. As a matter of fact, the champion bicyclist is the amateur, Mr. George Lacy Hillier, and the professional champion is Howell. It is true that the Frenchman, De Civry, has defeated the English ex-champion Keen, but his (De Civry's) records are far below those of Mr. H. L. Cortis, of my club, and other amateurs. Your correspondent "V.," while giving a very accurate idea of France as a field for touring, omits to say much of the good roads and charming scenery to be found in England; and I, speaking as a rider of nearly eleven years' standing, am convinced that such districts as the English lakes in Westmoreland and Cumberland, the Kenilworth and Warwick district, including the valley of the Avon, the wild beauties of the Trosachs, etc., in Scotland, the charms of our south coast, and the grandeur of Dartmoor in Devonshire, and the moors of Cornwall are not to be surpassed. Your correspondent's sketch of the manner in which bicycles are regarded in Germany is very faithful; I have done a great deal of touring in that country, and can indorse all he says. At many places in Bohemia and Austria, especially, where I have been, the whole population has turned out to see us depart, and forming a double row, has made us pass down the centre, as though running the gauntlet, cheering the while as they would for the Emperor.

I am surprised that more Americans do not bring their bicycles over to do some European touring. I have frequently met Americans on the Continent, and when, in the course of conversation, I have discovered that they were bicyclists, I have always urged them not to come to the Old World again without their machines: the mediæval glories of South Germany, including the cities of Nuremberg, Wurzburg, Prague, etc., ought to be visited on bicycle, as only then can the interesting and ancient towns and villages which lie on the forsaken high-road be fully explored, and they are all well worth it. One New York gentleman whom I met on the Moselle, and I hope converted to wheeling, was Mr. White, Jr., son of the ex-U. S. ambassador at Berlin. I intend shortly to do a tour in the States.

CHARLES R. MADDOX,
Hon. Sec. Wanderers Bi. Club,
Foreign Chief Consul B.T.C., B.U., etc.

LONDON, ENGLAND, 1 February, 1882.

Stall's 1881 Riding Record.

Editor Bicycling World: — The following is my riding record for 1881, beginning 12 March: —

March. 15 days; 123 miles; longest day's run, 16 miles; shortest, 3 miles.
April. 28 days; 414 miles; longest day's run, 40 miles; shortest, 1 mile.
May. 24 days; 304 miles; longest day's run, 32 miles; shortest, 1 mile.
June. 27 days; 424 miles; longest day's run, 47 miles; shortest, 1 mile.
July. 25 days; 217 miles; longest day's run, 32 miles; shortest, 2 miles.
August. 17 days; 185 miles; longest day's run, 42 miles; shortest, 2 miles.
September. 23 days; 313 miles; longest day's run, 42 miles; shortest, 1 mile.
October. 18 days; 181 miles; longest day's run, 30 miles; shortest, 2 miles.
November. 14 days; 88 miles; longest day's run, 27 miles; shortest, 1 mile.
December. 15 days; 82 miles; longest day's run, 14 miles; shortest, 1 mile.
Total, 206 days; 2,331 miles.

Of the above, 1,482 miles were made on a 58-inch Gooch, as mentioned in last year's record; and the balance (849 miles) on a 57-pound 58-inch Harvard, with balls to both wheels and pedals, using 5-inch cranks the greater portion of the time, varied occasionally to 4½ and 5¼. On the Harvard were ridden eight races, all firsts, including one 1½-mile, four 1-mile, one 2-mile, one 10-mile, and one 20-mile. The Gooch ran, while in my possession, 3,722 miles, and cost about 1⅛ cents per mile for repairs. The Harvard has been run 849 miles, and cost about half a cent per mile; this being mostly owing to the breaking of the ball-pedal pins (4), of which one pair was furnished by the makers, and I paid for the other ($2.50).

W. W. STALL.

BOSTON, MASS., February, 1882.

Small Wheel Splashes.

THE Small Wheel realizes that wit, humor, and badinage need to be kept under careful control. We endure and expect the playful scratch from our cat's paw, but not her savage bite. The Small Wheel has no use for dentifrice.

SOME men there are who express much regret that a Driving Association will release its hold upon Beacon Park, and they forecast an end to out-door bicycle races in this vicinity. "Boy, where does this road go to?"—"It don't go nowhere, it stays here." Bicycle tracks are like cats; they like to stay at home. There is no case on record of a cinder track running away. If a track were to make tracks, it might 'tract attention.

A MANUFACTURER called his bicycle the "Star," and it has been Saturn by the bicycling fraternity ever since.

ONCE upon a time an ambitious bullfrog essayed a trip through the country. He knew that he would be more comfortable in the water with the little tadpoles, or resting luxuriously at his ease on the soft side of a rock; but he wanted to see the great big world, and he wished the lady and gentleman frogs to know that such joys were not denied to their kind. He made the journey, and although he labored hard, he had a good time. For many years after, it was a common boast among the lily-pad dwellers that frogs could go inland if they wished, for Big-Mouth had demonstrated the fact; and although few frogs make such journeys, they take delight in saying that it is not impossible. Southern riders are lost to the delights of riding through the snow.

A FRIEND of mine suggests that money would be saved to somebody, if the elevated-road project were given up and a distribution of bicycles and tricycles be made to dwellers in the suburbs. The man is an enthusiast, and he forgets that water-bicycles would have to be given to the East Boston and Chelsea men. This would bring the expense above that for the elevated roads; and under the principles of political economy the project cannot be considered.

A MAN once invented a machine to peel a bushel of potatoes in two minutes. It was a good machine, and did all that was claimed for it. But when he tried to find a market he learned that nobody wanted to peel a bushel of potatoes in two minutes. I have talked with a man who wants to go at the rate of fifty miles an hour on a bicycle. He was in the Danvers Insane Asylum.

A LITERARY man who practises law once advocated, through the public press, the establishment of chain gangs to work on the roads; and when the gangs were brought out, he engaged the attention of an overseer, while a client of his slipped his chain and scooted. I have seen a lawyer that I would lend an X to, but he is dead.

AN Englishman has invented a machine in which he puts a brother of mine in front. He thinks two of a kind will be taken by the flush ones. If this man is not suppressed, "there will be too much of me in the coming by and by."

JONES reproved Brown the other day for committing what he thought to be a breach of decorum on the part of his friend, who was seen on the street eating an apple. Jones saw nothing out of the way in the pipe which himself was smoking, nor in the smoke which flew in the faces of those around him. Jones is the same man who complained that Robinson rode a bicycle on Sunday, but he saw no objection to his own horseback exercise on the same day. All of which goes to prove that the evil in a thing depends on how you look at it, and that there is a great deal of timber in the eyes of humanity that would be better employed in building charitable institutions.

I AM informed that a gallon of hub punch will transform any circle into a set of jolly good *felloes*. After that I will *retire*. SMALL WHEEL.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

Editor Bicycling World: — Will you kindly inform me through your columns as to the best route for a bicycle trip in England? I desire to visit Liverpool, Coventry, and London, and if possible, to make it on the wheel. I thought of going direct to Liverpool, thence to Coventry and London. An answer will oblige JOSEPHUS.

NORFOLK, VA., 16 February, 1882.

["A Bicycle Tour in England," by A. D. Chandler, published serially in the WORLD about a year ago, and since in book form, will be of service, and if "Josephus" will address J. S. Dean, at this office, or Frank B. Weston, of the Cunningham Company, he may obtain much information; or if he will consult the files of the WORLD, he will find many accounts of English and Continental trips. — EDITOR WORLD.]

Editor Bicycling World: — In answer to "41" 's query in the WORLD of 10 February, I will say that Mr. Joseph Pollock, of this city, rode fifteen or twenty feet

on the front wheel of his bicycle. Time not taken; but a few minutes after, he was riding against time for a Doctor's office to get his index finger set.

"D. H. F. P."

VINCENNES, IND., 13 February, 1882.

Editor Bicycling World: — I wish to ask why the bicycle step is placed upon the left side? We walk on the left side of the machine when leading it, and it comes natural (to me at least) to mount by placing the right foot on the step. But the position of the step makes this difficult, so I am obliged either to walk on the right side when leading or to get on that side before mounting, both of which are inconvenient. Ought not the step to be on the right side, or better still, behind the backbone, so that it could be used for mounting from either side? Would like to hear from some one else on the subject. SCRUB.

LA HARPE, ILL., 9 February, 1882.

BOOKS AND PAGES

THE CENTURY for March presents for its frontispiece a fine portrait of W. D. Howells, painted from life by F. P. Vinton (a member of the Boston Bicycle Club, by the way), and engraved by W. B. Closson. Among the illustrated articles, "From Morelia to Mexico City on Horseback" is a continuation of Mrs. Foote's interesting Mexican papers; "A Ramble in Old Philadelphia," by Elizabeth Robins, is excellent reading, and is illustrated by another prominent bicycler, Jo. Pennell, of the Germantown Club; "Opera in New York" is the first of what promises to be a most fascinating series of biographical sketches by Richard Grant White of famous singers, and embellished with portraits; "The Black Bear," by Chas. C. Ward, will well repay perusal; "Some of the League Decorations" are illustrated and described; "A Danish Skate Sail" will be eagerly read by skaters everywhere, and will lead to practical experiment by many, and we think we have heard Director Hazlett, of Portsmouth, describe some of his own experience in this direction. Nor will the unembellished papers be slighted by the general reader; for besides the charming serials of Mr. Howells and Mrs. Burnett, and one or two short stories, "The Copyright Negotiations," by Sedgwick, "Has Utah a Republican Form of Government?" by A. G. Campbell, a long paper on Lord Beaconsfield, by James Bryce, M. P., and "Broken Banks and Lax Directors," by John Burroughs are timely and seriously suggestive papers; and the editorial "Topics of the Time" and other regular departments are full of matters of thought and interest. The Century Company, 33 East 17th street, New York.

THE CYCLIST AND WHEEL WORLD ANNUAL is by far the best publication of the kind we have seen, and will be read with interest by such of our riders as are fortunate enough to obtain a copy. The work opens with the usual calendar for keeping the daily record of miles run. A list of direct routes from London and an analysis of some English roads form a good model for the compilation of an American road book. Besides several articles and stories, Henry Sturmey contributes an excellent paper on Monocycles, with illustrations both amusing and instructive. A complete racing record and gossip about racing men is an attractive feature, and a valuable chapter for reference. The work closes with a list of English, American, and foreign clubs, with description of uniform, etc., and the names and addresses of the secretaries. The work is printed on good paper, with colored cover, and presents an attractive appearance, and ought to find a ready sale wherever the wheel is ridden.

ST. NICHOLAS. — The March *St. Nicholas* will be a favorite number with the young folk and with their elders as well; not only for the particularly interesting instalments of Eggleston's "The Hoosier School Boy," which details the hero's 5500 foot race. Mary Mapes Dodge's "Donald and Dorothy," and Kieffer's "Drummer Boy," but because of several other special attractions. Mr. Stoddard concludes his "Men and Animal Shows," and is almost as good as being personally at the circus. Mrs. Clement writes about the painter Titian, in her "Art and Artists," Celia Thaxter and Rose Terry Cooke contribute poems, Thomas Dunn English tells a charming fairy tale called "The Three Gifts," and there are a great many full as interesting short stories and verses; and the whole lot are as profusely and elegantly embellished with pictures as usual, and by the best artists in the country. The "Treasure Box" treats of the poet Wordsworth, and the "Letter Box" gives a full report of the Agassiz Association by the president. The Century Company, New York.

THE CHRISTMAS NUMBER of the *Bicycling Times* contains much interesting matter, both grave and gay, in prose and verse, and is capitally illustrated. The Cunningham Company has it for sale at twenty-five cents.

Professional Challenge.

Editor Bicycling World: — The challenge issued in yours of to-day, by J. S. Prince, the would-be, self-styled champion, but his performances will not permit him, can now rest assured that he can have his coveted desire to his heart's content in the way of racing. I do not wish to receive any handicap from him, but will meet on equal terms for a 10-mile race, and the professional championship of America. I will be in Boston in a short time (three weeks), and will cover any amount, from $50 to $100, that Prince or his backer may place in your hands as stakeholder and referee. I beg to say, that of late my engagements have been of such a nature that it was impossible for me to make any definite arrangement without doing financial injury to myself. At the same time, I have been most anxious to try conclusions. Whatever may be the result, the bicycling public cannot say I am afraid of him at any distance, from one to one hundred miles, and it is impossible for any one to do more than I shall when I do meet him, and that is, my very best. Trusting this will give Mr. Prince the desired satisfaction, I remain, F. S. ROLLINSON,

Professional Champion of America.

CINCINNATI, O., 17 February, 1882.

Challenge Answered.

Editor Bicycling World: — Having read a challenge dated 17 February, in the BICYCLING WORLD, issued by Mr. John Prince, of Boston, to all professional bicyclists of America, I see he offers to give me five miles start in a fifty-mile race I will make a match race with Mr. Prince for fifty miles, if he will give me six miles start, which, I think, is a small handicap for a woman in so long a race, and I will make the stake from $100 to $250 a side, or the amount he mentioned in his challenge; race to take place in Boston inside of six weeks from date.

MLLE. L. ARMAINDO,

Champion Bicyclienne of the World.

CINCINNATI, O., 18 February, 1882.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

WANTED. — Two Second-hand Bicycles, 50 and 52-inch, in good repair, cheap. Address, giving particulars, "F.," 2389 Washington street, Boston.

FOR SALE. — 52-inch Stanley (Eng.) Bicycle, in good condition. Owner wishes to buy larger size. For particulars, apply to E. L. P., Jr., Box 60, Milton, Mass.

A **GOOD BARGAIN**, 52-inch Special Columbia Bicycle, Full Nickel, with ball bearings, rubber and bone handles, tool bag, etc. Was new last August; is in as good condition now. Will sell for $112. Address, BICYCLER, Lock-box 20, Mt. Vernon, N. Y.

Boston Amusement Record.

BOSTON THEATRE. — Mary Anderson. Next week, Ideal Opera Company.....BOSTON MUSEUM. — "Silver Spoon." Next week, "Butterfly Fever."....GAIETY THEATRE. — Sidney Clifford in "Othello" and "Richelieu."....GLOBE THEATRE. — Patience."....HOWARD ATHENÆUM. — "Castle Garden" and variety."....PARK THEATRE. — Mr. and Mrs. McKee Rankin in "49."....WINDSOR THEATRE. — Joseph Murphy in "Kerry Gow."

MISCELLANEOUS.

Addresses inserted in this department, $6 per year.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamps for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 819 Arch street, Phi'adelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

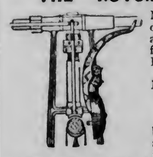
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St.
Please send for circular.

THE BEST GOT UP
AND MOST INTERESTING ANNUAL
EVER PUBLISHED IS

The 'Cyclist and Wheel World Annual,

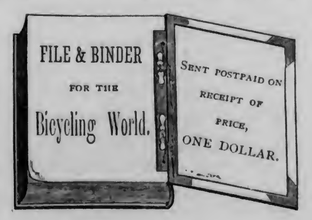
Edited by C. W. NAIRN and HENRY STURMEY.

— IT CONTAINS —

Diary for 1882. Road Routes of the United Kingdom. Analysis of Roads. Description of the Principal **English Racing Tracks.** Record of English Racing in 1881. The History of the Monocycle, by Henry Sturmey (Illustrated). Articles by all the best writers. **The Complete Bibliography of Cycling,** by H. Blackwell, Jr. **The Clubs of the World and their Badges.** Résumé of past season, etc., etc.

Nearly 300 pages. 500 illustrations. PRICE, ONE SHILLING. Sent post-free to U. S. A. for 30 cents, remitted by money order to

ILIFFE & SON,
The 'Cyclist Office - - COVENTRY, ENG.



The "Indispensable"

BICYCLIST'S HAND-BOOK for 1881

IS NOW READY! 300 pages. 150 Illustrations.

THE INDISPENSABLE

Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only compiete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**

The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NOW READY

THE THIRD ANNUAL XTRA

Xmas Number of the 'Cyclist.

— EDITED BY —

HENRY STURMEY,

WHICH CONTAINS

64 PAGES OF CLOSELY PRINTED MATTER,

And over **80 ORIGINAL ILLUSTRATIONS,** many of them of large size, the whole encased in a handsome illuminated cover. The advertisements are printed artistically in two colors, and contain the first announcements by all the leading makers of

Novelties for the Coming Season.

Price One Shilling (post-free 30 cents).

Iliffe & Son, The 'Cyclist Office, Coventry, England

WHEELMAN'S ANNUAL FOR 1882.

WHEELMAN'S YEAR BOOK,

ALMANACK AND DIARY, 1882.

Edited by H. T. ROUND, LONDON (L. A. W.).
Compiled by WALTER D. WELFORD (L. A. W.)

The most useful book ever published. 250 to 300 pages brimful of all sorts of information.

No room in this advertisement for particulars, the attractions are so numerous.

Price, mailed free to U. S. A.....50 cts.
Or elegantly bound in cloth $1.00
Copies of last year's issue may also be had.

Publisher, WALTER D. WELFORD, Pilgrim Street, Newcastle-on-Tyne, England. Orders received at office of *Bicycling World.*

GOY, The Athletic Outfitter,

21 Leadenhall Street,
22 Leadenhall Street,
54 Lime Street,
} LONDON, ENGLAND.

Any make of English Bicycle or Tricycle can be purchased of Goy at a very liberal discount off makers price-lists.

Club Uniforms, and every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing, and all Athletic Sports. Also, Billiard and Bagatelle Tables, Lathes and Fret Saws, Home Trainers, Boats and Canoes.

Goy's Calendar of Sports and Price-Lists forwarded free.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —

BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels. — *Shakespeare.*

36 pages, crown quarto, printed on best paper and ably and tastefully edited

By WALTER D. WELFORD,

Pilgrim Street, Newcastle-on-Tyne, England.

Full of original articles, serial stories, cycling tales, humorous sketches, accounts of tours, foreign advices.

The only English cycling periodical giving American news regularly. Subscriptions post-free to America; 12 mos. $1.00, 6 mos. 50 cts. Received at office of BICYCLING WORLD. Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $2.00 per annum.

E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

THE TRICYCLING JOURNAL

— AND —

MANUFACTURERS' ADVERTISER.

Edited by — CHARLES CORDINGLEY.

HAMMERSMITH, LONDON, W.

Subscriptions received at this Office.

One year.....$2 25
Six Months.....1 15
Three Months.....60

Specimen copies sent from LONDON.

Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.

E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $2.50 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Ælus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Grey Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for.....$41 00
From 50 to 56 inch.....43 00



The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings. Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch.....$26 50
From 50 to 56 inch.....29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881: —

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - Wolverhampton, England

LIVINGSTON'S PERFECTION CYCLOMETER

GUARANTEED CORRECT

Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.

H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, **CINCINNATI, OHIO.**

COLUMBIA BICYCLES.

[*Extract from Letter of Rev. O. P. Gifford, Pastor of Warren Ave. Baptist Church.*]

BOSTON, Oct. 20, 1881.

To the Christian Union:

"Although a stranger to the Rev. Marcus D. Buell, I find my heart going out to him since reading his bicycle trip from New York to Boston. * * * I want to bear testimony to the usefulness of the 'wheel' as a daily exercise. * * * I came into possession of a 'STANDARD COLUMBIA' last summer, learned to ride as soon as possible, and take a daily race about the suburbs of Boston. A morning spent in the study, the early afternoon in calling, tires both head and heart. As the sun slopes westward, I don my uniform, remount my steed, and for one or two hours turn my back on books and men. * * * And now at home again, pores all open, flesh all aglow, blood bounding, head clear, stomach clamorous; and best of all, at night I learn the meaning of David's experience, 'laid me down and slept.'"

"Turn, turn, my wheel, turn round and round,
Without a pause, without a sound;
So spins the flying world away."

PHILADELPHIA, Jan. 18, 1882.

THE POPE MANUFACTURING CO.:

"*Gentlemen*, — During 1881, I rode a '56 SPECIAL COLUMBIA' of the earliest make. It carried me some 1,500 miles, and *never broke*. Having no other machine, I used it for both racing and road riding, taking it on the road wherever it was possible for a bicycle (and some places where it *was n't* — decidedly), up and down 'curb-stones,' over cobbles and Belgians, good roads and 'Chester County' roads, taking 'headers' unlimited; the machine carried me without even breaking a spoke, and is still doing good service in the hands of another Germantown man. I consider the 'SPECIAL COLUMBIA' one of the best machines made, and would trust it more than any machine I ever saw." Truly yours,

GEO. D. GIDEON, *Germantown Bi. Club.*"

[It was on this machine that Mr. Gideon won the races against Wm. Woodside and L. H. Johnson.]

Send 3c. Stamp for New, Elegantly Illustrated 36-page Catalogue, with Price Lists.

The Pope M'f'g Co., - - 597 Washington Street, Boston, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings, and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 3 MARCH, 1882.

Volume IV. Number 17.

[VOL. IV. CONTENTS. No. 17]

Editorial: N. Y. Bicyclers' Ball; B. U. and T. A. Amalgamation; Keen and Vesey . . 195
Wheel Club Doings: Columbia; Cortlandt; Æolus; Syracuse; Columbus; Boston . 196
Correspondence: Peoria; Time and Place; Keokuk; Chicago; Montreal; The Rubber Tire; Cheap Machines 196
L. A. W.: Applications 199
A Catechism 200
Bicycling World Primer 200
Best American Half-Mile Record 201
Mount 201
Washington's Birthday Races in Boston: Race in New York 201
Currente Calamo 201

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STUDENTS' NOTE BOOKS
EVERY VARIETY.
LOWEST PRICES.
108 and 110 Washington St., Corner Elm.
FRED W. BARRY.



L. A. W. Badges Pat. Sept. 13, 1881. Fine gold, plated, and silver, set with ruby, garnet, sapphire or diamond. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St.
Please send for circular.

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.
G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

THE HUMBER BICYCLE

Is now being constructed specially strong for

AMERICAN USE.

Upon receipt of cheque, value £18,

We will send, securely packed (case inclusive), one of these celebrated machines, beautifully japanned and part nickel-plated, ball bearings to both wheels, brake and all latest improvements.

THE HUMBER BICYCLE

Is now used by nearly every rider of note in England, and is undoubtedly the best and most reliable machine in the market.

The fastest one mile, in 2m. 46s.; ten miles, 30m. 6s.,—by F. Cooper, at Cambridge, May, 1880. The fastest two miles, 5m. 36s., by the Hon. Keith Falconer, at Cambridge, May, 1879. The four Bicycle Union Championships of 1881, 1, 5, 25, 50 miles, in which races the fastest quarter-mile, 36s., and fifty miles, 2h. 50m., were by G. L. Hillier, Esq., the winner of all four events.

The fact that the above wonderful times were all made on the

HUMBER BICYCLE

Clearly proves their great superiority over all others.

HUMBER, MARRIOTT & COOPER,

Beeston Notts - - - - England.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS. *Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.*

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 3 MARCH, 1882.

THE N. Y. BICYCLERS' BALL.

THIS long-talked-of and joyously anticipated event did not take place, owing to the fact that James Revell, the projector, manager, and treasurer, absconded with the funds he had collected (variously estimated at from $100 to $200), leaving the hall unsecured, and everything else undone that ought to have been done. It was a rainy, disagreeable evening, and besides many who came afoot to attend the ball nearly a hundred carriages brought their occupants to the entrance to Standard Hall only to be turned back disappointed. But for the dishonesty of Mr. Revell, the ball would have been one of the most brilliant in kind and successful in point of numbers that has been given by wheelmen, nearly two hundred tickets having been disposed of, and over three hundred and fifty ladies and gentlemen belonging to the best society of New York intending to participate. An indignation meeting was called for and held Friday evening by the irate wheelmen, and a committee consisting of Elliott Mason, J. H. Olmstead, and F. G. Bourne was appointed to procure the prosecution of Mr. Revell. The affair is most unfortunate in every way, unless it may serve as a warning to the New York wheelmen, and others, against allowing professionals, and especially individuals, to manage events for them, whether the events are of a social character or relate to bicycle races or exhibitions. Clubs or select committees should have charge of such matters in order to guarantee honorable and successful results. American wheelmen have several times suffered humiliation from giving too ready credence to the representations of enterprising professionals and English adventurers; and it behooves them to exercise more caution in the future, and to intrust their interests only to well-known and responsible persons. There is no good reason why we should imitate methods or men simply because they are English; for antiquity and experience are not always as good authorities as judicious enterprise and careful observation in obtaining the best results. Let us accept neither advice nor direction until weighed and examined as to their wisdom and utility, no matter if they come from the most learned or the most experienced source; for often the over-confidence of learning and experience causes them to err in judgment, where appreciative and unbiassed observation would perceive and point out the truer way. So let our wheelmen take charge of their own affairs in all events where they participate; and particularly in the matter of racing, where a record is to be made, let them appoint judges, time-keepers, and scorers on whom they can rely.

THE amalgamation of the Bicycle Union and the Tricycle Association seems to be a step in the right direction, as it concentrates under one management two organizations with the same objects in view. The tricyclers at present would seem to be benefited more than their two-wheeled brethren by this change, but the prospects are that at no distant date they will outnumber the bicyclers, and be entitled to the consideration of all wheeling organizations. A number of weak, ineffectual clubs are of so little benefit to either bicycling or its members, that we are surprised at their increase in places where there already exists one good club. It can only be accounted for by a desire which some men have for holding office; who lacking the strength, ability, or popularity to obtain a position in any organized club, form one of their own, in anticipation of being chosen to fill some position of trust or honor.

* * *

THE city of London, alone, supports one hundred and ninety-nine clubs, of which we have information, but comparatively few possess numerical strength, and fewer still are so established as to afford much benefit to their members, or to be an honor to bicycling. The only excuse there can be for so many small clubs is that of a class exclusiveness, and this in many instances is of little effect, as will be seen by the mixed character of many of our clubs. The advantages of a large club are manifold, and its members can obtain many advantages and carry out successfully many enterprises which a small club with a lean treasury are denied.

* * *

THE unceremonious departure of our recent visitors, Messrs. Keen and Vesey, after the preliminaries for a race meeting in which they were to appear, receives the vigorous condemnation of our English contemporaries. The Britons naturally feel that their reputation as bicyclers has not been well maintained in this country. It is hardly necessary to say that Mr. Vesey is not a fair sample of the best class of English amateurs, who are gentlemen in every sense of the word, and entitled to our respect as men well calculated to sustain the good reputation enjoyed by wheelmen generally. As the only representative English amateur who has visited us, Mr. Vesey had the reputation and fair name of English wheelmen in his keeping; but regardless alike of his own and their credit and honor, would seem to have conducted himself in a manner which was neither gentlemanly nor honorable. The *Bicycling Times* very naturally called upon Mr. Vesey to explain, a thing we hope he will do in a satisfactory manner; but English papers of latest date received (15 February) give none, and at present his reputation is by no means an enviable one.

* * *

THE Surrey Club, of which Mr. Vesey was a member, has our sympathy in the apparent abuse of its name by one of its

associates. Membership in a club of good standing is always a letter of admission and introduction in the best bicycular society; therefore when one so far forgets himself as to bring the reputation of his club into question, we feel he has committed an unpardonable breach of the duty which every one owes to the club of which he is a member. One is so apt to judge of the character of the whole by the few representatives he meets, that it is very important that great care should be exercised in the admission of wheelmen into the ranks of a club.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

April 13. Reception by the New York and Brooklyn wheelmen.

Mondays and Fridays, Boston Bicycle Club, "Whist" and "Chess" nights, respectively.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address

COLUMBIA BI. CLUB. — At the second annual meeting of the club, held Monday evening, 20 February, the following were elected officers for the ensuing year: President, Walter B. Ballow; vice-president, E. Lull; secretary and treasurer, C. E. Stanley; captain, Thomns Bell; first lieutenant, W. C. Ames; second lieutenant, W. C. Tufts, Jr.; guide, Harry W. Tufts; bugler, H. K. Sturdy; executive committee, W. B. Ballou, E. C. Stanley, Oscar Hamlin. The annual dinner was given at the Wamsutta House on Wednesday evening.

E. C. STANLEY, *Sec.*

CORTLANDT BI. CLUB — We have organized a bicycle club here, with the following members, E F. Hill, B. F. Ferris, G. Wadsworth, S. Horton, and D. C. Hasbrouck. Only five names, but we expect to double the number before the roads are fit for riding. We organized our club as a League club, making it obligatory on members to join the L. A. W., and we claim to be the first club so organized. Our captain is Mr. E. F. Hill, a League consul, and our secretary, Mr. D. C. Hasbrouck, is a member; while the other three names have been forwarded as applicants, with the assurance of more to follow. While we cannot promise that you will hear of any of the "Cortlandt Wheelmen" on the race track, or as intentional exhibitors of fancy riding, we do assure you that any brother bicyclers will meet with a hearty welcome, and a chance to go "legs over" to their heart's content, if at any time they will honor us with a visit. And so, hoping that Vennor may not send us any more cold waves, and that the farmers in our vicinity may not have time this spring to mend (?) the roads, we make our bow as new clubmen.

D. C. HASBROUCK, *Sec.*

PEEKSKILL, N. Y., 24 February, 1882.

ÆOLUS WHEEL CLUB. — At the annual meeting of the Æolus Wheel Club, of Worcester, held 20 February, the following officers were elected for the year ensuing: President, Stephen E. Greene; secretary and treasurer, Frank P. Kendall; captain, Theodore P. Brown; first lieutenant, Henry P. Murray; second lieutenant, Frank E. Higgins; bugler, Burton H. Wright; club committee, S. E. Greene, T. P. Brown, F. P. Kendall, J. C. Speirs, and C. H. Banister. At the close of the meeting the club adjourned to the Continental Hotel for their first annual supper, and the seventeen members present are of the unanimous opinion that Landlord Ward knows how to serve a most excellent repast.

F. P. KENDALL, *Sec.*, Box 863.

WORCESTER, MASS., 24 February, 1882.

SYRACUSE BI. CLUB. — At a meeting of the Syracuse Bicycle Club, held Friday evening, 24 February, 1881, the following officers were elected for the ensuing year: President, C. W. Bardeen; secretary and treasurer, Will. H. Olmsted; captain, Eugene McCarthy; lieutenant, D. Cady Gere; bugler, James C. Collin. The club will appear in a new uniform this season, and will have new headquarters. The outlook for a lively and successful summer's sport is of the best.

SYRACUSE, N. Y., 25 February, 1881.

DIED: At Poughkeepsie, N. Y., 22 February, 1882, the Poughkeepsie Bicycle Club, aged 1 year.

BICYCLE CLUB ENTERTAINMENT. — Mr. W H. Miller entertained the Columbus Bicycle Club, of which he is an honored member, at his club-house, 141 North Washington avenue, last night. The guests were delighted with the series of lantern views exhibited, including scenes in Paris, Rome, Switzerland, and Egypt, together with statuary and miscellaneous views. Mr. Miller has about five hundred views in his very complete collection. They are clear cut, and some very fine effects are produced upon the screen. These effects are wholly the result of Mr. Miller's own genius. After the guests had enjoyed a sufficiency of sight-seeing, they were invited to partake of supper prepared by Rhul, Corbett & Co. The evening passed away pleasantly to all concerned. Mr. Miller's hospitality is proverbial. In this connection it will be proper to add that Mr. Miller has given wealthy young gentlemen — and middle-aged and old gentlemen of wealth — a good example of the benefit of home amusements. Mr. Miller's club-house is so constructed that it may be converted into a dwelling in the future, if he should conclude to make a subdivision of his Washington avenue property. The establishment is provided with billiards, shooting gallery, a large and fine collection of domestic and foreign lantern views, and other appliances for passing pleasant evenings. The house is well built and nicely furnished with solid floors, marble mantels, and open fireplaces, and is supplied with easy-chairs. It is a royal place to smoke, read, dance, shoot, play billiards, and look at the world through lantern representations. Over all there is the shadow of home, the quiet, happy, fun-loving, typical home of the true American gentleman. It is understood that Mr. Miller contemplates raising some coops of homing pigeons. Anything in the line of rational exercise, reasonable and seasonable amusement, is in his line. If he goes into the breeding of carrier pigeons, the city of Columbus may expect, in due time, to be able to send out fliers that will come home with the swiftest wings in the country. — *Columbus, O., Dispatch*, 16 February.

THE Boston Bicycle Club, which has undertaken the matter of bicycle races in the Institute Fair Building for Fast Day, proposes to have an exhibition of different makes of machines as an additional attraction of the occasion; and the secretary, J. S. Dean, 53 Union Park, Boston, requests the co-operation of wheelmen and manufacturers in making this feature as complete as possible.

CORRESPONDENCE

[*This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.*]

Peoria.

Editor Bicycling World: — The Peoria Bicycle Club is not dead, but "still lives," to quote the words of an eminent statesman. The regular annual meeting was held on the 19th inst. at the Academy of Music, and three new members admitted, officers elected, and much miscellaneous business transacted. The new officers are as follows: President and captain, Chas. Vail; secretary and treasurer, Wm. W. Burt; senior sub captain Herbert E. Hardin. .... The unprecedented bad weather since the 1st of last October has prevented any road riding, and has made it a dull winter for wheelmen. We have had the Academy very often, however, and now consider ourselves fairly proficient in hall riding; but we long for more exciting sport, and every pleasant day sees some of us experimenting with the different kinds of sidewalks. One of the new members recently astonished the Board of Trade by his skill in circling around the building. Their astonishment was complete when he attempted to cross the gutter without the assistance of the culvert. It is unnecessary to add that this was a failure, and he arose a sadder, madder, and decidedly muddier man.... We are in favor of Chicago for the next Meet of the L. A W., to a man, and nothing would please us better than to attend it in a body. We fully indorse "Eseirfaw" and "A. S. H.," and do not doubt that all Western wheelmen will do the same. There are few more attractive cities in the Union than Chicago, and her parks and boulevards are a very paradise for wheelmen. The hotel accommodations are unsurpassed, and if the Chicago wheelmen themselves really want the Meet, they can make it a success. The centre of population is already slightly west of Chicago, if the writer is not mistaken, which is evidence where the wheelmen of the future are to come from. However, the majority rules, and the Western members of the L. A. W. will be content to wait "for the good time coming," and if they can't get the Meet this year, will patiently wait for some other year. In closing, I will say that I am confident a League Meet in Chicago would be of great assistance in building up a club here, and no doubt in other cities similarly situated. The Chicago papers are largely read here, and a favorable report of a Meet in Chicago would attract much attention to bicycling throughout the great Northwest. We feel that we need some such assistance more than the East, where the spot is already well established and recognized. With best wishes for the continued success of the WORLD,

HARRY G. ROUSE.

PEORIA, ILL., 20 February, 1882.

Time and Place.

CHICAGO *v.* WASHINGTON.

Editor Bicycling World: — For six weeks and more I have been trying to find time to formulate some of my ideas concerning the League Meet; and now, on this one hundred and fiftieth birthday of Washington, which ought to be kept sacred to patriotic meditation, I desperately clutch my pen and begin.

Three days in advance of last May's parade, the BICYCLE WORLD said, with a facetiousness which was only too truly prophetic, that "the marine bicycle will be present, and will float in the perspiration along the line of the procession." Yet not one of the many writers who have since advocated this or that "place" for the Meet has said a word concerning this vital question of "time." Your excellent editorial of 10 February was absolutely the first printed utterance which so much as hinted at the fact that there is an essential difference in latitude between Washington and Chicago. Every one knows, however, that while the last week of May will presumably be scorchingly hot in the former city, it is likely enough to be comfortably cool in the latter; and that while a March parade alongside the Potomac might prove in every way delightful as regards atmospheric surroundings, a March parade alongside Lake Michigan might require the cutting of roads through snow-drifts, and the wearing of fur-lined ulsters. "Weather" is of course a recognized type and synonym of "uncertainty"; but though Chicago may some time chance to have balmy days in February and blazing hot ones in May, though Washington may chance to have cool days in June and freezingly cold ones in March, the law of probability none the less ordains that bicyclers ought not to be invited to meet at the former city in the winter, or at the latter city in the summer.

Nevertheless, so heedless are we all of the most fundamental facts, when they chance not to lie under our very noses, that if the choice of locality for the Meet of 30 May, 1881, had been left to me, I should have named Washington; though it now seems perfectly clear to me that unless the wheelmen wish to parade in the simple costume of nature, they ought not to think of assembling in such a possibly torrid zone on any such summery and simmery date. For all purposes of spectacular display and open-air pageantry, the national capital is incomparably the finest city on the continent; and it exasperates me to think that a thousand wheelmen are not there with me this very afternoon, proudly circling in the winter sunshine, and working time with their pedals to the music of the third annual parade. I hereby earnestly recommend Washington and Washington's one hundred and fifty-first birthday as the place and time for the League Meet of 1883.

I disagree with the WORLD in thinking the terrific heat of last May's parade as really "exceptional" for that time of year in the region of New York and New England, for I remember more than one Decoration Day which was just about as hot. Newport is the only city in this latitude where coolness can be counted on at the opening of summer; and I presume the captain of the New York Bicycle Club chose it for that reason as the place for inviting the older clubs to form the acquaintance of his own in May, 1880. Anyhow, his choice seems to me to have been the wisest possible; and if the wheelmen of the Northern Atlantic States (who, practically, were the only participants in the Meets of 1880 and 1881) were required to choose a single city in which to parade year after year, just as the British bicyclers annually meet at Hampton Court, I should say that Newport stood pre-eminent in its attractiveness. It is an admirable place for the jaded city wheelman to betake himself to for a brief "outing" in the summer time; it is more easily, cheaply, and comfortably accessible for the persons and purposes named than any other place and its hotel managers might be readily persuaded to give entire satisfaction for such a fixed annual event just at the opening of their regular season.

I agree entirely with the WORLD that "the rule fixing the date should be revised so that each annual meeting shall hereafter provide the time and place for its successor. This would draw out a fuller and fairer expression of preference, would enable the officers to better and more considerately arrange the details, and would give the local wheelmen ample time to suitably prepare for the reception and entertainment of their guests." Assuming, however, that the Meet of 1882 must be held on 30 May, I urge Chicago as the proper place for holding it. I want to see the L. A. W. do something to justify its second initial, — something that shall give a fatal header and final quiet us to such misguided brethren as are tempted to set up a "Northwestern League," or other opposition concern, and thereby belittle the whole business. I favor the notion of county, State, or sectional associations, in subordination to the national one, with their special parades, meets, runs, tours, dinners, or what not, at such times and places as may be most agreeable (thus, if the Northern Atlantic States wheelmen will organize for the sake of a regular annual taste of the Newport breezes, they may count on the pleasure of seeing my white flannel coat-tails flutter in the tail of their procession every time); but I deprecate most sincerely the scattering of resources, the weakening of authority, the diminution of influence that must result from the setting up of a rival shop. This misfortune will surely occur, however, unless something is done as well as said to prove the good faith of the Eastern clubs in calling their League an "American" institution, — so broadly American as to include all the wheelmen of the Continent.

Chicago may not be the geographical centre of the bicycling population of this contry, but I verily believe that it has "the makings" of a bigger and better parade in 1882 than any other city which *is* approximately the centre. Perhaps fewer men would go West from the Eastern clubs than have come or than would come East from the Western clubs; but what of it? The local turnout will be much more complete proportionally in the West than at the East; and if the Eastern men don't do their duty by the show, so much the worse for them. The League will at all events have done its duty, and have gained for itself the assurance of an undisputed and permanent authority.

Heaven forbid that I, as a thoroughbred son of Massachusetts, should ever have the appearance of regarding with anything else than a cynical smile of assured superiority the "push" and enthusiasm of the ge-reat and ge-rowing West. But I like to see justice done, always and everywhere; I desire to have

the cause of bicycling take a long stride forward in 1882, as a genuine American "institution"; and I want to allow these untamed brethren of the Occidental prairies a fair field in which to compare their executive ability with that of the cultured youth of Bosting as displayed in May, 1881. The latter certainly did well then, in spite of their bragging; but I greatly err in my estimate of the character of the average Chicago lumberman and pork-packer, if, given the chance in 1882, they fail to beat the men of Bosting at their own game, — not only in bragging, but in doing well.

Let me, therefore, in closing, cry aloud with such force as I may, and ask the attention of the club men of Chicago, or those of Washington, or those of Philadelphia (or indeed those of New York, if so be there exist on this island any club men possessing the hardihood to recommend holding the Annual Meet on these shores, as yet unpurged from the memories of last October's "annual League races"), — let me, I repeat, ask the club men of every city ambitious for League pomps and pagents to catch a strong hold on the following practical consideration: Go to the railroad and steamboat managers of your city, and get them to write down in black and white the exact terms they will offer for the transportation of wheels and wheelmen from the chief points of departure. Ask them, if possible, to make those terms not only for this year, but for next; representing to them that the choice of the locality for the League parade of 1882, which will be made in March, and the choice for 1883, which may be made in May, will very possibly be decided in favor of the city making the most liberal offers in regard to transportation.

Here, then, ye Westerners, is your opportunity. If Chicago enterprise has not been greatly belied, you can, as it were in the twinkling of an eye, persuade the regular railroad agents to outscalp your most reckless ticket scalpers, whose exploits in "cutting rates" have become proverbial. Deal not in generalities, but pin the transportation men down to exact details as to their facilities for giving safe and cheap carriage for bicycles and the owners thereof. Treat the hotel keepers in similarly formal fashion. Then rush with your facts and pledges to the League officers who are to decide the choice next month, and victory shall be yours!

I have more advice to give on this subject; but I have already given enough to use up my holiday, and I must stop. The wisdom of my words may be open to question, but in respect to truth and squareness they are worthy of G. W.'s natal day, and most famous square.

KOL KRON.

WASHINGTON SQUARE, N. Y., 22 February, 1882.

Keokuk.

Editor Bicycling World: — We have a club here of thirty members, but as yet only about twenty of them ride. We have been using a hall for riding during the winter; but now the roads are so good and the weather so pleasant that we have given up the hall and ride on the roads altogether. Some of our members do some very fine fancy riding, and I think we can safely claim, as a club, to do as good fancy riding as any club in the country. The officers of our club are as follows: H. M. Lourie, president; John Hartel, captain; George Lourie, sub-captain; D. R. Craig, secretary; and H. E. Fuller, treasurer.

D. R. CRAIG,
Sec. Keokuk Bicycle Club.

KEOKUK, IOWA. 12 February, 1882.

Chicago.

Editor Bicycling World: — The Chicago Bicycle Club held its regular monthly meeting at headquarters Tuesday eve, with President Whitmarsh in the chair. The snbject of the location for the next League Meet was discussed at considerable length. The preponderance of opinion was that some Western city must have it this year, and that Chicago is not only the most centrally located of all Western cities, but is possessed of superior hotel and hall accommodations, and the finest streets and boulevards in the West. Adding to these the fact that all the Western wheelmen are anxious to come here, makes us quite hopeful for Chicago's chances, and we congratulate ourselves accordingly. Capt. Hathaway, Sec. Hibbard, and Mr. Friese of Milwaukee will be here Saturday eve, when we will meet them and take some formal action to urge our claims before the board of directors of the League..... A long and short distance club championship was instituted, to be run for every alternate month, one mile short distance, and twenty-five miles long distance. The first race (one mile) will be run Saturday, 4 March. The member winning most times at the end of the season to be owner of the medals, which will be very handsome affairs. We have a very fine six-lap track in the Exposition building, and expect some of the boys to make good time..... After the meeting we had a competitive trial of all the different makes of hub lamps, which was very interesting and instructive. All the best English makes were represented, besides the ordinary American affairs. Hillman, Herbert & Cooper's "Inextinguishable," which is suspended on coil springs, showed itself proof against shaking out, and gave a very good light. The "Light of the Road" gave a very fine light, and its unique method of attachment to the axle was much liked. The "King of the Road" was still better, being the best made lamp which was shown. It gave a good light, but was shaken out. Undoubtedly the "belle of the ball" was Capt. Miller's new invention, which was then showed for the first time. It gave a very powerful light, making small objects perfectly visible in a darkened room one hundred and fifty feet from the light; but the best thing was the way in which it would destroy the shadow of the tire. The form of the reflector is such that the rays of light cross just at the felloe, thus entirely destroying all semblance of a shadow. This, as all wheelmen know, is of immense importance. We are not aware that Mr. Miller is to do anything at present towards putting his lamp on the market, but think it will be a misfortune to all night riders if he does n't. SIXTY.

CHICAGO, 18 February, 1882.

Montreal.

Editor Bicycling World: — I send you herewith a brief report of the doings of the Montreal Bicycle Club during the season of 1881. We had sixty-four meets between 15 April and 26 December, inclusive, with a total attendance of 419, — 33 different men, — the largest muster 18 and smallest 2. The total mileage covered by the club was 868; aggregate of the above 33 members, 4,683; longest ride 50 miles, shortest 2. The score of those who covered most miles follows: H. S. Tibbs, 622, winning the prize offered at the beginning of the season; J. D. Miller, 561; J. Trotter, 419; C. J. Sidey, 415; A. T. Lane, 274; S. M. Smith, 257½. The gentlemen are six out of the seven officers forming the committee, which speaks well for them, and also for the sagacity the members displayed in their selection.

The private member who covered most ground was C. A. Whitham, who rolled up 202 miles with the club. There were 68 morning practices on the club grounds, commencing 25 April, and ending 29 September, attended by 37 members; aggregating a muster roll of 536. Largest 17; smallest 1.

A prize was also awarded for frequency and punctuality of attendance at the above, won by J. D. Miller, who turned out 50 times, late only 7. H. S. Tibbs was present on 53 occasions; late, however, 20 times. A. T. Lane came next, with a score of 37, less 8 "lates." C. J. Sidey fourth, being present 28 times, never late.

N. B. — Four officers to the front again. Angus Grant headed the list of private members with an attendance of 25, late only 3 times.

The racing events under our auspices consisted of — One handicap road-race to Lachine and back, on 25 June; five competitions for the club mile championship belt; and our annual races, 21 September (omitted from your chronological list of events, although by far the most important race meeting in Canada, the one and two mile championships being there decided), — all of which have been fully reported in your columns.

Among the other pleasant features of the season were the visit of a delegation to the League Meet, at Boston; and "morning calls," received from Mr. Greata of Louisville, Mr. Winter of Newcastle, England (not Llewellyn Winter, Hyperion Bicycle Club), Messrs. Bayly and Carruthers of Kingston, J. G. Hay of Woodstock, Moodie of Hamilton, and W. Noble Campbell of Quebec.

I hear that some modulations of the club uniform are proposed; the venerable though unsightly cap which has been good enough for us since 1878 is likely to be dethroned by something "smarter" in appearance. The die of public opinion will, I think, be cast in favor of something similar to the Bostons' neat head-gear, with "Havelocks" for the hot weather; the coats and breeches will be braided *à la militaire*, and the officers' badge will consist of a silver crown on each corner of the standing collar; the captain's being gold, as well as his club badge, whistle, and chain. The white shoes will also probably be abandoned in favor of blue canvas This is, however, premature, as to change the uniform requires a special meeting; which the committee have decided to call for 2 March, to decide this question, and to alter the date of the annual meeting, as it comes so late this year (14 April), that probably our riding season will open before the new officers are elected. We intend to utilize our gymnasium hall on off nights (*i. e.*, Wednesday and Friday), as a riding school for the benefit of beginners; commencing with March and continuing until the roads are fit.

Last week we had spring-like weather, and the roads in town were almost bare of snow and ice. On Monday night, however, it began to snow, and has not left off since; we have had more of it this week than all the rest of the winter. .... If it is not too soon to talk about the League Meet for 1883, I should like to put in the claim of Montreal, one of the first places, if not the first on this continent to set the wheel rolling; and whose club is the oldest in Canada and third in America .... We were favored with a visit from Mr. Herbert E. Judge, the other day, the secretary and treasurer of the Quebec Bicycle Club, who reports favorably on their roads, and on club prospects for 1882. He thinks the Quebec Bicycle Club will join the League in a body this spring. I heard from Halifax last week, and I believe that the Toronto, London, Hamilton, Brantford, Ottawa, Kingston, and St. John (N. B.) Clubs will all be pretty active this season..... I take this opportunity of barking a Happy New Year to wheelmen in general. The club photograph is nearly ready, and I come out strong in it.

Yours caninely,
THE CLUB DAWG.

MONTREAL, 22 February, 1882.

The Rubber Tire.

Editor Bicycling World: — Referring to your issue of the BICYCLING WORLD, 17 February, I notice you state that "Round rubber tire for bicycles was invented in 1859," etc. C. K. Bradford, an American, has the credit of making the first American contribution to the bicycle, — the rubber tire, — in November, 1868. Not wishing to share any credit in the matter, I will say that I designed a wheel for a two-wheeled velocipede in 1867, composed mainly of gas-pipe, — that is, the spokes were of gas pipe and the rim a half-section of gas pipe and a ring of round rubber to fit. The shape of the rubber, however, was a mere consequence of the shape of the rim. DEK.

SMITHVILLE, N. J., 20 February, 1882.

Cheap Machines.

MANY would-be bicyclers run away with the idea that machines will eventually descend in price as low as twenty-five or thirty dollars; and a common question is, "Well, are bicycles any cheaper nowadays?" In England machines are sold as low as £4 10s. to £5, and the manufacturers say they are good machines; but it is a well-known fact in the mercantile world that goods which will bring £20 will not be manufactured and sold for £5. As bicycles have been made in England for the last ten or twelve years, and there is an immense competition in all grades, besides being no restrictions in the way of patents, surely prices have attained a dead level, and we can safely take them as a guide. On looking Sturmey over, I find the first-class machines run from £25 to £16; medium grade, £15 to £10; and cheaper machines at from £9 to £4 10s. Hence, as our productions in the iron and steel line run higher in cost than those of England with her cheap labor, we can very safely take these prices as a guide to minimum valuation of American machines according to class and finish, viz.: —

High class or fancy,	$100 to $125
First "	80 to 100
Medium "	50 to 80
Cheap "	25 to 50

It is probable that these will be about the ruling rates in time to come, and it will be seen that prices are evidently not intending to tumble as some calculate: hence I would advise all to "go it while they're young." In regard to the difference between good and poor machines, it is much greater than is apparent at first sight: a good machine will run easy and continue to do so, will prove trustworthy and be a comfort to the rider; and when he gets tired of it he can dispose of his old horse at a fair discount, and buy the latest mount with the addition of a little spare pocket money. The miserable being who is tempted by the cheap machine is jubilant at first over his bargain, and scoffs at his extravagant neighbors; but before long "a change comes o'er the spirit of his dream," and he is thoughtful. Soon he takes his machine to be repaired, and the repairer charges him double for the job, because "it is more difficult to do than if he had something to nail to." Finally our m. b. sells out at an astonishing discount, and waits till he can afford to buy a decent machine; or, disgusted with the business, gives it up forever. Bicycling is grand sport, but when a machine breaks down forty or fifty miles from home, the rider is apt to feel rather "utter"; and this is almost an invariable result eventually, with cheap wheels, as well as occasionally with good ones. Considering the satisfaction of their conduct during use, and the price for which they sell second-hand; good machines are the best investment every time; and it is becoming a recognized fact among riders who desire to have the best and keep up with the style, that it is a very good plan to sell out every year and get a new machine of the latest pattern. PRACTICAL.

BOSTON, 9 January, 1882.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is $1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, *and notify the corresponding secretary if any error is made.*

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD *of 2 October, and may be obtained by sending 10c. to the office of the* WORLD. *It is very important that every member should be familiar with these rules.*

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of $2.00 for solid silver, or $1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

UNATTACHED. — W. H. Harrison, J. W. Eberman, of Sandy Lake, Pa.; Chas. S. Smart, Stuart, Guthrie Co., Iowa; W. West Randall, 1735 Chestnut street, Philadelphia, Pa.; S. H. Shriver, 74 N. Fulton street, Baltimore, Md.; Chas. R. Super, 338 Laurale street, Baltimore, Md.

MISSOURI BI. CLUB. — Additional: J. G. Knowlton, Wyman's Institute, Upper Alton, Ill.; E. Floyd Jones, 407 Chestnut street, St Louis, Mo.

A Catechism.

[A correspondent asks, and we modestly venture to answer these questions. — EDITOR.]

WHY has there been no standard American light roadster placed on the market?

We give it up.

Why have our racing men been forced to import their speeding wheels in this land of light vehicles?

We surrender that also.

Why are American ladies more sensitive to the conspicuousness of tricycling than their English cousins?

Are they? Does not the backwardness about tricycling forwardness lie in the fact that the tricycle costs about $175 in this country, and that men hesitate to invest so large a sum in a machine even for their own use, and much more for their lady friends? Furnish America with a good tricycle at $80 or $100, which is as much as it ought to cost, and they would soon be half as plenty as bicycles. It's the price — not the diffidence.

Why do rural New England clubs persist in calling a flapping flannel shirt and ill-fitting knee-pants a uniform?

Do they?

Why is it that every discriminating American bicycler is a free-trader?

On general principles, because he is sensible; but particularly and patriotically, because he would like to have American manufacturers sell good American machines as cheaply as the same quality of English ones are bought in Great Britain, which, if the tariff was removed, the former would be obliged to do.

Why has the indispensable lantern-holder sunk into oblivion?

Ask us an easier one.

Why does the great Metropolis of America appoint such petty, quarrelsome men, whose meetings are the laughing-stock of the newspapers, for her park commissioners?

Because it is not fully capable of self-government, but is egged on by men of the John Kelly sort.

Why don't the Pope Manufacturing Company get out a ball pedal and put it on the market at a reasonable price?

Put it to 'em direct.

Why are Bayliss, Thomas & Co.'s single ball bearings so roughly made and put together?

Put *that* to *them*.

Why does Sturmey increase the size of his rear wheel for rough roading, and Fairfield reduce it?

Write to Sturmey first, and while your letter is steaming over, question Fairfield about it.

Why does n't somebody invent an attachment to bicycle tires that will render riding on ice less hazardous than tickling a mule's hind leg?

We never tickled a mule's hind leg, so do not feel competent to explain this point.

Why must sociable tricycles have *two* seats instead of one, not too broad, but ——?

We suspect our querist, who is a young man, has been recently "sitting up" with somebody and made one chair answer all requirements. We decline to entertain this question.

Why 'as 'Arry Hetherington given hus blarsted Hamericans the himpression that 'e could allow Cortis, ye know, 'arf a mile in ten, hif 'e honly let 'imself hout?

A combination of British brag and professional pretension.

Why should a bicycler expect to be saluted by every strange wheelman he chances to meet on the road?

Because politeness and courtesy are among the most available and inexpensive amenities of civilization, and which we could ill afford to dispense with, even from dogs, — and still less from gentlemen, albeit, mayhap, strangers.

Why does every participant in the "Wheel around the Hub" feel that any attempt at its repetition nowadays would fall far short of its unalloyed enjoyment?

It will be "funny when they feel that way," but we are of the opinion they don't.

Why do so few of them realize that their pleasure in that famous excursion resulted from the thought and energy of a non-rider, — the art manager of *Scribner's Monthly*?

We pass.

Why are dealers allowed to quote from "reading ads.," as if the laudatory paragraphs were from the editorial pen instead of their own advertising agent?

We beg.

Why do not the amateur wheelmen of New York realize that *avowed professionals* are not to be trusted, nor to be desired, as managers of the social events of genteel society?

Why, indeed? Alas! we can only conjecture that lacking the necessary *vim* to project wheel enterprises themselves, they thoughtlessly and eagerly follow any other man's move — as in Keen's 5c-miel race and Revell's great Terpsichorean feat.

Why is the League champion allowed to ride against a professional rider, without the sanction of the racing committee?

He was n't and did n't. See *our* report.

Why don't our Western brothers ride a little faster in their 50-mile races?

Possibly their lacks may be accounted accounted for by short tracks.

Why does n't Brother Burbank give the literary wheel world enjoyment in the shape of a monthly, conducted as he knows how to conduct a wheel publication?

Because there would be so much money in it, and none would come out of it. That 's easy.

Why are bicyclers, especially this inquisitive writer, so garrulous?

GIVE IT UP.

Bicycling World Primer.

WHAT is this young man who rides by every day in the year? Is he a paper carrier? No! He is a monomaniac from the country. What does he do it for? To invite death. Somebody will kill him with a club, and then the president with the big voice will applaud.

Who is the president with the big voice? He is a very nice young man who sings. Will he always use his voice to sing with? No! In a few years the city government will take it for a fog horn to use at Mare Island.

Is this a telegraph pole? Oh, no. This is only Electric Joe. What does he do? He is editor, lawyer, and athlete. What is that book he has under his arm? That is "Roget's Thesaurus." What does he use the book for? He finds words in it that no one else ever heard of. Does he use them to paralyze the jury? No; he puts them in his editorials to crush his friends. Is he a good young man? No; he cannot be a good young man, — he comes from South Boston.

Is this young man a ladies' man? Yes; he is called "Louie the masher." What is he following these ladies for? In order to "catch on." Will he go home with them? No; he will pay for the supper, and then they will "shake" him. In summer, does he always ride ahead? Oh, no; he only rides there while the others are resting.

Did this handsome man get on his machine himself? Oh, no; he had two men to help him on. Does he think he can ride? No; he only pretends to in order to sell machines. Will he make a great deal of money? Yes; if advertising will do it. Is he a good man? Oh, no; he cannot be a good man, for he is superintendent of a Sunday school. Where is he going now? He is going to take a drink on the quiet with Tongue-tongue Charley. Will he pay for it? Oh, no, indeed; they will neither of them pay for it: they will give the bar-tender a "stand-off."

Is Tongue-tongue Charley a nice man? Yes; he is a thorough-bred, and very "fly." How does he live? On his salary as president of the L. A. W. What is the L. A. W.? It is an association of men who know all about parliamentary law and politics, who meet together every year to fight about the place they will meet together at the next year. Does the association do anything else than this? Not so far as heard from. Will it do to say anything against the L. A. W.? Oh, no; if you do, the man with the religious name from Cambridge will throw one of his badges at you, and that will kill you, sure. Is the badge so very large? Oh, yes; it is the whole continent of North America, and one or two other countries besides.

Is this man who is reading an editor? No; he is a "mechanic" from Providence. What does he do? He goes to club dinners and writes verses. Are his verses good? Oh, no, indeed; he tries to make goat rhyme with Milwaukee. What is his business? He makes pontoon bridges. Where does he get his material? He uses his old overshoes.

What is this fat man going to do? He is going to give his friends points on stocks. Will his friends make money? Certainly not; but he will. What does he do with his money? He "sets 'em up." Does he ever get full? Not *too* full, for he can hold a great deal. What was he doing in the back yard? He was cleaning carpets with his new patent. Will he make money with this? Yes, if he sells out quick.

Is this a red buffalo robe coming? No; this is "Handsome Ernest." What does he do for a living? He stops clocks by looking at them. Does any one besides himself think he is handsome? Yes; his friend Austin thinks so. Is Austin from Texas? No; but he has gone there with Brewster's scarf. Was Brewster mad? You bet. It was worth one hundred and twenty-five cents.

THE WORLD'S "DEVIL."

Best American Half-Mile Recor d

A SHORT time since, Mr. A. G. Powell, of Philadelphia, Pa., sent us his record for 1881, which included time for half a mile much better than any American record. We sent for proof of the record, which he has furnished us as follows: —

To all whom it may concern:

This certifies that Abram G. Powell, of Philadelphia, Pa., made a record on the 29th day of September, 1881, of one minute twenty-four and three quarters seconds for half-mile heat on bicycle, on the track of the Oxford Agricultural Society (member of National Trotting Association); and our track is exactly eight feet in excess of one half mile. By order of

H H. DUYCKINCK,
S. R. DICKEY,
JOHN A. WALLACE,
Judges.

Attest: THEO. K. STUBBS, *Secretary and Clerk of Course.*

This is the best American record. In England, Cooper, professional, has a record of 1.24½, and Cortis, amateur, 1.24. The best American record heretofore is that of J. C. Sharp, jr., 1.27½.

Boston Club Notions.

BY A HUB BUB.

IT is rumored that Lew Frye is in frequent practice at the Institute Building rink, and has covered the mile more than once or twice inside of three minutes.... The Boston Club men have been rolling up such a record for eloquence that "Shilly" says if they could only ride as well as they can chin, they 'd beat Puck in a race around the earth. But they don't talk much about themselves, "Shilly."..... The "tony" tourists of the Massachusetts will have to look to their laurels this year, for second lieutenant Billy will command several of the Boston runs during the season..... The Brooklyn (N. Y.) Bicycle Club will dance with delight when they learn that their comrade W. T. Wintringham has fallen in such good hands as the Boston Club, of which he has become a member..... Capt. Shillaber anticipates a brisk boom in acid phosphate the coming season, and expects to get some good records out of his command through its liberal use. Wheelmen visiting Boston will live longer and more happily by calling at 53 Union Park during their stay..... The boys are "pooling their issues."..... How the crowds will gather in front of the Massachusetts Club headquarters when the quartet begins to rehearse! Now I understand why the late captain changed his bass. .... The versatile 'Arry's new venture is in the operatic line, and his friends must n't forget to bring bouquets on the "first night."

Mount!

MOUNT, bicycle fair!
Every spoke you twinkle
From the face of care
Charms away a wrinkle.
Health's electric flame
None so surely feels
As he through whose frame
It shoots from pedal wheels.

Franklin did, they say,
Tame the lightning's pinions,
And drew down one day
Fire from clould dominions;
So new poets sit
On bic.cles bright'ning,
From the heaven of wit
Borrowing its lightning.

J. S. D.

THERE were about two hundred and fifty people in the Institute Fair Building on the afternoon of Washington's Birthday, and John S. Prince, the professional bicycler, ran five miles against time, scoring the miles as follows: 3 19½, 3 19½, 3.17½, 3.14⅝, 3.05½; total, 16 16½. Although this is lower than the five miles made by Keen in the ten-mile race of 14 January, which was 16 39½, it does not affect that record, not being an official race or time. After this exhibition, a handicap scrub race was made between H. D. Corey, of Boston, scratch, A. D. Chaflin, of Newton, 150 yards; and G C. Coleman, of East Boston, 200 yards, for 5 miles. This was won by Corey in 17.53⅜, with Coleman second; Claflin, who was maintaining his full 150 yards lead until the end of the third lap of the third mile, being thrown from his machine and disabled by colliding with somebody who attempted to cross the track. There were no prizes.

AT the games of third annual meeting of the Manhattan Athletic Club, Thursday evening, in New York, the one-mile handicap bicycle race was won by L. Stearns, of New York City, from scratch, in 4m. 50s. E. C. Hunt, of New York, at 100 yards, second.

CURRENTE CALAMO

WE have n't heard from "Steno" since Christmas.

"OUR LITTLE ONES" and the "Wheelman's Year Book" are received, and will be noticed next week.

THE Bay State Wheel Club is contemplating one or two "two-weeks" excursions the coming season.

BY a typographical error, we were recently made to state that the round rubber tire was invented in 1859. The patent is dated 1869.

ATKINSON & GILBERT'S summer "Casino," in the Institute Fair Building, will embrace bicycling among its attractions, to be under the direction of John S. Prince.

MR. W. D. WILMOT, the "snow man," will succeed Mr. Atkins as instructor of the Pope Manufacturing Company's customers, the latter gentleman assuming the position of salesman in the same establishment.

THE Pope Manufacturing Company's March catalogue has on its title-page a very neat representation of "Handy Andy," on his bicycle and in a Massachusetts Club uniform, gracefully lifting his cap to a lady friend.

THE new pedal slipper, invented by Joseph Murray, may be seen at the Cunningham Company's salesrooms. It is a very neat affair, easily adjusted or detached, and is small and light enough to be put in the tool bag or coat pocket when not in use.

MALDEN has an ordinance prohibiting the riding of bicycles on the sidewalks of that city; but as Malden's streets are unsurpassed for excellence of road-bed, and are so well attended to by the authorities, none but "baby" riders need desire to wheel on the sidewalks.

THE *Bicycling Times* has "slopped over" again. Too much beer. After complacently quoting our notice of the hitherto unsurpassed riding of Harry Tufts, of the Columbia Bicycle Club, of Attleboro', which, with true British humility, it assumes to be one "W. H. Tufts, formerly captain of the Westburne Bicycle Club," it exclaims, enthusiastically, "Bravo, Tufts!" Ha! ha! ha! Dear *Times*, our Harry is a Boston Chauncy School boy, yet in his teens, and only learned to ride the wheel last year.

INTERESTING communications from Carl, Telzah, Demi, E., A. T. Wheeler, Darkness, The Man with One Crank, Stall, and several others, were received too late for publication this week. Our thanks are due Messrs. Fairfield & Taylor for Chicago papers received.

L. A. W. Corresponding Secretary Kingman N. Putnam organized, in New York, Monday, 20 February, a sub-league, with Miss Margaret Willis Vail. As soon as the league was organized the Vail was removed; and Mr. Putnam (who is president, of course) saluted the commander. (?) This league is in no way intended to conflict with the National L A. W.

THE new and spacious quarters of the Albany Bicycle Club, in the remodelled Dutch church on Beaver street, were formally opened recently. There was a numerous attendance of spectators, including a number of ladies, who watched with never-flagging interest the almost grotesque but always graceful evolutions of the riders. Some dozen or fifteen members were present, and several of

them exhibited a number of tricks, notably the balancing and standing mount, which were heartily applauded. The club have a number of graceful and accomplished wheelmen and many excellent machines, including the British Challenge, Harvard, Eclipse, and Columbia patterns. The new quarters are admirably suited to the purpose, and a revival of interest of the manly, invigorating, and healthful pastime is assured. The hall will be open daily, and several good machines will be at the disposal of beginners. — *Albany Argus.*

THE wheelmen of Louisville are determined to have a first-class racing track, and to this end a stock company will be organized shortly, with ample capital to carry the thing through. This is the best move ever made in bicycle circles in this city, and if carried out as now proposed, will make Louisville *the* bicycle town of the West. There is no lack of good racing material here; the boys are always ready to go into a race; the public are fond of this sort of sport, and will patronize it liberally. There is every reason to believe that a track in a good locality would pay for itself in one season. The Masons, who last year laid a temporary track at a cost of about $200, and who propose doing the same this year, would undoubtedly be willing to contribute that amount, or more, for a permanent one, provided it was laid where they could use it in their June celebrations. The street-car company whose line will reach the track would also extend some aid to the enterprise, and outside parties have already offered to take stock. All that is needed to make the thing a success is for the boys to take hold of it in their usual energetic manner, and before many months we will have the best and fastest quarter-mile bicycle track in the country. — *Louisville Commercial.*

Boston Amusement Record.

BOSTON THEATRE. — Ideal Opera Company.....BOSTON MUSEUM. — "Butterfly Fever," and "Napoleon's Old Guard."....GAIETY THEATRE. — Willie Edouin's Sparks in "Dreams".....GLOBE THEATRE. — "Pirates of Penzance." Next week, "A Celebrated Case".....HOWARD ATHENÆUM. — "Stevens' Australian Circus.....PARK THEATRE. — Mr. and Mrs. McKee Rankin. Next week, Rose Eytinge.....WINDSOR THEATRE. — "A Celebrated Case."

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

"50-IN. FULL NICKELLED ROYAL Challenge," with Stanton's log, extra Arab cradle spring, and M. I. P. bag — all for $100, cost $155. Will guarantee perfect. H. N. KITCHELL, 345 Race street, Cincinnati, O.

SEND for price list of slightly soiled and second-hand Bicycles. Prices low, to promptly close out stock. Going out of the business. Columbia Bicycle Agency, Pittsburg, Pa.

FOR SALE. — A 46-inch Ball-Bearing Standard Columbia Bicycle, run but one season and in good order. Price, $65.00. Address, Box 530, Malden, Mass.

A GOOD CHANCE

TO BUY

Three First-Class Bicycles.

No. 1. 58-inch Harvard, enamelled spokes and rims, gold stripe on rims, nickel forks, backbone and head. Ball bearings to both wheels, gun-metal hubs. Rat-trap pedals, direct spokes. One of the best Harvards ever imported. This machine has been ridden but three times, and has not roaded over 100 miles.

PRICE.....$120 00.

No. 2. 54-inch Matchless, all nickelled. Hancock's non-slipping tires; in perfect condition. Ball bearings to both wheels. Has not roaded over 300 miles. Those who have tried this easy-riding make of machine wil appreciate this bargain.

PRICE.....$117.50.

No. 3. 54-inch Round Fork Stanley. Ball bearings to both wheels; nickeiled and painted; quite light. A good and strong machine. Has been run one season.

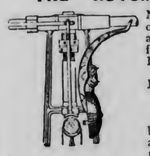
PRICE.....$100.00.

Nos. 2 and 3 can be seen at the Boston Bicycle Club House, 53 Union Park, Boston.

No. 1 can be seen at C. R. Percival's, 1291 Washington Street, Boston. These machines are all bargains, and will be guaranteed.

Address all inquiries to H. K., *Bicycling World* office, 8 Pemberton Square, Boston, Mass.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

MISCELLANEOUS.

4-line Addresses in this department, $6 per year.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $3.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.



THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

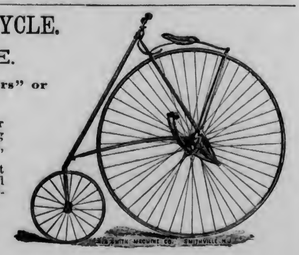
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO., Smithville, Burlington Co., N. J.



The "Indispensable"

BICYCLIST'S HAND-BOOK for 1881

IS NOW READY! 300 pages. 150 Illustrations.

THE INDISPENSABLE

Gives full particulars of all the latest **Novelties in Bicycle construction.**
Gives minute constructional details of **every Machine in the market.**
Contains the only complete **Directory of Manufacturers.**
Has been thoroughly revised up to date, with **Copious Addenda of Latest Introductions.**
Is the only reliable book published on the Bicycle, and **Should be read by every Rider.**
Should be read by every one who **intends purchasing a new Machine.**
Is **INDISPENSABLE TO EVERY ONE.**

The "Indispensable," by HENRY STURMEY, Capt. Coventry B. C., C. C. B. T. C., Author of "The Tricyclists' Indispensable Annual," and "The Complete Guide to Bicycling," and editor of "Wheel World" and "The Cyclist." Price 50 cents, including postage. Orders taken at this office.

E. C. HODGES & CO.,
40 Water St., Boston, Mass.

NOW READY

THE THIRD ANNUAL XTRA

Xmas Numher of the 'Cyclist.

EDITED BY

HENRY STURMEY.

WHICH CONTAINS

64 PAGES OF CLOSELY PRINTED MATTER,

And over **80 ORIGINAL ILLUSTRATIONS,** many of them of large size, the whole encased in a handsome illuminated cover. The advertisements are printed artistically in two colors, and contain the first announcements by all the leading makers of

Novelties for the Coming Season.

Price One Shilling (post-free 30 cents).

Iliffe & Son, The 'Cyclist Office, Coventry, England

WHEELMAN'S ANNUAL FOR 1882.

THE BEST GOT UP
AND MOST INTERESTING ANNUAL
EVER PUBLISHED IS

The 'Cyclist and Wheel World Annual,

Edited by C. W. NAIRN and HENRY STURMEY.

IT CONTAINS

Diary for 1882. Road Routes of the United Kingdom Analysis of Roads. Description of the Principal **English Racing Tracks.** Record of English Racing in 1881. The History of the Monocycle, by Henry Sturmey (Illustrated). Articles by all the best writers. **The Complete Bibliography of Cycling,** by H. Blackwell, Jr. **The Clubs of the World and their Badges.** Résumé of past season, etc., etc.

Nearly 300 pages. 500 illustrations. PRICE, ONE SHILLING. Sent post-free to U. S. A. for 30 cents, remitted by money order to

ILIFFE & SON,
The 'Cyclist Office - - COVENTRY, ENG.

GOY, The Athletic Outfitter,

21 Leadenhall Street, 22 Leadenhall Street, 54 Lime Street, } LONDON, ENGLAND.

Any make of English Bicycle or Tricycle can be purchased of Goy at a very liberal discount off makers price-lists.

Club Uniforms, and every requisite for Camping Out, Yachting, Gymnastics, Football, Swimming, Running, Walking, Bicycling, Tricycling, Cricket, Lawn Tennis, Lacrosse, Boating, Canoeing, Rinking, Skating, Boxing, Fencing, and all Athletic Sports. Also, Billiard and Bagatelle Tables, Lathes and Fret Saws, Home Trainers, Boats and Canoes.

Goy's Calendar of Sports and Price-Lists forwarded free.

League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —

BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

CYCLING.

A HIGH-CLASS MONTHLY MAGAZINE OF BICYCLING AND TRICYCLING.

Then may I set the world on wheels. — *Shakespeare.*

36 pages, crown quarto, printed on best paper and ably and tastefully edited

By WALTER D. WELFORD,
Pilgrim Street, Newcastle-on-Tyne, England.

Full of original articles, serial stories, cycling tales, humorous sketches, accounts of tours, foreign advices.

The only English cycling periodical giving American news regularly. Subscriptions post-free to America; 12 mos. $1.00, 6 mos. 50 cts. Received at office of BICYCLING WORLD. Subscriptions to both CYCLING and BICYCLING WORLD, postpaid, only $3.00 per annum.

E. C. HODGES & CO., 8 Pemberton Sq., Boston, Mass.

THE TRICYCLING JOURNAL

—AND—

MANUFACTURERS' ADVERTISER.

Edited by — CHARLES CORDINGLEY.

HAMMERSMITH, LONDON, W.

Subscriptions received at this Office.

One year.....$2 25
Six Months.....1 15
Three Months.....60

Specimen copies sent from LONDON.

Subscriptions to both the "Bicycling World" and "Tricycling Journal" only $4.00.

E. C. HODGES & CO., 8 Pemberton Sq., BOSTON.

LE SPORT VÉLOCIPÉDIQUE

ORGANE BI-MENSUEL

Des Veloce-Clubs de France, de Suisse et de Belgique.

P. DEVILLERS, Directeur.

RÉDACTION ET ADMINISTRATION : 36, RUE MONGE, PARIS.

Subscription price for America, $2.50 a year, including cost of P. O. order and postage, may be forwarded to, or left at, the BICYCLING WORLD Office.

WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for.....$41 00
From 50 to 56 inch.....43 00



Our No. 2 Bicycle is fitted with our patent double row Ball Bearings, Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch.....$26 50
From 50 to 56 inch.....29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881: —

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - Wolverhampton, England.

BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named: —

Bicycling World, Vol. 1, bound in cloth	$2 00
" " " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	30
" 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
" paper	50
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly)	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

COLUMBIA BICYCLES.

[*Extract from Letter of Rev. O. P. Gifford, Pastor of Warren Ave. Baptist Church.*]

BOSTON, Oct. 20, 1881.

To the Christian Union:

"Although a stranger to the Rev. Marcus D. Buell, I find my heart going out to him since reading his bicycle trip from New York to Boston. * * * I want to bear testimony to the usefulness of the 'wheel' as a daily exercise. * * * I came into possession of a 'STANDARD COLUMBIA' last summer, learned to ride as soon as possible, and take a daily race about the suburbs of Boston. A morning spent in the study, the early afternoon in calling, tires both head and heart. As the sun slopes westward, I don my uniform, remount my steed, and for one or two hours turn my back on books and men. * * * And now at home again, pores all open, flesh all aglow, blood bounding, head clear, stomach clamorous; and best of all, at night I learn the meaning of David's experience, 'laid me down and slept.'"

"Turn, turn, my wheel, turn round and round,
Without a pause, without a sound;
So spins the flying world away."

PHILADELPHIA, Jan. 18, 1882.

THE POPE MANUFACTURING CO.:

"*Gentlemen*, — During 1881, I rode a '56 SPECIAL COLUMBIA' of the earliest make. It carried me some 1,500 miles, and *never broke*. Having no other machine, I used it for both racing and road riding, taking it on the road wherever it was possible for a bicycle (and some places where it *was n't* — decidedly), up and down 'curb-stones,' over cobbles and Belgians, good roads and 'Chester County' roads, taking 'headers' unlimited; the machine carried me without even breaking a spoke, and is still doing good service in the hands of another Germantown man. I consider the 'SPECIAL COLUMBIA' one of the best machines made, and would trust it more than any machine I ever saw." Truly yours,

GEO. D. GIDEON, *Germantown Bi. Club.*"

[It was on this machine that Mr. Gideon won the races against Wm. Woodside and L. H. Johnson.]

Send 3c. Stamp for New, Elegantly Illustrated 36-page Catalogue, with Price Lists.

The Pope M'f'g Co., - - 597 Washington Street, Boston, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings, and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10c Foreign. 7 cents a copy. | BOSTON, 10 MARCH, 1882. | Volume IV. Number 18.

[VOL. IV. CONTENTS. No. 18]

Editorial: Amateur or Professional? Agencies . 207
Wheel Club Doings: Kentucky; Seneca; Roxbury; Marblehead; Columbia; Kings County Wheelmen; An Impostor . 208
Races: Cincinnati; St. Louis; Chicago; New Orleans . 208
Correspondence: Chicago and the Meet; Albany; The League Meet; Another Record; Table of Measures; English Wheeling . 209
French Notes . 212
Hand Painting . 212
Currente Calamo . 212
The Centaur of ye Earth . 213
Hundred-Mile Records . 213
L. A. W.: Applications . 213
Notes, Queries, etc. . 214
Books and Pages: Our Little Ones; Wheelman's Year Book; Tricyclists' *Vade Mecum* . 214

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STUDENTS' NOTE BOOKS
EVERY VARIETY.
LOWEST PRICES.
108 and 110 Washington St., Corner Elm.
FRED W. BARRY.

L. A. W. Badges Pat. Sept. 13, 1881. Fine gold, plated, and silver, set with ruby, garnet, sapphire or diamond. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

LEARN to WALTZ at WALKER'S
PRIVATE DANCING ACADEMY, 24 Dwight St.,
Please send for circular.

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.
G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.
London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.
Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the "**Special Timberlake,**" the "**London,**" the "**Stanley,**" the "**Matchless,**" and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the "**L. L. C.**" and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

THE HUMBER BICYCLE

Is now being constructed specially strong for

AMERICAN USE.

Upon receipt of cheque, value £18,

We will send, securely packed (case inclusive), one of these celebrated machines, beautifully japanned and part nickel-plated, ball bearings to both wheels, brake and all latest improvements.

THE HUMBER BICYCLE

Is now used by nearly every rider of note in England, and is undoubtedly the best and most reliable machine in the market.

The fastest one mile, in 2m. 46s.; ten miles, 30m. 6s., — by F. Cooper, at Cambridge, May, 1880. The fastest two miles, 5m. 36s., by the Hon. Keith Falconer, at Cambridge, May, 1879. The four Bicycle Union Championships of 1881, 1, 5, 25, 50 miles, in which races the fastest quarter-mile, 36s., and fifty miles, 2h. 50m., were by G. L. Hillier, Esq., the winner of all four events.

The fact that the above wonderful times were all made on the

HUMBER BICYCLE

Clearly proves their great superiority over all others.

HUMBER, MARRIOTT & COOPER,

Beeston Notts - - - - England.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyc'ers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements. routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance	$2.00
Six months "	1.00
Three months "	.60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Pope Manufacturing Co., 597 Washington St., Boston.
American News Co., 39 Chambers St., New York.
Wm. M. Wright, 791 Fifth Avenue, New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 10 MARCH, 1882.

AMATEUR OR PROFESSIONAL?

WE have received several communications in relation to the amateur standing of two gentlemen, members of a local bicycle club, who have recently taught, or are still teaching, as their sole occupation for a livelihood, the art of bicycle riding in a riding school in connection with an establishment for the sale of machines, and are asked for an opinion. The question of amateurship is an embarrassing one in any case, owing to the somewhat various and often loose construction which many riders put upon stated rules, both in definition and practice; and we hardly dare venture, in the face of the vagueness which seems to characterize the provisions of Rules 24 and 25 of the L. A. W., to say whether these gentlemen have actually forfeited their amateurships or not. The closing section of Rule 24 reads: "Nor has ever personally taught or pursued bicycling or other athletic exercises as a means of livelihood." If the definition stopped there, we should unhesitat'ngly say that these gentlemen have become professionals under the rules; but Rule 25 says, in explanation: "No person shall be disqualified under the preceding rule on account of being or of having been a member of a firm, or an officer or stockholder of a corporation carrying on any business connected with bicycling, or on account of carrying on or being connected with any agency or riding school, or other branch of business related to bicycling, provided he be not otherwise objectionable under said rule." Now we maintain that the second rule, as it reads, is just sufficiently indefinite to admit a doubt as to the intent of the clause in the preceding. We are of the opinion that this question has been raised and answered before,— but at present are unable to lay hands upon the record, — and that the decision was that the intent of the quoted section of Rule 24 was to bar out from amateur competitions persons who, by reason of their skill and the constant physical condition their skill enabled them to acquire, might be unfairly formidable antagonists to the untrained or partially trained non-professional. In this construction the spirit of the rule is plain, and without doubt intends to exclude those who use their skill as riders as a direct means of livelihood; but not dealers, manufacturers, or proprietors of riding schools, so long as they do not personally teach riding for a living. We do not, however, feel it incumbent on us to define the status of the gentlemen whose case is called attention to, nor even, as we before intimated, to venture an opinion in regard to the application of the League rules to any given state of facts: but we think the League officers should give its members an intelligent construction of Rules 24 and 25, for application in this and other cases which may arise from time to time. In the mean time we should like to hear from members who have given the subject any consideration, as we doubt not many other gentlemen who would like to retain their amateur status have been similarly compromised through a misunderstanding of the strict intent of these rules of amateurship.

IN the course of an interview held recently with Col. Pope, the enterprising head of the Pope Manufacturing Company, he referred to the rapidly increasing interest in bicycling in this country, and stated that although, with their increased facilities, the American manufacturers would probably be able to supply the entire demand for first-class machines, yet he recognized the fact that in this, as in other things, purchasers were governed as much by their preferences and prejudices as by the question of expense; and that while many would prefer to purchase American wheels under the same conditions of cost and quality rather than foreign, still, in many quarters, the opinion largely prevailed that English machines only were thoroughly well made and reliable, and the extra outlay for their purchase is of minor importance. He believed that whatever tended to the general interests of bicycling throughout the country inured to the interests of American manufacture as well; and in view of the foregoing considerations, he expressed a willingness, and even desire to license responsible parties in all large communities, who are willing to open or establish agencies for the importation of any first-class foreign or American machines. This certainly evinces a liberality of enterprise which should meet with a favorable response from wide-awake men who have a few thousands they would like to invest in what is very soon to become one of our most prolific and remunerative of legitimate industries. There are many large cities, like New Orleans, San Francisco, St. Louis, Atlanta, St. Paul, Denver, Detroit, Rochester, and others, now lacking importing agencies, where enterprise may build up excellent business. In New Orleans, especially, are splendid streets and shell roads, affording the best of facilities for wheeling, and yet we understand there are twice the number of bicyclers there that there are machines, and a prominent officer of the New Orleans Bicycle Club informs us that a bicycle agency would make an active and profitable business at once; but he suggests that it needs Northern enterprise to establish it. Let some of our enterpising young men here act upon the hint, and consult Col. Pope about a license, and we doubt not that early success would attend the investment. There are at present about 12,000 wheelmen, using 8,000 bicycles in this country. Before the summer is ended,

we predict there will be from 20,000 to 25,000 riders, and these must be supplied with wheels from somewhere.

WITH the advent of spring and the near approach of out-door riding, we notice a large increase in our correspondence. This is, of course, extremely gratifying, as evincing the growing interest in bicycling and the BICYCLING WORLD, and we trust the number of our contributors will not decrease; but as our space is limited, and it is desirable that all clubs and all sections of the country should be represented in our columns as promptly as possible, we may often find it necessary to condense the longer articles, or delay their publication, in either of which cases we hope our correspondents will bear with us. We would also request them to endeavor in their communications to observe the suggestions in the "Notice to Contributors" at the head of our editorial department.

A MOST singular instance of the Divine methods of influencing the human heart to right doing is that of a conscience-stricken Newport. R. I., reader of the BICYCLING WORLD, who, in remitting the amount of a year's subscription, writes: "Have always enjoyed reading the WORLD (a friend, unsolicited, loaned it to me), but my conscience troubled me because returning you no equivalent for pleasure and profit derived. Now I think I can absorb it with bliss unalloyed." While congratulating this late erring wheelman upon his conversion, we cannot repress a thrill of joy when we reflect that we were the humble instrument, through the excellence of the WORLD, of redeeming his lost reputation. O that others, sinning as he sinned, would see the error of their ways, and secure their characters' salvation at $2.00 each!

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

April 13. Reception by the New York and Brooklyn wheelmen.

Mondays and Fridays, Boston Bicycle Club, "Whist" and "Chess" nights, respectively.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

KENTUCKY BI. CLUB. — At the regular meeting of the club, held 24 February, the secretary being absent and B. S. Caye, acting secretary *pro tem.*, Mr. Newton Crawford was admitted to membership, and a long debate occurred on the subject of a uniform for the club, which resulted in the adoption of the following: Seal-brown corduroy breeches, laced at the knee, with cardinal cord and blue silk insertion; blue stockings; seal-brown corduroy polo cap with K. B. C. worked in cardinal; navy-blue laced shirt with cardinal trimmings and the club's initials worked in the same color on the pocket.

THE MAN WITH ONE CRANK.

LOUISVILLE, KY., 25 February, 1882.

[Our correspondent gave a much longer and more interesting account of this meeting, but we were obliged to run an eraser through it. — ED.]

SENECA (N. Y) BI. CLUB. — At a recent meeting of this club the following were elected officers: President, C. H. Westcott; captain, T. W. Squires; sub-captain, C. Chamberlain; secretary and treasurer, C. W. Riegel. This club was organized last October by the Messrs. Squires, Chamberlain, F. and C. H. Westcott, Freeland, Riegel, and Watling. It is now in a flourishing condition, six applications for membership having been offered at the last meeting.

MONTREAL BI. CLUB. — At a special meeting held in the club house on Thursday, March 2, the date of the annual meeting was changed to the second Thursday in March, and the by-law No. 5, relative to uniform, was, after considerable animated but always good-tempered discussion, amended to read as follows: "That the uniform of the club be dark-blue braided patrol jacket and knee-breeches, fore and after cap (with peaked cap in addition), ribbed stockings and canvas shoes, and that all members shall wear the uniform when riding with the club." The gymnasium hall in the club-house will be used as a riding-school every Wednesday evening from now till the roads are fit. CLUB DAWG.

3 MARCH, 1882.

ROXBURY BI. CLUB — The annual meeting of the club was held Monday evening, at the residence of ex-Captain John R. Heard, he having kindly tendered his house for that purpose, and was the occasion of a very pleasant gathering, and an excellent supper. The following were elected officers for the ensuing year: Captain, Charles E. Lord; sub-captain, Reuben W. Davenport; secretary and treasurer, Charles M. Clark. The reports of the captain and treasurer showed the club to be increasing numerically, and in a sound financial condition, there being no liabilities.

CHARLES M. CLARK, *Sec.*

ROXBURY, MASS., 7 March, 1882.

THE Marblehead Bi. Club, at their last meeting elected Frank E. Morse, sub-captain, and Joseph P. Bessom, color-bearer. A grand bicycle meet, to be participated in by the neighboring clubs, is talked of for Fast Day. Let it be in the morning, gentlemen, for all wheelmen in the vicinity of Boston will want to attend the grand afternoon events in the Institute Fair Building, under the auspices of the Boston Bicycle Club.

THE Columbia Bicycle Club had a good dinner and a jolly time for their "Annual," at the Wamsutta House in Attleboro', on Wednesday evening of last week. The festivities closed with the solemn singing of a dirge, beginning "You are expelled from the track forever."

THE annual dinner and reception of the Kings County Wheelmen, of Brooklyn, N. Y., will be given 17 March, in that city. The dinner will be in Weeks' Hotel, at seven o'clock P. M., and the reception will be held at the Lyceum in the evening. The committee in charge are Alexander Schwalbach, chairman, F. H. Douglass, Edward F. Fisk, F. G. F. Barlow, George T. Brown, William H. Austin, and W. D. Bloodgood. The invitation cards are very neat and tasteful, and the BICYCLING WORLD gratefully acknowledges the receipt of one; but at the same time regrets that it cannot avail itself of the honor and privilege of being represented at so pleasant a gathering as it will certainly be.

An Impostor.

ALL bicyclers are warned against trusting a person representing himself as a member of the Boston and Yale Bicycle Clubs, and borrowing money and obtaining favors on their credit. The person referred to is a short man, dark hair and eyes, neatly dressed, rather stylish. He has travelled under the name of Austin and Masson, and has imposed on bicyclers in New York and Boston.

J. S. DRAN, *Secretary Boston Bi. Club.*

RACES

Coming Events.

April. Fast Day, grand race meeting and bicycle exhibition of the Boston Bicycle Club, in the Institute Fair Building, Boston.

CINCINNATI, 24 AND 25 FEBRUARY. — These races were in connection with F. S. Rollinson's series of bicycling tournaments, with which he has been entertaining audiences in the Western cities. The races on the evening of the 24th were preceded by a fine drill by the Cincinnati Bicycle Club, and this was followed by a mile race between boys of fifteen years and under, which was won by H. Taylor in 4m. 2s. A slow race was won by W. H. Galway. Mr. Rollinson gave an exhibition of fancy riding. The one-mile race for a silver medal was won by H. N. Kitchell in 3m. 19½s., the other times being: C. N. Jenkins, 3.27; N. H. Reed, 3.37¼; N. G. Crawford, 3.45; and H. L. Livingstone, 3 48¼. A five-mile race for a gold medal closed the evening's events. Three started, the following being the result: W. E. Galway, 18 04; W. H. Galway, 18.30; Charles Jenkins, of Louisville, retiring at three miles. On the night of the 25th, the local club again opened with a drill, and Charles H. Jenkins, of Louisville, showed some excellent trick riding. These were followed by a ten-mile contest for the local championship between W. E. Galway, W. H. Galway, and W. H. Reed, the former taking the lead in the fourth mile, and winning the race in 36.47. The tournament closed with a race between Rollinson and Mlle. Armaindo, the first to do twenty miles while the lady covered eighteen. This proved a very interesting event and awakened considerable enthusiasm, the bicyclienne pushing her opponent for all he was worth, and allowing him to regain but one of his two miles allowance. His nineteen miles was made in one hour, ten minutes, and fifty-seven seconds; the lady's eighteen miles in one hour, fifteen minutes, thirty-nine seconds.

ST. LOUIS, 25 FEBRUARY. — A spirited twenty-five-mile race was run at the amphitheatre in the Fair Grounds in the afternoon, in which five members of the Missouri Bicycle Club took part: Messrs Greenwood, Lueders, Beckers, Stone, and Young. The start was made at 2.35 sha p. with Beckers leading from the first lap. At the eight mile Greenwood hauled out, and three miles farther Lueders jumped the track, having previously collided with an onlooker who started to cross the track. From this point Beckers, Young, and Stone hung together and a beautiful and exciting contest ensued they being within five feet of each other for the entire balance of the race. On the seventy-seventh round Young shot ahead, but was quickly collared by Beckers, and forced into second place. Eighty-one turns were necessary to complete the twenty five miles, and on the eightieth turn the remaining riders passed the judges' stand almost abreast: but half-way round Young forged ahead and kept the lead, Stone also on the last quarter putting on a spurt and making second place by a few inches, making a score as follows: Young, 1h. 45m. 40⅛s.; Stone, 1h. 45m. 40⅜s.; Beckers, 1h. 45m 40⅝s. Mr. Richard Garvey officiated as starter, and Messrs. Binkley, Stockwell, Ables, and Aglar as scorers. The prizes, presented by President Garvey, of the Missouri Bicycle Club, were two gold and one silver badge of the League of American Wheelmen; but he very graciously took from his scarf his own diamond League badge, valued at over $50, and presented it to the winner of the first prize, taking in exchange the plain silver badge marked third prize; this also raising the second and third prizes in value. The entire affair gave perfect satisfaction to all who witnessed it, and will undoubtedly gave a big boom to the steel steed here. Over six hundred visitors paid entrance fee to see the sport.

CHICAGO, 4 FEBRUARY. — The Chicago Bicycle Club has established the following club championship events: — From and after 4 March, 1882, and continuing until 1 December, two club championship races will be maintained, with appropriate medals for each, open to the members of the Chicago Bicycle Club only, as follows: A one-mile race, three heats, best two in three, flying start, to be contested for in the months of March, May, July, September, and November. A 25-mile race, standing start, to be contested in the months of April, June, August, and October. Notices of the day, hour, and place will be given one week in advance of each race. At the close of the season, the contestant securing the respective medals the most times will hold permanent possession of the same. Any case of a tie will be run off in December. L. A. W. Rules. Entry fee, fifty cents, to be handed to the secretary. T. S. MILLER, *Capt.*

B. B. AYERS, *Sec.*

The first of these races was opened last Saturday evening, in the Chicago Exposition Building, L. W. Conkling, Burley B. Ayers, and Edward Brown contesting. The first heat resulted as follows: Conkling first in 3m. 27s.; Ayers second in 3.27½; Brown, 3 29 The second heat was won by Conkling in 3.28. Ayers second in 3.30, and Brown withdrawing

---

AT a race, 19 February, on the trotting track at the Fair Grounds in New Orleans, the bicyclienne Elsa Von Blumen wheeled one mile in heats, against two mares trotting a mile and a half. Elsa won the first heat in 5.00¼, the mare "Stella" scoring 5.15; second heat, mare "Mary Wilson" scored 5 52⅜, with Elsa at her heels; third heat, Elsa, 4.47½, and "Stella, 5.26.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Chicago and the L. A. W. Meet.

Editor Bicycling World: — In regard to the selection of a place to hold the new League Meet, the West would put forth its claims for the honor, and name Chicago as the favored city. Within the past few months our wheelmen have received numerous expressions from almost every State in the country, indicating a feeling in favor of Chicago for the Meet: and having aspirations in that direction, we held a meeting, in which Milwaukee had two representatives, to canvass the subject, when it was decided that we wanted the Meet here; that ample funds, help, experience, facilities, and means for entertainment were at hand; and that if the directors should give our city the chance, the result would be a large turnout of wheelmen, and the interests of the L. A. W. promoted in an eminent degree, in that it would serve to unite the Western members more firmly to the organization.

To speak of Chicago as a great commercial metropolis, railway centre, enterprising, hospitable, and attractive, is to mention qualities already known. We would simply state what our facilities are for the entertainment of a large body of wheelmen, such as the League Meet would call forth. Our Exposition Building, located in the heart of the city, on the lake front, at the head of the boulevard park over which the parade would wheel, is three blocks long, and would serve as a headquarters, and give ample accommodation for the storing of machines. The parade would form on Lake Park, an open cinder-pathed green, one mile long, with Lake Michigan on one side and Michigan boulevard on the other. The course would be up the boulevard through the most elegant part of the city to the head of Grand boulevard (four miles); thence up Grand to Oakwood (half a mile), and from Oakwood to Drexel boulevard, which latter street is similar to Commonwealth avenue in Boston; on Drexel, three miles to South Park, where an open-air lunch and refreshments would be served; from thence, the home stretch could be through the park *via* Grand boulevard, Michigan and Prairie avenues back to the starting point: about fifteen miles in all, over the finest macadam and asphalt on earth, and through the most beautiful part of the city, without travelling three miles over the same track. As to numbers present, the whole West would respond, and we could safely calculate on no less than the number present at Boston last year, while there is strong probability of more. Of hotels, no city in the Union can beat them. The Grand Pacific or Leland could be our hotel headquarters; both very accessible to strangers, and near the Exposition Building. Arrangements for reception of visiting wheelmen will be so complete that one will feel at home the minute he lands at the depot. Dinner would be served at the Grand Pacific, and Central Music Hall would be open for business meeting of the League. Efficient and experienced management, a hearty welcome, and a good time is voted the L. A. W. by the Chicago Bicycle Club, should it be the pleasure of the directors to select Chicago for the next Annual Meet.

BURLEY B. AYERS,

Sec. Chicago Bicycle Club.

CHICAGO, 25 February, 1882.

Albany.

Editor Bicycling World: — Interest in bicycling has been quiet and even on the wane here since inclement weather and bad roads set in; but our partially dead club, on Monday evening, 13 February, came to life with encouraging activity in consequence of the formal opening of a bicycle academy, — quite an undertaking for a club having little material to work with, but our genial captain and his faithful sub enabled us to make the announcement to the public, who turned out in goodly numbers to witness our first exhibition. Eleven members, attired in full club uniform of blue, with the L. A. W. badge and our colors upon

the left breast, participated in the exercises, which consisted of as much fancy riding as we were capable of executing in our rusty and unpractised state. This lasted about an hour, when a couple of gentlemen who had caught the fever were mounted on machines, and much to the amusement of the lookers-on, took their first lesson in wheeling; after which we closed doors for the evening.

We occupy an old abandoned church, and by laying a Georgia-pine floor even with the gallery, have a room one hundred by seventy feet; it is illuminated by electric light, and is in every respect an ideal place to follow the sport, being in the central part of the city, easy of access and convenient for all. We furnished it with fifteen bicycles, six of which are for the use of the academy, the others belonging to members of the club. During the two weeks of the school's existence, we have instructed about thirty to ride, all of whom have continued, and many are contemplating the purchase of wheels. Nearly all the club have abandoned their old machines, which have either been or will be replaced by new ones of the best make. In the room where our wheels are kept can be found Standard and Special Columbias, British Challenge, Harvard, Matchless, and D. H. F. Premiers, to which will be added an Expert, two Special Clubs and another Challenge, all which are expected very soon.

Our club membership is increasing, and before the out-door season commences we anticipate to have a large and enthusiastic club. DEMI.

ALBANY, N. Y., 27 February, 1882.

The League Meet.

Editor Bicycling World: — Have just finished "Justinian's" Washington letter in the WORLD of 24 February, and I want to collect my thoughts, and "when found, make a note of" them, as Capt. Cuttle advises. I have watched, with no little interest, the progress of this discussion as to the place for the next League Meet; and my personal choice would, of course, be the nation's capital, with all its grand attractions other than the incomparable pavements. But it has seemed to me, as "Justinian" expresses it, 'The Washington riders apparently don't want the Meet" in the city, and delicately express their preferences in favor of any other point. He says "there are only *three* League members in the city." I certainly hope he is mistaken; for if there are three or four hundred riders, and they cannot boast a larger representation in this brotherhood than that, then do send some missionaries down there. To be sure, the League of American Wheelman is not and cannot be all that it *will* be, for it is in its infancy, and we need just such men as "Cyclos" to stand up in our annual meeting and help map out a course for us. He sees the rocks and shallows very plainly; and if he and Ex-Secretary Parsons will only get together on the 30th of next May, and come to a good understanding, I for one shall feel that my L. A. W. membership will accrue benefits much more rapidly from plans which they *agreed* upon. The appointment of place for the Annual Meet is, at present, a somewhat delicate matter, for even if the general treasury does pay the necessary expense, local riders or clubs are bound to show a hospitality which must necessarily employ more or less of "the country's circulating medium"; and while this would be poured out as generously as the town pump does water, if there were an abundance of it, such a total as was expended by our Boston brethren on the 30th of last May is a somewhat appalling figure to a few young men on $1,500 a year, and popular enthusiasm at the freezing point. If the League, or its committee, is to appoint the place of meeting, then let a programme be adopted, the expense met by the treasury or a general assessment, and the local riders be called upon to bear only such a portion as they may volunteer. I know our Western wheelmen, whose hospitable souls are never measured, will call this a little "small," perhaps, but I suggest it only in justice to all. Washington, though the "place of places," is apparently out of the race for want of an invitation. One enthusiastic Philadelphian praises up their beautiful Fairmount; and another, not so much so, immediately cools the heat of fervor by remarking that outside of this beautiful park they have very little to offer as an attraction. Chicago speaks quietly for her boulevard and a generous hospitality, and Milwaukee promises a hearty support, and urges that the invitation of her sister city be accepted. The two represent a comparatively large active L. A. W. membership, and at present seem to have the floor. The fact is, none of the favorite points seem *anxious* to foot the entertainment bill of $1,000 or $1,500, and it is to be hoped that some arrangement for the future may be adopted at the next annual meeting. But wherever the Meet is held, let us each one render every assistance and suggestion we can towards making the League an organization of which each member can be proud. Let each member suggest to and assist the consuls, the consuls and directors advise, and the chief officers direct the execution of the best plans. "Nuff ced." MARX.

CLEVELAND, OHIO, 2 March, 1882.

Another Record, etc.

Editor Bicycling World: — In answer to Consul Wilmot's recent request for my every-day riding experience, and also to add another record of a busy business man to those of "H. W. W." and "Ixion," I copy a few figures from my riding record book.

My score for 1879 was 1,660 miles; for 1880, 2,540; for 1881, 3,148 miles; making my total record to January, 1881, 7,348 miles: and this does not include the many miles I have in winter months run in the club rink, on the tricycle, or the miles and miles of water I have pedalled over on the marine bicycle. The largest score for a single month in 1881 was that of September, when I made four hundred and eighty-five miles. In August I scored three hundred and forty-four miles, sixty-five of which were ridden on the American Star. The large increase of my yearly record is in part due to constant daily riding, neither rain, cold, ice, nor snow stopping my out-door exercise. I was led to try the experiment from the fact that on looking over my 1880 record, I found that I had missed but about a dozen days. The carrying out of the project the last year was on several days a difficult and not an enjoyable feat, and I should not attempt it another season; for on some mornings, after heavy snow storms, it has been impossible to ride to my place of business, and my record was kept unbroken only by disobeying, on a part of the trip, the club rules against sidewalk riding. As I remarked two years ago, in the WORLD, ice riding is not near as difficult as it appears to be, — it requires only practice and confidence. I have yet to receive my first fall while riding over dry or wet ice. For rough riding I use as small a wheel as I can comfortably ride. My best wheel is a 52-inch, yet I keep an all-painted 48-inch for stormy days, and rutty and icy roads. In the first half of December, business called me nightly to an adjoining town, and I rode a 46-inch; fearing the ruts might cause a bad fall, but the precaution of lessening the distance between myself and the frozen ground was unnecessary.....Ex-Consul Wilmot complains of insults and remarks concerning his winter riding by passers-by. Why, brother enthusiast, it is a remarkable subject, — that of a bicycler, in trowsers and overcoat, ploughing his way through the snowy city streets. I don't wonder at their criticisms. I think I should have shouted as loudly and as sarcastically as any one, had I in 1879 seen a bicycler attempt it, or should I to-day see Rex Smith, of Washington, or your own Massachusetts Atkins riding a unicycle on the street. They will do it next summer perhaps, for they have both accomplished the feat of riding in a hall a bicycle minus its little wheel and half the backbone. In smaller cities I find the remarks are of an opposite nature. When a heavy snow storm compels me a part of the day to house my bicycle and make use of sole leather, I notice the remarks are twice as numerous. They are very varied, from "Why don't you put it on runners?" to "Ha! given it up?" The steady increase of miles run each year is the best answer to the latter. ....You mention, Mr. Editor, in your review of the *Century* for March, that the skate sail described therein had been tried by the New Hampshire director. Yes, several members of the club are aware that he tried it. They had heard how, after weeks of scientific planning, he had spent nearly a whole night in constructing his wonderful sail. He ventured forth early in the morning; but when he reached the smooth frozen pond, the wind, which had been howling all night suddenly died away. For a fortnight he whistled and whistled for a breeze, and when Zephyrus answered his call, snow came also and buried up his beautiful ice. At last, after weary days, the favorable elements combined, and for one brief hour he was almost as happy as when he thought he had conquered the Star. Like all novices, you can't tell him anything about skate sailing; but he could tell you, if he only would, how to punch and run down every skater on the pond, including his favorite lady skater; how to run into eel-holes, bridges, and over small boys, and how even his club members were not slighted in this respect.....An active officer of the League is trying to induce the League to have an exhibit of the different makes of bicycles, tricycles, sociables, triocycles, marines, and bicycle sundries at the next League Meet. It is an excellent project, as is also the proposed one by the Boston Club on Fast Day.....It is almost time for the March meeting of the L. A. W. officers, and a long session will be necessary in order to decide upon the place of the Meet, and the many vital questions which have been accumulating since the October meeting.....After Mr. Brown's sensible article on pseudonyms last week, I ought to avoid a *nom de plume*. He suggests the League number; but should I sign my correct one, No. 35, or six hundred and blank, which the League officers, for some poor reason, persist in putting on my League ticket and in the Hand-Book? Until I induce them to substitute the correct one, I guess I will, as Mr. Brown says, "Conceal (?) my identity" with TELZAH.

PORTSMOUTH, N. H., 27 February, 1882.

Table of Measures.

Editor Bicycling World: — In the WORLD of 24 February, we notice a letter from "G. W. H.," of Poughkeepsie, criticising the table of measures given by dealers; and his insinuation that it may be done purposely, so as to make the rider purchase a second wheel, shows some ignorance, and is certainly very unjust. A concern that would stoop to such a thing would probably make their bicycles of cast iron instead of forged steel, so that they might wear out or break down quickly. Our experience in this matter is certainly greater than that of any party in this country, and our table for the Special Columbia is the same as Singer & Co. give for the Special Challenge, which is a 52 inch wheel for a 34-inch leg; but when we printed our first catalogue, Singer's measure was a 50-inch wheel for a 34-inch leg, which rule we adopted for the Standard Columbia. This year we have changed it to a 52-inch wheel for 34-inch leg. Our reasons for giving measures that seem small to some experienced riders is that many of our purchasers are not young and active, and many of our bicycles are used where the roads are poor; and it would probably result in many beginners giving up the sport in disgust, if we should recommend such large sizes as some think we ought to. The following are well-known facts: That most riders are anxious to ride as large a wheel as possible; that when one first commences to ride, he cannot possibly ride so large a wheel as he would after a few months' practice; that after a year or so, most riders use shorter cranks, which enables them to use a larger wheel; that riding too large a wheel is condemned by physicians as injurious, and by careful, experienced riders as dangerous also.

The rule given by an eminent English physician is, we think, the most reasonable; and that is for the rider to be able to reach the pedal at its lowest point with the hollow of his foot, — then if the foot should slip going up-hill, or at any other time, there is little danger of getting thrown. Many riders will, no doubt, say there is no need of such precaution; and although to the young and experienced rider, a fall is of but little consequence, to a beginner, and especially an elderly one, it may result in an abandonment of the sport. We find that in level parts of the country, like Chicago, much larger wheels are used than where it is hilly, and it is impossible to make one measure suit all conditions; therefore we have done what we thought best, and it is the result of careful study and observation.

THE POPE MANUF'G COMPANY,
E. W. POPE, *Sec.*

BOSTON, 27 February, 1882.

English Wheeling Years Ago. — 1.

Editor Bicycling World: — The idea has just struck me to send you my recollections of the wheel in England when our sport was as yet in its infancy there. In 1874 I was secretary of an athletic club in London; and inspired by the example of several of our prominent members, notably three brothers named Evitt, I was seized with an ardent desire to become a *bicyclist*, — as we benighted creatures called it in those days. After about a week's bruising of joints and lacerating of garments, I mastered the bone-shaker, relic of the wooden age; and considered myself fit to become a full-fledged 'cycler. Enlisting the sympathies of the captain of our club, Frank Evitt, I proceeded to procure a wheel. As you may suppose, there were not four hundred different makes to pick and choose between in those days, the supply of second-hand machines was limited, and the medium for advertising your wants primitive

However, by a careful perusal of the colmuns of the *Exchange and Mart*, we hit upon a couple of advertisements that looked worth going after, and one afternoon we wended our way to Trinity Square, close to the Tower of London, to inspect a second-hand 50 of anonymous construction. (I had decided on starting with a cheap machine, which plan I have proved the best, and always recommend to new beginners; as a novice may knock more in a week off the value of a first-class bicycle than an experienced rider will in a season.)

The price, however, was too high; and after riding once round on the cobbles of Trinity square, and winding up with a header into the arms, or rather legs, of a "Pickford's" team, I concluded to go further afield, and we made tracks for the "borough," on the Surrey side of the Thames; and after much searching, discovered the address at foot of another advt. Here we were "a day after the fair," as the coveted prize had been snapped up the day before. However, the advertiser proved to be a maker just commencing business by name; and he took my order for a new 50-inch, on the model of Keen's Eclipse, just then coming into fashion. This was, I believe, the first departure from the socket steering arrangement, and the head was very much like a D. H. F. Challenge, only that of course the forks were single and solid. The spring was not fastened at the tail to the backbone; the pedal pins were welded into the cranks, which were not detachable. There were about forty spokes to the front wheel, and the brake had an upright handle, and consisted of a spool which, when applied, cast all the mud on the wheel directly into the corner of my left eye. The rubber pedals were much the same as the cheaper sort used now. The lamp was attached to the head by a clip under the set screw, just in the right spot to act as a buffer in case of a header; and there was no arrangement to take up any side shake caused by wear. I boldly essayed to mount my steed, and two seconds later found me on the macadam with cut knuckles, and the bike with a crumpled horn. After this experience I decided that I would not attempt to ride the machine home through the crowded London streets, but remembering that "discretion is the better part of valor," I gave ——'s grinning 'prentice a florin to take it for me. On its arrival at my mother's house in the suburbs, nothing would content me but a ride in the delightful English twilight; and with the help of a friendly lamp-post I got a mount, and without mishap I arrived at Notting Hill, in which neighborhood a fair one resided whose favor I wished to gain by a display of my prowess. I made a rather undignified dismount at her gate, as the best I could do was to come to a stop, and let the machine fall over; but even that was more graceful than "clinging passionately" to a lamp-post, which I was forced to do to get "on board" again on leaving.

After several excursions in the gray dawn, I managed to learn to mount and dismount by the step, and began to consider myself quite an adept. About this time an alteration was made in the rules of our club, making it a hare-and-hounds club in winter, and bicycle club in summer; and on Saturday morning early I started from home on my wheel, with a satchel over my shoulder, making a detour round London to the

neighborhood where the headquarters of our club were situated.— about fourteen miles, — in order to join an informal excursion of the members in the afternoon. After breakfasting at a friend's, I took my city-going toggery out of my satchel, dressed, and hied me to the office, returning all agog about three o'clock to find the party would not start till five. While assembling, the question where to go arose; the novices, of course, not taking part, but listening with awe to the list of places the captain and other old hands rattled off familiarly. At last a decision was come to in favor of the "Polehill Arms," on the Sevenoaks road, reached by miles of splendid roads, running through the Kentish hop gardens, just then in the zenith of their beauty. Had any one asked me how far we were going, I should have promptly replied, "About five or six miles I suppose." Imagine then my dismay when I found, on inquiry, after travelling about seven miles on top of my fourteen in the morning. — I who never did more than ten in a day before, — that we had not gone half-way, as in fact our destination was seventeen and one half miles from the start, and the last four miles a steady up grade. I got to within two hundred yards of the top of the hill, then came off, and hastening to the hotel, stripped and applied cold water to my exterior, and cold something else to my interior. A jolly good meat tea, with "sing song" and cigars, and a hot drink after, set me up again, and about nine we started home; and except that I had to be assisted on and off at our numerous stopping places, I reached home, without mishap, barring a runaway down hill in the dark, and at the foot a cropper on some new metal. Total, forty-nine miles for the day. I was so elated with this performance that nothing would satisfy my ambition but a tour. Charlie Evitt was also "anxious for to shine in the high wheel riding line," and we determined to do something grand, though we were not settled in our minds where to go. We thought of trying Brighton and back in the day (one hundred and four miles; but the captain dissuaded us, and at last we fixed on a week's tour as just about the mark I found an old and very useful book in the library at Lloyd's, called "Paterson's Roads," giving the direct routes from London to every place of importance, and lots of cross roads as well. We mapped out our journey from this, taking down a list of the places we should pass through on small cards; and obtaining furlough from our respective chiefs, we made preparation for our trip, which I will describe in my next. Some of the machines that were in use in our club at that time would amuse you to see nowadays, yet we thought them very fine. Ball and roller bearings were unknown. One 52-inch, weighing about seventy pounds. had a very strong back wheel, and the back forks terminated in springs spread out to the size of the sole of a human foot; on these the rider could stand and coast down hill without any danger of a header. Another had a spring terminating in a gigantic scroll with a slit in it, through which it was fastened to the back-bone, making a seat as easy as an arm-chair. Another was finished off in front with a tiger's head, and had a metal chain communicating with a back-wheel brake, which chain kept up a most unmusical jangle all the time. Bells, hub lamps, and cyclometers we knew not, and bugles were unheard of. Our uniform consisted of a blue knickerbocker suit of any pattern, according to the rider's taste, and some wore straw hats, some polos, and some cricket caps. A man who made his appearance in gloves was laughed at, and ended by taking them off. But we were hard riders, and twenty miles out to tea after five o'clock we thought nothing of, and would come spinning home over strange roads in the pitchy darkness at a rate thta would make my more sober blood curdle nowadays, though I never yet knew a man to have a bad spill in the dark.

KANUCK.

MONTREAL, 20 February, 1882.

French Notes.

THE first number of *La Revue Velocipedique* came out 15 January, with a supplement. It is a paper of four pages, of about twice the size of those of the BICYCLING WORLD. It is published in Troyes, France, and is devoted exclusively to bicycling interests. It gives considerable space to bicycling affairs in Paris, and finds room in its columns for news from England, Belgium, Germany, Austria, Italy, and America. The first number has also the commencement of a continued story, entitled "*Le Tour du Monde en Velocipede*, which means, it need hardly be said, "Around the World on a Bicycle." This story is from the pen of Mr. Richard Lesclide, secretary for Victor Hugo, and is said to be as full of interest as the most interesting tale of Jules Verne, and much more probable. This story first appeared about a dozen years ago, in the days of the velocipede, in *Le Velocipede Illustre;* a paper which, like bicycling itself in France, fell a victim to the Franco-German war. It gives us pleasure to compliment the management of the new paper upon the handsome appearance of the opening number and the variety and interest of its reading matter. We wish it every success, and are pleased to note that *Le Sport Velocipedique* welcomes it with similar expressions of good feeling, and quotes quite freely from its columns, although the two papers must, in some measure, be in competition.....The article and illustration reproduced by us from the *Ontario County Times* (see page 22, No 2, current volume), entitled "The Bygoshispeed," has just appeared in *La Velocipedie Belge*. The illustration has been improved slightly by the addition of the figure of an astonished-looking individual in the background. By the cut of his clothes, and from the fact that he did not appear in the original drawing, we conclude he is a Dutchman. His mouth is wide open, the six hairs on his head stand straight on end his ears are singularly prominent, and his upraised arms if lowered to his side would reach nearly to his feet. Altogether the artist has achieved a remarkable success in this attempt, and we hope he will try again. The description of the "Bygoshispeed" accompanying the picture, is an excellent translation of the English as reprinted by the WORLD.

S.

Hand Painting.

BENEDICT and bicycler
Two happy years I 've been;
Now upon my little wheel
Care doth sit and grin:
For my wife, my sweetest Nell,
Is her lesson pat in;
She has learned to paint upon
China, silk, and satin!

Every night her busy hands
Now design a daisy,
Now a bird or butterfly,
Now an owl gone crazy;
While she softly murmurs, "Dear,
Could you bring a bat in?
Such a novel thing to paint on
China, silk, or satin."

"Rich, not gaudy" is my garb,
As the bard has written;
On *my* necktie is no place
For a painted kitten;
And my meerschaum pipe, alas!
Rivals my cravat in
Sketches, — Nellie still will paint on
China, silk, and satin.

. . . . . .

"O Fred.! I 've been looking all over —
I 've *such* a surprise for you, dear;
You 'll *never* divine it; moreover
It 's something quite unique and queer.

"You 've noticed this week I 've been quiet?
No? Well, I 've been wondering whether
It would n't be nice to learn to paint
On different kinds of leather;

"And I 've learned: and late last night, —
For I meant to surprise you, you know, —
On your bicycle saddle I painted — in white —
Three *beautiful* owls in a row."

L. H. S.

CURRENTE CALAMO

SPRING riding has fairly opened in New York, and on Saturday last the roads "were full of 'em."

THE Louisville cyclers inaugurated the road-riding season of 1882, on the 19th ult., by a run out to Middletown.

WE are glad Director Hazlett is going to add his marine bicycle to the machine exhibit in the Institute Fair Building, Fast Day.

THE New York *Sunday Courier* nominates W. H. Reid, of Rochester, and Fred. G. Bourne, of New York City, for League Directors of that State for the ensuing year.

THE tricycle fever has struck the Jefferson (Ky.) ladies, and where a Kentucky girl's foot propels the three-wheeler it will cover more ground than anything outside of Chicago.

GOY, the Athletic Outfitter, 21 and 22 Leadenhall street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

WHEEL PERIODICALS.

THE CYCLIST. — Weekly. Edited by H. W. Sturmey and C. W. Nairn. Published by Illiffe & Son, Coventry, Eng. American annual subscription, $1.75. *Cyclist and Bicycling World* for $3.50. Address E. C. Hodges & Co., 8 Pemberton square, Boston.

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1 00; six months, 50 cents. *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1871, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

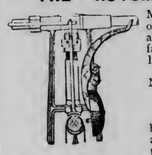
200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

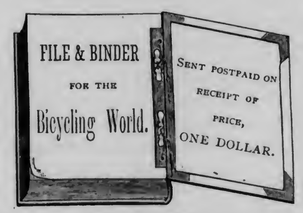
League Hand-Book.

THE L. A. W. Hand-Book contains information that every member of the League should have, — constitution, rules, officers, directors, consuls, list of members, and general information, — rules for racing, road-riding, etc., etc. It is bound in stiff paper covers, is of convenient size and shape for the pocket, and will be sent post-paid on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses: —

BICYCLING WORLD, 8 Pemberton square, Boston, Mass.
THE WHEEL, 75 Fulton street, New York.
KINGMAN N. PUTNAM, Corresponding Secretary, 54 Wall street, New York.
DILLWYN WISTAR, Treas., 233 N. 10th street, Philadelphia, Pa.
WM. M. WRIGHT, 791 5th avenue, New York.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.
A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
With your orders, please give names of machines on which alarms are to be attached.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.



THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.
The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,
H. B. SMITH MACHINE CO., Smithville, Burlington Co., N. J.


WM. FORD & CO.
Astley Bicycle and Tricycle Works,
WOLVERHAMPTON, ENGLAND.
Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors
up to 50-inch, for..... $41 00
From 50 to 56 inch..... 43 00

The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings, Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.
Price up to 50 inch..... $26 50
From 50 to 56 inch..... 29 00
Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881: —
"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."
Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,
FROM $20 EACH.
PRICE LISTS FREE. PHOTOS 6 CENTS.
WM. FORD & CO. ------ Wolverhampton, England.

LIVINGSTON'S PERFECTION CYCLOMETER
GUARANTEED CORRECT
Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.
H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, CINCINNATI, OHIO.

COLUMBIA BICYCLES.

[*Extract from Letter of Rev. O. P. Gifford, Pastor of Warren Ave. Baptist Church.*]

BOSTON, Oct. 20, 1881.

To the Christian Union:

"Although a stranger to the Rev. Marcus D. Buell, I find my heart going out to him since reading his bicycle trip from New York to Boston. * * * I want to bear testimony to the usefulness of the 'wheel' as a daily exercise. * * * I came into possession of a 'STANDARD COLUMBIA' last summer, learned to ride as soon as possible, and take a daily race about the suburbs of Boston. A morning spent in the study, the early afternoon in calling, tires both head and heart. As the sun slopes westward, I don my uniform, remount my steed, and for one or two hours turn my back on books and men. * * * And now at home again, pores all open, flesh all aglow, blood bounding, head clear, stomach clamorous; and best of all, at night I learn the meaning of David's experience, 'laid me down and slept.'"

"Turn, turn, my wheel, turn round and round,
Without a pause, without a sound;
So spins the flying world away."

PHILADELPHIA, Jan. 18, 1882.

THE POPE MANUFACTURING CO.:

"*Gentlemen*, — During 1881, I rode a '56 SPECIAL COLUMBIA' of the earliest make. It carried me some 1,500 miles, and *never broke*. Having no other machine, I used it for both racing and road riding, taking it on the road wherever it was possible for a bicycle (and some places where it *was n't* — decidedly), up and down 'curb-stones,' over cobbles and Belgians, good roads and 'Chester County' roads, taking 'headers' unlimited; the machine carried me without even breaking a spoke, and is still doing good service in the hands of another Germantown man. I consider the 'SPECIAL COLUMBIA' one of the best machines made, and would trust it more than any machine I ever saw." Truly yours,

GEO. D. GIDEON, *Germantown Bi. Club.*"

[It was on this machine that Mr. Gideon won the races against Wm. Woodside and L. H. Johnson.]

Send 3c. Stamp for New, Elegantly Illustrated 36-page Catalogue, with Price Lists.

The Pope M'f'g Co., - - 597 Washington Street, Boston, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

— AGENT FOR —

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings, and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 17 MARCH, 1882.

Volume IV. Number 19.

[VOL. IV. **CONTENTS.** No. 19]

Editorial: Amateur Racing; Miscellaneous . 219
Wheel Club Doings: Albany; Capital; Essex; Somerville; Springfield; Montreal; Marlboro'; Brockton; Buckeye; Crescent; Waltham; Troy; Marblehead 220
Correspondence: The League; Newburyport; Voice fr m Ohio; N w; Kate Field on Knee-Breeches; Proper Size Again; Note as to Importing; Fancy Riding Contest; League Clubs; Bicycling 2,476 Years Ago . . . 221
Races: Chicago; Notes 224
Jones' Header 225
L. A. W.: Applications; Notice to League Consuls 225
Currente Calamo 225
Notes, Queries, etc. 226

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STUDENTS' NOTE BOOKS
EVERY VARIETY.
LOWEST PRICES.
108 and 110 Washington St., Corner Elm.
FRED W. BARRY.



L. A. W. Badges Pat. Sept. 13, 1881. Fine gold, plated, and silver, set with ruby, garnet, sapphire or diamond. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

LEARN to WALTZ at WALKER'S PRIVATE DANCING ACADEMY, 24 Dwight St., Please send for circular.

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

Bicycle Suits and Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.
G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the "**Special Timberlake**," the "**London**," the "**Stanley**," the "**Matchless**," and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs**, Nash's **Patent Rubber Handles**, Joseph Lucas's Celebrated **Lamps**, Lamplugh & Brown's **Saddles, Bags, etc.**, Butler's **Rat-Trap Pedal Slippers**, Hancock's **Patent Tires and Pedal Rubbers**, Thompson's **Cyclometers**, the "**L. L. C.**" and **Bicycle Sundries and Fittings**, of every description. supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

THE HUMBER BICYCLE

Is now being constructed specially strong for

AMERICAN USE.

Upon receipt of cheque, value £18,

We will send, securely packed (case inclusive), one of these celebrated machines, beautifully japanned and part nickel-plated, ball bearings to both wheels, brake and all latest improvements.

THE HUMBER BICYCLE

Is now used by nearly every rider of note in England, and is undoubtedly the best and most reliable machine in the market.

The fastest one mile, in 2m. 46s.; ten miles, 30m. 6s.,—by F. Cooper, at Cambridge, May, 1880. The fastest two miles, 5m. 36s., by the Hon. Keith Falconer, at Cambridge, May, 1879. The four Bicycle Union Championships of 1881, 1, 5, 25, 50 miles, in which races the fastest quarter-mile, 36s., and fifty miles, 2h. 50m., were by G. L. Hillier, Esq., the winner of all four events.

The fact that the above wonderful times were all made on the

HUMBER BICYCLE

Clearly proves their great superiority over all others.

HUMBER, MARRIOTT & COOPER,

Beeston Notts - - - - England.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyc ers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Pope Manufacturing Co., 597 Washington St., Boston.
American News Co., 39 Chambers St., New York.
Wm. M. Wright, 791 Fifth Avenue, New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 17 MARCH, 1882.

AMATEUR RACING.

THE English Amateur Athletic Association last month adopted a rule, which reads as follows: "That on and after 1 January, 1883, all amateurs wilfully competing at sports not held under rules approved of by the A. A. A., shall be declared ineligible to compete at meetings held under Association rules." Transatlantic wheelmen appear to be very much exercised (mentally) over this action, from which we infer that their sporting interests are largely identified with those of the Amateur Athletic Association, and the 'cycling press urges earnest and united action on the part of the Bicycle Union and bicyclers generally to endeavor to obtain its repeal. It will be remembered that a similar organization in this country, with five initials, passed a similar rule last year, which barred out of their contests some of our best known riders and mildly frightened a few of them; but really, we cannot see what wheelmen have to do, nor why they should wish to have anything in common with general athletics, which in this country at least, are usually controlled by and participated in by a lower stratum of humanity than the bicycling fraternity. Bicycling is as distinct and abstract a sport as yachting or billiards, and is destined to occupy as important a position in public estimation and interest as do the sports of the turf and aquatics; and its devotees can afford to be equally independent. Therefore, when the N. A. A. A. A. gets up on its hind legs to promulgate any such arrogant bull as that of last year, it reminds us of the frog and the ox in the fable. Instead of our wheelmen feeling aggrieved at the rule of exclusion, they ought to laugh at it, or at least feel indifferent; for they can win no enviable credit by participating in public games with the class of men who go to make up the average athletes. The League of American Wheelmen and regularly organized League wheel clubs should take charge of all bicycling events, establish all amateur championships, and make all records, recognizing no other races as amateur, and no times made under other auspices as records. When athletic associations, agricultural fairs, and other outside institutions desire bicyclers to enter their games, they should be required to first obtain official authority from the League or its officers, and wheelmen competing without such authority should be classed as professionals. Neither track, judges, nor rules are reliable when under the control of non-bicyclers. We sincerely trust that among other matters for consideration at the Annual Meet, this will take a prominent place, and that definite independent ground will be assumed by bicyclers in the matter.

AFTER a week of riding, things bicycular appear in more roseate hues than they did a month ago, when, after an inactive winter, our feelings were more or less dyspeptic. A call on the printer who is working on the League hotel certificates and instructions to consuls revealed the fact that the consular committee are busily engaged in carrying out plans which seem to meet the demands of the League members, in respect to the various matters relating to consuls, etc. The route slips, of which we have seen proofs, will be circulated among the consuls, and when filled in and returned by them, will furnish material for a most excellent road book.

* * *

THE want of an accurate road book has been felt by tourists, and this step to secure one will no doubt answer the question so often put by the unbelievers, as to the benefit of the League. These slips, which are divided into suitable spaces to be filled in, will give our road-record makers an opportunity to show the practical utility of keeping a log and testing the accuracy of their distances, besides benefiting their brother wheelmen. A familiarity with the character of the roads is conducive to touring, and some means of obtaining reliable information thereof will be appreciated by all riders who hesitate about venturing on new country. A good deal of pioneer work must be done, and the consuls are the ones to do it.

* * *

WHEN once the desire for reform sets in, it is apt to sweep all before it, oftentimes carrying with its progressive stream the good as well as the bad. We trust that the revision of the League, which now seems inevitable, will not be so radical as to completely upset what little foundation has been laid, nor place the work in entirely new hands, who will not understand so well the needs of such an organization as those who have followed its course from its inception. We recently had an opportunity of glancing at a new constitution proposed for the League, drawn up by Director Smillie, of New Jersey. In many respects it is superior to the one now in force, but like the latter, did not seem to be quite concise nor forcible enough. However, it forms a good basis to work on, and will no doubt be brought to the formal attention of the officers at their next meeting.

* * *

THE spirit of amalgamation seems to have reached fever heat among our English cousins, who, not content with joining together the Bicycle Union and the Touring Association, now advocate the amalgamation of the present Bicycle Union with the Bicycle Touring Club. Whatever other mistakes the framers of the League constitution made, that of a limited association was not one of them, as the League purposed from the first to combine in one what in England, until

recently. was only obtained by three associations. If the Touring Association, the Bicycle Union, and Bicycle Touring Club should be united, they will form an organization with the same objects as our own much-criticised League.

* * *

A REVIEW of the Stanley show would no doubt be of some interest to our readers; but as our information depends entirely on reports in the English bicycling press, we cannot give an intelligent description of it. The fact that over 80.000 people visited the exhibit is alone sufficient to prove its success. Every conceivable make of bicycle and tricycle was shown, affording riders a glorious opportunity to choose the machine which best suited them. The greatest change over former exhibitions was in the increased number of tricycles and the improvements made in them. The Boston Club will on Fast Day endeavor to emulate the example of the Stanley Club, and will give an exhibition of all the principle makes of bicycles and tricycles in use in this country. In this endeavor to really be of some use to the riding public, they should receive the hearty support of every rider.

ALMOST any afternoon, now, visitors to the Institute Fair building race-track and riding school may see such fast riding as to make one's head swim. The interest in the approaching Fast Day tournament, under the auspices of the Boston Bicycle Club, is increasing with the increased speed of the wheelmen who are practising for the competitions. Among these may be seen Underwood of the Roxbury Club, who pressed Frye so closely in the 28 January race, and who has during the past three weeks many times made his mile figure below the record, and it is said that once he docked one and a half seconds off of three minutes. Another coming man, and something of a phenomenon. is P. R. Ahl of this city, a young man full as slender and nearly as tall as Dean of the Bostons, who is a constant surprise to Prince himself. Dean, also, is becoming pretty constant in practice, and is rapidly wearing off the winter rust from his sinews, and gives promise of doing the Boston Club credit on the occasion. Champion Frye has been too busy to practise much as yet, but is watching his possible rivals with interest, and evidently does not intend to allow them to snatch his laurels without a struggle. Claflin, of the Massachusetts Club, a son of one of the Commonwealth's best governors, who held his handicap so pluckily in the five-mile scrub of the 22d of February that in the three miles before his unfortunate fall, Corey had not lessened the space between them, is also preparing and has ordered a Rudge Racer from England, and intends to make an effort for his club. Corey, of the Meteors, has purchased of the Cunningham Company the 53-inch Yale which was imported for Prince in his race with Keen, but which was not ridden by the former, it not proving the right size. Corey has in mind Capt. Faulkner of the Stars. and intimates that he would like to meet that gentleman at an earlier date than some time "next summer," as the latter suggested recently in the WORLD. Meantime. Corey is ready for any little game that may offer at any time during the season. Coleman, of East Boston, is also getting into condition for the Fast Day races, and will very likely be willing to join both Corey and Claflin from scratch. Prince has several bicycliennes in training at the riding school, one of whom he expects to pit against Rollinson's pupil, Mlle. Armaindo. As to himself. Prince is taking a regular ten-mile spin on the track daily, in anticipation of the great match between Rollinson and him for the championship of America and a purse, which event is expected to come off on the same occasion; but that will depend on Rollinson's movements. It is confidently believed that every American record of the distances run at this race meeting will be broken, and some of them very badly so. It is well worth a visit to the Institute rink to see the practice.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

April 13. Reception by the New York and Brooklyn wheelmen.

Mondays and Fridays, Boston Bicycle Club, "Whist" and "Chess" nights, respectively.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

ALBANY BI. CLUB. — The Albany Bicycle Club enters upon its third year with good prospects and plenty of enthusiasm. We have a riding-room with electric light, which we flatter ourselves is as good as any in Boston, and the stranger who drops in of an evening will see all varieties of 'cycler: the "Timid Toddler," the "Wary Wobbler," the "Go-it-Graceful" and a limited number of the "Fancy Few." Here too may be seen the "Club Masher," with his mustache fiercely curled *à la brigand*, circling proudly on his new nickelled Challenge, and the "Club Inventor." with knitted brow developing his patent duplex invincible non-slipping saddle, ingeniously covered with leather stuck full of tacks, with the points up, and which he is ready to guarantee will keep the rider from slipping. This gentleman's bicycle may be known by its being hung all over with patent attachments so that it looks like a pedler's wagon. The opposition to the bicycle upon the roads has nearly subsided, owing to the care exercised by riders, and there has not been a single accident. The roads are fair, and the Park Commissioners allow us the use of certain paths When the New York case is decided, we hope to successfully assert our right to the park drives.

Nearly all the older riders have worn out their Columbias, and ordered English machines a size larger than the old ones. Among the bicycles here or ordered are a British Challenge, a Matchless, a Special Club, a D. H. F. Premier, and an Expert Columbia, so we shall have a chance to compare the different makes. There is a tendency here to practical road riding, and little interest has been shown in racing. Our oldest member has ridden to and from his business almost daily for more than a year. The largest machines are a Harvard and a Matchless 56. By the way, the undersigned never saw a 56 that was half stiff enough in the forks to suit him, and fears he never shall. The continual twist on the road is the secret of the wear of front bearings. Why don't some one try *round* hollow forks, not like the Stanley, but very large at the head and tapering? Well made, they would be handsome and very stiff. "SEC."

ALBANY, N. Y., 1 March, 1882.

CAPITAL BI. CLUB. — *Editor Bicycling World:* — In your issue of 24 February appeared an article contributed by a Washingtonian, under the *nom de plume* of "Justinian,' in which are several erroneous statements regarding the wishes of the Capital Bicycle Club, in connection with the Annual Meet of the L. A. W. The executive committee of the Capital Club request me to state that no one is invested with authority to speak for the club on this or any other subject excepting his communication be contributed through the secretary. The Capital Bicycle Club having no connection with the L. A. W, in would be out of place in their urging that the Meet be held in Washington, and it would be manifestly more improper on their part to attempt an advancement of the interests of any other city. We regard all bicyclers as "brother wheelmen," whether members of the L. A. W. or unattached: and as such they will always receive a cordial reception, and an untiring effort on our part to render their visit a pleasant one.

S. PRESTON MOSES, JR.,
Sec. Capital Bi. Club.

WASHINGTON, D. C., 4 March, 1882.

ESSEX BI. CLUB. — The third annual meeting nd dinner of the Essex Bicycle Club took place on Monday last, 6 March. at the Park House, Newark, N. J. A large number of the members attended, and considerable business was transacted. Several amendments to the constitution were adopted for the purpose of reorganizing the club, and setting it on a more solid and permanent foundation. As now constituted, the business meetings of the club will be held quarterly instead of monthly, while the general business of the club will be conducted by an executive committee. The following officers were elected: President, E. H. Snyder; vice-president, G. F. C. Smillie; captain, E. R. Bellman; senior sub-captain, H. W. Knight; junior sub-captain, O. L. Baldwin; secretary and treasurer, Charles Knight; club counsel, W. J. Knight; executive committee, E. R. Bellman, H. W. Knight, T. O. Ball, H. A. Douglas, W. J. Knight, G. F. C. Smillie. At the termination of the meeting, the club, with the honorary members and invited guests, sat down to an excellent repast, and the evening was spent in feasting and pleasant social intercourse. CHARLES KNIGHT, *Sec*,
800 Broad street, Newark, N. Y.

SOMERVILLE BI. CLUB. — A bicycle club has been formed in Somerville, Mass., with the following organization: Captain, C. W. Hemenway; sub-captain, C. H. Robinson; secretary and treasurer, A. R. Brown, Jr.; guides, Albert Allen and John Bullard.

SPRINGFIELD BI. CLUB. — The Springfield (Mass.) club at the annual meeting, 7 March, elected officers for the ensuing year, as follows: President, Henry E. Ducker; captain, Charles E. Whipple; bugler, James M. Graves; secretary and treasurer, Charles K. Ferry. The entire active membership, numbering ten, have applied for admission to the L. A W. The club is a wide-awake one and are preparing for a lively season of wheeling.

MONTREAL BI. CLUB. — The following are elected officers for the ensuing year: Captain, H. S. Tibbs; lieutenants, A. T. Lane, G. M. Smith, J. Muirhead, G. De Sola, J. Trotter; secretary and treasurer, J. D. Miller.

MARLBOROUGH BI. CLUB. — At the February semi-annual meeting, the following were elected officers for the ensuing term: Captain, A. P. Curtis; lieutenant, Lemuel Hitchcock; bugler, George E. Frye; secretary, Charles Curtis.

BROCKTON BI. CLUB. — The following have been elected officers for the ensuing term: President, W. H. Bryant; captain, F. H. Johnson; first and second lieutenants, respectively, W. B. Sweatt, Charles A. Swazey; secretary and treasurer, E. M. Thompson; club committee, president, captain, secretary, E. P. Churchill, and F. B. Howard.

BUCKEYE BI. CLUB. — At the annual meeting, the following were elected officers for the ensuing year: President, W. H. Miller; captain, H. B. Hutchinson; lieutenant, W. T. Eldridge; bugler, W. R. Kinnear; secretary, C. J. Krag. The club has adopted a new uniform, consisting of gray coat, cadet cut, gray knee-breeches, stockings, and hat.

J. F. HASELTINE has been elected first lieutenant of the Crescent Bicycle Club, to fill the vacancy caused by the death of Lieut. R. C. Goodwin.

WALTHAM BI. CLUB. — Tuesday, 7 March, the active members of the Waltham Bicycle Club met for practical reorganization. The following officers were elected for first half of year: President, Wm. Shakespeare; captain, A. F. Rivard; first lieutenant, W. H. Smith; second lieutenant, F. W. Derbyshire; secretary, Chas. E. Mulloy: treasurer, Chas. C. Hardy: directors. M. L. Childs (chairman). W. H. Smith, L. R. S. Staples. Considerable business was suggested and laid over till next meeting. It is rumored that a tournament will be given in September under the auspices of the club, of which more hereafter.

W. W. STALL,
Secretary pro tem.

THE Troy bicycle club have located permanently at 269 River street, third floor, and are now in a flourishing condition. The list of membership is steadily on the increase. The club contemplates a three-hour tournament at the Albany fair grounds in April. The prize will be a gold badge and the club championship, The annual meeting for the election of officers will be held 1 April. Fred. P. Edmans, Columbia Bicycle agent, has charge of the rink in connection with the club headquarters, and it is well patronized.

THE Marblehead Bicycle Club has adopted the following uniform: Green corduroy breeches; light olive-green shirt, laced with green cord; green stockings; green corduroy polo cap with monogram of the club on the front. The club colors are crimson and silver. The entire membership has joined the League.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The League.

Editor Bicycling World: — In what I ventured to say in a former number of the WORLD (No. 5, Vol. 4), I did not intend to claim that the League was perfect, or that its officers were not legitimate subjects for criticism by wheelmen; but it did seem to me that a large part of the fault found with it was based upon most unreasonable expectations of benefits to be derived from so small an outlay, and from an organization so new and novel. Furthermore, have the few who find fault done their share? Have they met the League half-way? Have they put themselves in the way of receiving its benefits? Has "Cyclos," for instance, as sort of "boss critic," got himself, or some other good man appointed consul of his city? Has he, when touring, called upon consuls in such places as he visited, or is he one of those of whom Consul Dean so justly complains, who "visit town after town without ever thinking of the consuls"? Has his voice been heard in the meetings of the League? Has he ever ridden over any road where his rights were disputed, and asked the League for aid?

Judging from his spicy letter in the WORLD of 3 February, 1882, he is a Mason. If he sat quietly down at home, and made no effort to receive the benefits of Masonry, might he not well claim that he saw no advantages in that organization? "*Seek* and ye shall find!" and my word for it, if "Cyclos" will attend the next meeting of the League, he will be so delighted with the good-fellowship and fraternal feeling developed there, that he will become one of the most enthusiastic members of the L. A. W., and will think that even annual parades are much more than simply "well enough in their way." His admirable contributions to bicycling literature show him to be a most valuable member of the League: "so are they all, all honorable men," — these critics of the League, — but too impatient in their zeal to wait for it to grow to perfection.

Briefly to answer "Cyclos's" review of my "plea," as he calls it, I beg to say, — *First:* That I am *not* a lawyer, and that the views I tried to express were those of common-sense. It still seems to me absurd to think that a League member could, for instance, having neglected his League badge, send it back all black and tarnished, get his two dollars, and then, whenever it suited him, send on again and get a new badge. *Second:* That I am not a Mason, and that I only used Masonry as an illustration, and suggested that those bicyclers who look upon the League as *simply* a sort of insurance company or charitable institution, were like those people who think that Masonry is mainly valuable to a man as an aid in borrowing money or getting trade. *Third:* That when I said that *this sort* of bicycler expected to have the League take up "all" his quarrels and lawsuits, I did not intend "to confuse the jury," but I meant all *bicycling quarrels*, etc. *Fourth:* That I do not understand that the League intended to print an Encyclopædia of Bicycling when it issued its "Hand-Book," and consequently it did not fill a volume with decisions of the courts as to highways, etc.; but that League members can very properly call upon the corresponding secretary for such, whenever they are needed *Fifth:* That neither did it propose to print a Gazetteer of America; and so for information as to roads, hotels, etc., the members must look to the proper consuls. *Sixth:* That when "Cyclos" says that the L. A. W. "has done little or nothing to promote the general interest of bicy-

cling," that it "has *refused* to defend and protect the rights of wheelmen," and that it "has not facilitated touring," he speaks without sufficient knowledge. "Not as he knows of," perhaps, but hundreds of bicyclers know that it *has* done very *much* in all these directions *Seventh:* That whether "time, money, and brains" *are* "wasted" and "squandered" in getting up "races, championships, and annual parades," is a matter of opinion: and I strongly suspect that a vote of the League members would, by a large majority, favor all those as among the most effectual means of "promoting the general interests of bicycling," however much "Cyclos" — *and myself* might differ from that.

It is a pleasure to read "Cyclos's" letter, whether one agrees with him or not, and we shall have no quarrel, *certainly* not on the *racing* question. I consider that one of the dangers which threaten the future of bicycling is an undue prominence given to racing. Heaven forbid that our favorite sport should ever fall so low in public estimation as has pedestrianism, horse-racing, and — I might almost say — boating. But I recognize the fact that to many wheelmen these trials of skill and endurance have a powerful fascination, and I think that to bicycle races at county fairs, etc., is largely due the rapid spread of interest in the wheel; and while races can be wisely managed and kept free from the abuses of such sports, I feel disposed to "give the boys a chance," and to favor amateur races under club or League control. That *too much* of the League's time and money is not given to races, it is for "Cyclos" and those who agree with him to see to; and hoping to see him at the League meeting (*in Chicago*) next May, taking an active part and being elected to an important office, I close.

A. S. PARSONS.

Newburyport Wheel Melange.

Editor Bicycling World: — I hardly know whether to envy or to pity those riders who boast of enjoying a run out of doors every day in the year, but I do envy the wheelman who has the facilities to take a run on a good road in early spring. This week, if possible, I am to mount my 52-inch Columbia for the first time since last November, for a short run; and a short one I am afraid it will be, considering the roads. I am feeling so well over it, however, that if poetically inclined, I would join the long list of poets, and enthuse in an "Ode to Beautiful Spring," at the risk of rendering myself liable to damage by the hands of an exasperated editor. But I shall not enthuse. . . The last ride taken by any one in this city was in December, during the remarkably mild and pleasant weather of that month. The wheelman was our 48-inch man, who, I am sorry to say, has left the city for employment in Charlestown. His face will be sadly missed in our runs the coming summer. All the boys are resurrecting their machines, brightening and oiling them up, and as soon as the weather and roads permit, will take their first spin of the year. . . . . Our riding-hall project has "gone where the woodbine twineth." Cause: lack of interest on the part of some, and the departure of the wheelman before alluded to, one of the most enthusiastic in the idea. . . . . Wheelmen in general who have visited Newburyport and sampled our roads will be pleased to learn that a new street superintendent has been appointed, his salary increased, — a very suggestive fact, — and the prospect of better roads in the future is very flattering. . . . . Wheelmen who have travelled in this vicinity will remember with feelings of pleasure the mile of hard, smooth oyster-shell road, about three miles from the city proper, and will be pleased to learn that the shells have been continued this side, on Gravel Hill, rendering this long and tiresome ascent comparatively easy, and for coasting, a hill that cannot be surpassed. . . . . I perused with much pleasure your catechism and primer in last week's issue. In fact, I read the whole paper with pleasure. In your catechism is a question which is a direct slap at most of the riders of this vicinity: "Why do rural New England clubs persist in calling a flapping flannel shirt and ill-fitting knee-breeches a uniform?" The answer you append is: "Do they?" How innocent! They do, as far as calling a shirt and breeches a uniform is concerned: but whether the shirt is flapping and the pants ill-fitting is the question. I have seen some ill-fitting breeches, — in fact, worn them; as probably many people of Boston thought last summer who noticed a chum and myself meandering through Haverhill street, one knee of my nether garments being entirely absent, — the effects of a bad fall at Lawrence, from which place we continued a week's trip by rail. But as to the shirts, I confidently state that all from Newburyport last season were neat and well fitting. I also wish to state that it is highly probable that the coming summer a few of us will appear in new suits which can be strictly classed as a uniform. It is also very likely that we shall have an addition of three or four to our ranks the coming season, and I shall be able in my reportorial capacity to chronicle the hair-breadth escape of many

> A handle-bar-bending young man;
> A spraining-his-arm young man:
> A regular tumbler;
> A good-natured fumbler;
> A bruising-his-shins young man.

Notwithstanding the remonstrance in regard to *noms de plume*, from Mr. Brown, of Pittsburg, I shall continue to write under the pseudonyme of ELLSWORTH.

NEWBURYPORT, MASS., 6 March, 1882.

A Voice from Ohio.

Editor Bicycling World: — I just want to say a few words about that Meet business. I think the next Meet should be held in a Western city. Cincinnati has no arguments in favor of its facilities for a parade, although it has many advantages as regards location. Cleveland, St. Louis, Detroit, and Louisville are all good, but Chicago *best* for such purposes as the League Meet requires. Now, I think there has been enough discussion about the question, East or West, and I rather think that the inclination is to give the West a show this year. The East, while still advancing in progress as regards the use of the wheel, has attained a standard and recognized sphere, that would be hard to retrograde, and yet comparatively slow to increase; while the West, by a little recognition and encouragement, which it needs and has asked for, will, if their request is heeded, show the East a large number of enthusiastic wheelmen at the May Meet and at those to follow, — a body of bicyclers that has arisen since May, 1882, who in themselves will constitute a power: and if I am not too sanguine, these riders (who will be League members), together with the old, sturdy Leaguers who now push their cause, will be in strength of numbers something that will make the East look around and call for the next Meet to be held home again. Then will the men in whose eyes later shines the setting sun, simply say Amen! and where *one* of them would this year go East, ten or twenty will arise and return the call which they hope to receive from their Eastern brethren this spring. In the interests of bicycling, in the advancement of its progress, and the desire to perpetually establish its recognition and general use in the United States, give the Western States a chance to exhibit what they have, and promise what they will have in their undeveloped resources, as true in bicycling as in mines and crops. I speak for myself and my brother director, Ely, of Cleveland, and I am sure we represent the State of Ohio; have been in communication with the representative wheelmen of Kentucky, Indiana, West Virginia, Michigan, and Illinois: *all* strongly urge the desirability, some say *necessity*, of holding the next League Meet in the West, and most of them advocate Chicago as the place most advantageous, all things considered. In receiving this communication please consider it as *many*, for I am constantly in receipt of letters urging me to push "our Western cause." Our club took formal action on the subject last Monday night, at the business meeting, and our 'cyclers are deeply interested, and much rests upon the decision. Pardon me for consuming so much space, but double it as you *read* it, placing a "Chicago" between every word. In conclusion — Chicago! Chicago!!

JOS. G. KITCHELL,
Director, Ohio. L. A. W.,
President Cin. Bicycle Club.

CINCINNATI, 8 March, 1882.

Now.

NOW is the time to shake the camphor out of your uniform and get ready for active service, to bring the bike down from the garret and apply a compound of emery and elbow-grease, to buy a machine, to join a club, to make up your mind that Chicago is to have the L. A. W. Meet, and to save up your pennies so that you may be able to go there and give them a good send-off, to decide whether it would not be better to subdivide the League into Eastern, Middle, Western, and Southern branches, and have a grand Meet once in three years, to get all your friends interested in 'cycling, and to make them learn how to ride in order that they may be able to enjoy the out-door wheeling which is so near at hand, to wonder why there are no first-class tricycles in this country, so that you can take your would-be mother-in-law's daughter out for a ride, etc., to wonder also why manufacturers cannot see that the best way to advance their own interests and the cause of bicycling is to give us a superior machine at a much lower price than they now demand, for you to subscribe to the bicycling journals so that you may keep posted on what is being done, for the writer to close.

CARVER.

Kate Field on Knee Breeches.

Editor Bicycling World: — Kate Field, in a late publication, says: "There is nothing whatever to be brought forward in favor of trousers, except that they serve to cover up bad legs. Men without calves, when arrayed in the broadcloth of the period, are as pleasing as Apollos. But shall all male beauty be sacrificed to the calfless? Cannot art assist nature and supplement proportions akin to the meagre pipe-stem? Men on the stage are no better formed than those off, yet they creditably endure the ordeal of knee-breeches. Moreover, small-clothes can easily take the place of stockings, and thus overcome the objections of the lank and lean. Here let me ask why there are undeveloped legs. Do they not indicate physical degeneracy, neglect of athletic sports, by which beauty of form is attained? Might not the revival of knee-breeches lead to greater physical culture, and thereby aid in advancing the human race? To be brought face to face, or literally leg to leg, with deficiencies, is the first step toward improvement."

How heartily all true bicyclers will indorse Kate Field in her argument for knee-breeches! As an old rider, I can say that half the enjoyment of the sport comes from the attendant privilege of wearing them. How gloriously light and free a man feels when encased in a well-fitting pair, preparatory to mounting the wheel; and (boys, let me whisper it where our old frjend "Madeline" cannot hear) "The sex has the same admiration for a bicycler's plain blue, green, or gray stockings as we do for the striped variety properly filled." Sad, but true. As to the deficiencies of limit mentioned, it is well to remember that large limbs are mainly ornamental, as our best athletes are not really large-limbed, and many are positively pipe stemmed, "as it were." Observe the difference between the calves of the ballet and those of the principal dancer who does the "funny business" on her toes. In one case the limb is beautifully modelled; but in the latter the real muscle is highly developed, and cannot be hampered with pads. On contrasting the two, popular opinion would prefer the fat or stuffed calf to the naturally developed; but the latter does the successful business after all. Observe the limbs of the champion pole-jumper, who annually carries off the U. A. C. prize: it is hardly necessary to say that from a spectator's standpoint, they appear decidedly ethereal, — but they take the cake from our fat-legged young men, and more than that, go a shelf or two higher, "just for fun."

Now, my small-legged brethen, do not despair; fashion might change, and you may be all in style some day. In any case you are safe: small legs may be stuffed, but big ones cannot be whittled down. Men with small legs are never wrongfully accused of padding. By all means let us have knee-breeches for every-day use; and in gratitude to K. F., we are sorry that she cannot join us (openly) in the enjoyment of them.

PRACTICAL.

BOSTON, 2 March, 1882.

The Proper Size Again

Editor Bicycling World: — I have been reading the interesting article by "F." in the WORLD of 17 February, on the proper size of a bicycle. While agreeing fully with "F.," I would like to hear further on the subject from practised riders in other parts of the country, who ride under different conditions than "F.": those who are in the habit of taking extended tours, and over every description of roads, and particularly from those who have ridden continuously on different sized wheels. I am surprised that a subject so little understood has not been more fully discussed, as it certainly must be one of considerable importance to most riders, and one upon which many disagree. One will tell you to use as large a wheel as you can reach for general road use. One rider (who claims to have had seven years' experience in Europe and this country) told the writer he had experimented thoroughly on different sized wheels, and advised for road work an undersized wheel with 6-inch cranks. Sturmey says in his "Guide to Bicycling," for bad roads and general touring purposes over a hilly district, an under size should be selected, and gives as a rule — "to place both cranks downward (if detachable); to be suitable, the feet should be then in exactly the same position as when walking, with full inch heels to the boots": and advises no one to go higher than 56 inches, no matter what size can be ridden. Now "F." states that "the character of the roads should not be considered in the least" in choosing the size of wheel. A rider certainly is the more graceful and rides in better form on a full-size wheel, — one as large as he can reach with 5-inch cranks; but is such a wheel *practical* and *best* for general use in touring over all kinds of roads? Many have been taught to believe that for comfort it is a great mistake to choose a wheel larger than the tables and measurements given in manufacturers' and importers' catalogues; yet riders are constantly throwing aside wheels each year for larger ones, — a rather strong indication that "F." is correct in his views. Now let us have the facts based on practical experience, thereby giving the WORLD readers more light on this important subject.

DARKNESS.

FOND DU LAC, WIS., 22 February, 1882.

A Note as to Importing.

Editor Bicycling World: — The very courteous manner in which you refer to the Pope Manufacturing Company, in an editorial in your issue for 10 March, and the generally fair and correct report there made of a casual conversation we recently had, are appreciated, and almost preclude my asking any correction. Indeed, it is not so much correction as right emphasis that I desire to suggest. We *are* willing to license responsible parties to import bicycles in certain large communities not yet provided with sufficient agencies; and we think New Orleans, St. Louis, and San Francisco good centres for the right parties to establish agencies in.

But we have to consider the interests of others in the business, who are our licensees, and who like us have beaten the bush, or to use another figure, have ploughed and harrowed and sown, and who are entitled to be protected from *mere* gleaners until they have gathered their legitimate harvest, or are in a position to gather it without harmful intrusion. It is for the interest of bicycling that *all* connected with it should succeed: wheelmen, learners, clubs, agents, makers, *and* importers. Now, we are willing to license a limited number of importers or makers of bicycles and tricycles, from time to time, provided these parties shall be not only "responsible," and "have a few thousands they would like to invest," as you say, but also mean to make it their business, and will come into the field in a business-like manner, and aid in developing the demand, as well as in sharing the benefit of the supply. He is a benefactor who makes two men ride the wheel where one rode before, or better, where none rode before. The sources of supply are now sufficient to meet the demand for bicycles; but the demand may be increased to an unlimited extent, and any one who will come in and substantially help to increase it will be welcomed to the business by dealers as well as by riders.

My excuse for writing you is in the fact that some young men have been misled heretofore, by comments in the BICYCLING WORLD (or said they were), into thinking that *any one* might import bicycles, if he only paid a license fee or royalty after he had done so. If one is ready to put capital and energy into the busi-

ness; to take a locality not already sufficiently appropriated; to open and maintain a riding school; to advertise and patronize and promote the interests of bicycling, he may negotiate with us for a license, and we will meet him in a liberal spirit. But we must object to squatters, intruders, dodgers, and parasites.

By the way, from the best available sources, I estimate the number of machines now in use in this country as at least 12,000 (instead of 8,000, as you do), and the number of riders, or those who occasionally ride and constant riders together, at double that number; and this does not include the large army of the cheaper and smaller bicycles.

Yours, with respect,
ALBERT A. POPE.

BOSTON, 11 March, 1882.

The Fancy Riding Contest.

BALTIMORE wheelmen turned out in force, at Foster's bicycle school, on Wednesday, 1 March, to witness the first fancy riding contest of the kind on record. The prizes were a gold and a silver medal, of handsome designs and finish. The judges were Messrs. Clymer Whyte, Director L. A. W., Harry Browne, President Baltimore Bicycle Club; and T. J. Shryock, one of the patron saints of the sport. The competitors and machines were: C. R. Evans, 50-inch Club; E. E. Williams, 48-inch Club; R. F. Foster, 50-inch Club; Arthur Harrison, 50-inch Harvard; J. Wiesenfeld, 47-inch Pacer; W. V. Sauner, 46-inch Columbia.

The chairs were arranged in horseshoe form for the spectators. Each man, as his name was called, came in at the toe, stopped, adjusted his machine and pedals, and did his mount, riding out between the ends of the shoe, and behind the spectators. Each competitor carried a number embroidered on yellow satin, on his cap. The music enlivened things greatly, and the audience watched the struggle with great interest. There were fifteen events, which we published in the WORLD of 27 January. When the judges called the roll, all six came out and stood in a line, and then cleared away for action. Sauner was the only man who did everything on the programme, and did it well. The first medal was awarded him. Harrison was the next in the number of successful efforts, but his style was not so easy or finished as that of Evans, who took second medal. Between Evans and Williams it was the question of the trembling of a wheel, or an awkward gesture in the saddle. The judges recalled them again and again before deciding. Evans is undoubtedly a better rider than Sauner, but owing to his nervousness, and the novelty of a first appearance in public, he did not do himself justice. He is the prettiest vaulter I ever saw, and sits his wheel like a prince. Foster and Wiesenfeld had no show, the first being too indifferent and out of practice, and the latter too clumsy. After the contest proper was concluded, N. T. Slee, the instructor, gave some private fancy touches, going through twenty-one mounts, nineteen dismounts, and seven styles of riding, amidst great applause from the admiring spectators.

We are now arranging for a similar contest, to be held at one of our largest public halls, open to the amateurs of the world. One gentleman, who wishes his name withheld, offers fifty dollars for the first medal, and the title of champion of the United States. Dr. Turner, who is awaiting his 58 Expert, has put his name to twenty-five dollars for a second medal, and William Bouldin, Jr., of the Frederick (Ind.) *Times*, for ten dollars for a third, if twenty-five entries can be got. Washington promises eight entries, Baltimore three, and we trust to the North and West for the balance. The programme will be restricted to such evolutions as any average rider can accomplish, no private touches being allowed, every man to do the same thing, and grace of execution only to win. We hope to have it by the middle of May, and intend selecting judges from the different cities represented. The object in confining this contest to simple mounts and dismounts and handling the machine is to shut out the fear of such phenomena as Rex Smith, Burt Owings, W. M. Wright, and the late Johnny Blow. Any of this style of riders will have to come down to first principles and try conclusions on the machine at feats which enter into every day riding. Practise up, boys, — it will be the first open contest of the kind on record.

B.

BALTIMORE, MD., 6 March, 1882.

A BOSTON wheelman writes us: — "If all bicycle clubs should follow the example of the Chelsea, Boston, and Massachusetts Bicycle Clubs, and several others, in seeing that every member of their club joins the L. A. W., and that their membership is kept up each year, I believe the L. A. W. would number at least one third more next year. I find upon inquiry that most of the clubs who joined in a body the first year left it to each member to do as he pleased the second year, and that in most cases not one half of them renewed. If the clubs do not take up this matter more generally next year, the L. A. W. membership will suffer. Let us not have any half-way business about it, but if we are going to support the L. A. W. at all, we ought to do it in a body.

Bicycling 2,476 Years Ago.

Editor Bicycling World: — Mr. Pratt in the "American Bicycler" tells us that the first approach to the bicycle was made about one hundred years ago. Now, the object of this communication is to show that over two thousand years ago, the "wheel" was in use. Taking the Old Testament and turning to Ezekiel, Chapter 1 (the vision of the four cherubim and the four wheels), I propose to prove —

First. The wheel was in use 2,476 years ago.

"Now as I beheld the living creatures, behold one wheel * upon the earth by the living creatures."

Second. As there were four together, and as they looked alike, or had a uniform appearance, the following would indicate the existence of a club: —

"The appearance of the wheels and their work was like unto the color of a beryl; and they four had one likeness."

Third. They undoubtedly used cyclometers.

"Their appearance and their work was as it were a wheel in the middle of a wheel."

Fourth. They were good riders, too.

"They went every one straight forward; and they turned not when they went."

Fifth. We find the club out for an evening run, with lamps lighted.

"As for the likeness of the living creatures, their appearance was like burning coals of fire, and like the appearance of lamps: it went up and down among the living creatures, and the fire was bright."

Sixth. They were fast riders in those days, and could probably have given John Keen several laps start in a short race.

"The living creatures ran and returned as the appearance of a flash of lightning."

Seventh. They tried to do the "stand-still" with more or less success.

"When those went, these went; and when those stood these stood; and when those were lifted up from the earth, the wheels were lifted up over against them."

Eighth. According to "F," in the WORLD of 17 February, they must have been bicyclers, for —

"Their feet were straight feet."

Verily, there is nothing new in the world.

E.

FORT WAYNE, IND.

*This would indicate that they were unicyclists. — EDITOR WORLD.

RACES

Coming Events

6 April. Fast Day, grand race meeting and bicycle exhibition of the Boston Bicycle Club, in the Institute Fair Building, Boston.

A SPECIAL 5-mile bicycle race was ridden in the Exposition building, Chicago, last Saturday afternoon, for a McDonnell cyclometer. The contestants and the result were as follows: L. W. Conkling, 60-inch D. H. F. P, 18m. 15s.; B. B. Ayers, 54-inch do., 18m. 3⁷⁄₈s; Vernon Calkins, 54 Columbia, 19m. 30s.; C. C. Philbrick and F. S. Blanchard, 56 Columbias, and J. M. Fairfield, 54 D. H. F. P., times not taken. To-morrow afternoon the losers of that race will again compete for a McDonnell cyclometer, same distance, and Conkling will ride a mile against time.

GEORGE D. GIDEON, the pride of the Germantowns, writes that he is training, and will, if his business engagements permit, be present and participate in the races here Fast Day.

THERE is an earnestly expressed desire among wheelmen for a slow race, to be contested at the Fast Day race meeting, and it has been suggested that it be for the championship of Boston.

Jones's Header.

JONES had just bought a bicycle, — a lean, long, lank-looking, second-hand 56-inch. He placed it against the back fence and called Mrs. Jones. Mrs. Jones appeared. She threw an admiring glance upon the bicycle. "Is that yourn, Joney dear?" said she, addressing her husband. "Yes, Chusey, it 's all mine," replied the nobler half. By the way, he always called her "Chusey," because mamma so much prefers it to "Susie." "Oh, I'm so glad you 've brought it home," she said: "my! what a lot of nice fresh water we shall have, instead of 'Cochituate essence,' and then — " "Tut, dear!" broke in Jones, "it 's not a wind-mill, nor a tooth-pick, nor a cider press. Its a gosh darned bicycle." Jones was growing red, and so "Chusey" retreated to the recesses of the kitchen. The would-be 'cycler now bethought himself to take a ride. He would just look to his attire. An old pair of cream-colored hose (part of his wife's *trousseau*), he thought, would do for protection to his less-than-ample calves. A pair of blue overalls, rolled up to the knee, would answer for breeches. An old beaver he thought would be comfortable, being roomy, and therefore airy, for head-gear.

So Jones stalked out into the middle of the road How was he to get on? Somebody must hold the "thing." Ah! a passing boy was hailed. a contract sought. "Ten cents," said Jones. "Not 'nuff," replied the youngster. "Twelve cents," proposed Jones. "Raise it one, mister, an' I 'm your man," remarked Young Enterprise. Jones felt in his pocket. Agreed. The first lesson was like all first lessons; more of a tumble than anything else. However, after a half-hour's practice, Jones deemed himself a competent rider, and dismissed his assistant. One more trial. and he would go to supper. A convenient fence was taken possession of, and a successful mount made. A few revolutions of the wheel, and Jones sat in blissful peace and harmony upon the pigskin saddle. A few more revolutions, and nothing but a small twig in the road disturbed his peace of mind. He thought he would whistle — no, he thought he would n't. A pebble of monstrous proportions arose before him. Should he turn to the left? No. A large hole lay on that side. Should he turn to the right? No, that was worse yet; it was covered with deep sand, and that terrestrial article, he had heard, was inimical to bicyclers. There was nought to do but ride straight ahead and take the chances of a mild fall. Jones thought of a number of things during this short space of time. He thought of Chusey, and offspring at home; of Chusey's mother-in-law; and — well, his thoughts wandered back to the pebble, and he wondered if some spiritual power might not snatch it from under him? Whir-r-r! There was a transformation scene, — a disturbing of the atmosphere — a superflux of limbs, a thud, and a crash.

All was dark. The flickering lamplight shone on a countenance pale and emaciated, the property of Jones the 'cycler. "Put on brake—put on the brake—grease the spokes — rub down the backbone, — anything, anything, for my sake; but don't throw those rocks at me! don't! *don't!!* DON'T!" were the wandering remarks of the unfortunate one.

Two days after. Sign in front of Jones's residence. "Bicycle, 1 pair cream-colored hose, 1 pair blue breeches, 1 pair garters, for sale cheap. Apply within."

G. A. A.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money order- payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 257 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa; Wm M. Wright, 791 Fifth Avenue, New York.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary L. A. W.

ÆOLUS WHEEL CLUB. — Additional: Wilber W. Hobbs, Worcester Safe Deposit Company, Worcester, Mass.; Geo. F. Harwood, 387 Main street, Worcester, Mass.

MASSACHUSETTS BI. CLUB. — Additional: Frank G. Parker, 7 Exchange Place, Boston; Jeffries Wyman, Cambridge, Mass.

UNATTACHED. — F. R. Freeman, Middletown, Conn.; A. S. Hill, 13 Tremont row, Boston, Mass.; John L. Ayer, 38 West street, Boston, Mass.; Fred. H. Childs, 5 Hartford street, Boston, Mass.

CONSULS APPOINTED. — New York State: Fairport, Wayland M De Land, No. 225: Fort Edward, Asahel R. Wing, National Bank of Fort Edward, No. 226.

SPRINGFIELD (MASS.) BI. CLUB. — New: S. J. Bilings; M B Breck, 355 Main street; F. L. Caulkins, 627 State street; H. E. Ducker, 70 Linden street; C. K. Ferry, secretary; A. R. H. Foss, with Forbes & Wallace; M. D. Gillette, 408 Main street; J. M. Graves, 408 Main street; G. M. Hendee, 239 Mill street; C. E. Whipple, 460 Mill street, — all of Springfield.

TO THE CONSULS OF THE LEAGUE OF AMERICAN WHEELMEN IN MASSACHUSETTS:

Gentlemen, — As the coming season draws near, it will be necessary to prepare in the best manner possible for the season's work, and to that end you are requested to report what progress you have made during the past year in furthering the interests of your fellow members, in your official position as consul. To ascertain exactly what will be required of you, you will kindly answer the following questions as you are able, and forward the same without delay to the under-signed: 1, name of consul; 2, town; 3, county; 4, population; 5, number of L. A. W. in town; 6, number of wheelmen not League members; 7, number of clubs and membership of each; 8, names and number of first and second class hotels; 9, names of railroads running through or into the town; 10, whether there are any restrictions by town government in bicycle riding; 11, the number of calls you have received, as consul, by League members; 12, number of accidents that have occurred to persons or vehicles by means of bicycles; 13, name of hotel recommended by you as the League hotel, and charges of same; 14, number of miles from Boston, and best routes to same. No. 11 is important, and should be answered as nearly as possible. In some cases it may be necessary to approximate the answer, but some answer will be required. All instructions to consuls of the League in Massachusetts will hereafter be published in the BICYCLING WORLD. By giving the foregoing your *immediate attention*, you will greatly oblige,

Yours fraternally,
EDWARD C. HODGES,
FRED S. PRATT,
Directors for Massachusetts.

28 STATE STREET, BOSTON, MASS., 14 March, 1882.

CURRENTE CALAMO

We have now some very handsome $5.00 *L. A. W. badges just received.*

L. A. W. RECORDING SECRETARY S. T. CLARK, of Baltimore, sails for Europe to-morrow.

MR. F. W. BLACKER, of the Æolus Wheel Club of Worcester, has sent us a fine cabinet photograph of himself.

MR. W. V. GILMAN, the enterprising and enthusiastic president of the Nashua Wheel Club, was in town Monday, and made us a pleasant call.

TICKETS of admission to the grand Fast Day race meeting, under the auspices of the Boston Bicycle Club, are now ready, and for sale at the BICYCLING WORLD office. Price twenty-five cents.

FRANK H. TAYLOR, of the Germantown Bicycle Club, G. H. Potter, of the Cleveland, and Secretary Moses, of the Capital Club, were in Boston last week, and visited the Boston Club headquarters.

SECRETARY STANLEY, of the Columbia Bicycle Club, writes us that if the League Meet is held in an Eastern city, they will turn out sixteen strong; if in the West, they will send half that number.

WE have just received an invoice of the "Wheelman's Year Book" for 1882, which Mr. Dean pronounces "one of the most complete and useful books ever compiled for bicyclers." Sent postpaid to any address for fifty cents.

BICYCLERS' attention is directed to Harry D. Hedger's advertisement on page 227. Mr. Hedger is a practical

and experienced bicycle machinist, and has excellent facilities for altering, repairing, refitting, etc., and personally is well worthy of patronage.

COMMUNICATIONS received from Secretary Miller, of the Montreal Club, Secretary Thiessen, of the Troy Club, "Pumpernickel," of the Bremen (Germany) Club, "Geesee," "One Crank," of Kentucky Club, "869," of Haverhill, "B. Bugle," of Staten Island, "Dancer," of Buffalo, and others; received too late for this issue.

"THE Æolus Wheel Club will wheel to Boston Fast Day to attend the race meeting, condition of roads and weather permitting," said Ex-President Blacker to us the other day. We have an idea that all the roads converging on Boston will present an animated and picturesque appearance on that day if wheeling is even fairly practicable.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department]

Editor Bicycling World: — In reply to "Scrub's" query in the WORLD of 24th ult., I would suggest that he try one of the patent detachable and adjustable steps on his machine. There are several patterns of them, and as the cost is trifling (one dollar and a half, I think), it will not be an expensive experiment, at all events. He can try it in any position he chooses, and thus satisfy himself in regard to the matter. My own opinion is, that all machines should be fitted with these detachable steps, as they do away with the necessity of drilling holes through the backbone, thus leaving it much stronger just above the rear wheel, which is usually its weakest part, and which is subjected to great strain, especially in riding over rutty places, cobble-stones, etc.

G. W. H.

POUGHKEEPSIE, N. Y., 7 March, 1882.

Boston Amusement Record.

BOSTON THEATRE. — Ideal Opera Company. Next week, "The World."....BOSTON MUSEUM. — "Butterfly Fever." Saturday night, Barron's benefit, "Richelieu" and "Seeing Warren." Next week, "False Friend."....GAIETY THEATRE. — Willie Edouin's Sparks. Next week, Cancross' Minstrels.....GLOBE THEATRE. — "Two Orphans".....HOWARD ATHENÆUM. — Rentz-Santley Novelty and Burlesque Company.....PARK THEATRE. — Mr. and Mrs. N. C. Goodwin. Next week, "The Professor."....WINDSOR THEATRE. — "Pique."

WHEELS are beginning to turn, and you should turn in your dimes at once if you wish to secure a copy of the *Wheelman's Annual* for 1882. Three fourths of the edition has already been sold.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

SEND for price list of slightly soiled and second-hand Bicycles. Prices low, to promptly close out stock. Going out of the business. Columbia Bicycle Agency, Pittsburg, Pa.

FOR SALE. — A 46-inch Ball-Bearing Standard Columbia Bicycle, run but one season and in good order. Price, $65.00. Address, Box 530, Malden, Mass.

FOR SALE. — A 52-inch Special Columbia, full nickelled, good as new, rubber handles, and Hill & Tolman bell included. Price, $100. Owner wants a size larger. Address E. W. MCCOLM, Columbus, Ohio.

BICYCLES FOR SALE. — 58 H. F. H.; 56 D. H. F. C.; 52 H. F. H.; 52 and 50 1879 Columbias; 48 D. E. H. F. Prices low. Address *with stamp*, W. W. STALL, Brighton, Mass.

WANTED. — A second-hand 52-inch or 54-inch Special or Standard Columbia. Describe machine and state price. Don't reply unless you are willing to sell *cheap*. Address Bicycle, Box 1,757, Boston, Mass.

BICYCLE RACE MEETING

AT THE

Institute Fair Building,

HUNTINGTON AVENUE, BOSTON, MASS.

(Track five laps to the mile.)

THE

Third Grand Race Meeting,

At the above Building, will be held by the Boston Bicycle Club on the afternoon of

Fast Day, 6th of April, 1882.

Full particulars will be announced shortly.

The arrangements contemplate a meeting at ten miles between the Professional Riders

JOHN S. PRINCE, of Boston

(Claiming the title of Champion of America), and

Prof. F. S. ROLLINSON, of Chicago

(Also claiming the title of Champion of America).

Preparations are also being made for a five-mile Amateur Handicap, in which some of the best of our amateur riders are expected to compete; and for mile races from scratch, three riders in each heat, and a final heat between the three winners.

E. C. HODGES, *Chairman*,
J. S. DEAN, *Sec.*,
FRANK W. WESTON, *Manager*,
COMMITTEE B. BI. C.

A GOOD CHANCE

TO BUY

Three First-Class Bicycles.

No. 1. 58-inch Harvard, enamelled spokes and rims, gold stripe on rims, nickel forks, backbone and head. Ball bearings to both wheels, gun-metal hubs. Rat-trap pedals, direct spokes. One of the best Harvards ever imported. This machine has been ridden but three times, and has not roaded over 100 miles.

PRICE.....$120 00.

No. 2. 54-inch Matchless, all nickelled. Hancock's non-slipping tires; in perfect condition. Ball bearings to both wheels. Has not roaded over 300 miles. Those who have tried this easy-riding make of machine will appreciate this bargain.

PRICE.....$117.50.

No. 3. 54-inch Round Fork Stanley. Ball bearings to both wheels; nickelled and painted; quite light. A good and strong machine. Has been run one season.

PRICE.....$100.00.

Nos. 2 and 3 can be seen at the Boston Bicycle Club House, 53 Union Park, Boston.

No. 1 can be seen at C. R. Percival's, 1291 Washington Street, Boston. These machines are all bargains, and will be guaranteed.

Address all inquiries to H. K., *Bicycling World* office, 8 Pemberton Square, Boston, Mass.

MISCELLANEOUS.

4-line Addresses in this department, $6 per year.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Just received. Price 50 cents, postpaid. E. C. HODGES & CO., 8 Pemberton square, Boston.

LADIES, ONLY think, we will send 1 dozen Elegant Fringed Table Napkins; 1 Autograph Album; 100 Album Verses; 5 Papers Assorted Needles; 1 Specie Purse, and large Illustrated Family Story Paper three months, postpaid, to any one who will cut this out and return to us with 44 cents: this appears but once. MISCELLANY PUBLISHING CO., Boston, Mass.

RUBBER TIRE STEEL WHEEL BICYCLES.



A fine 44 and 46-inch wheel at $45 and $50. Rubber Tire Steel Wheel Velocipedes.

Rubber Tire Steel Wheels for Baby Carriages. They are noiseless.

Latest novelty. Send stamp for Catalogue.

ST. NICHOLAS TOY CO.
784 to 794 Madison Street, Chicago.

N. B. We make an excellent 48 and 50-inch Rubber Tire Bicycle at $55 and $60, which we can furnish for export trade *only*.

AMATEUR PHOTOGRAPHY.

The most delightful, instructive and profitable of the arts, for ladies or gentlemen, is easily mastered by use of the **complete Dry Plate Outfit,** and full instructions furnished with

WALKER'S POCKET CAMERAS.



Accurate, compact, weighing but *two pounds*, invaluable for tourists. An Essay on Modern Photography, beautifully illustrated, with sample photograph produced by this instrument in the hands of amateurs, sent on receipt of Ten Cents. Circulars Free. Wm. H. Walker & Co., Box L 900. Rochester, N. Y.

AMERICAN AND ENGLISH

Bicycle and Tricycle Repairing,

NICKEL-PLATING AND PAINTING.

HARRY D. HEDGER,

28 1-2 Piedmont St., cor. Church St.,

Opposite the Boston and Providence Depot, late machinist to the Pope Mfg. Co., Boston, Mass., and several years with the Coventry Machinist Company, Coventry, England, makers of the famous CLUB and other BICYCLES.

Having had some ten years' experience in bicycle and tricycle making and repairing, I have opened at the above address, and hope by my personal attention to all matters regarding bicycle and tricycle repairing, I shall be favored by your patronage and support.

Bicycle and tricycle supplies, ordered by mail or express, will receive immediate attention. Orders taken for any make of bicycles, American or English.

A. J. PHILBRICK & CO.

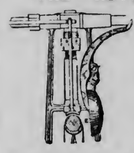
MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

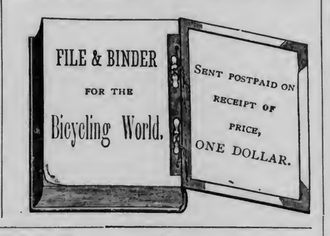
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.



THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.



The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.

WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.



Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors up to 50-inch, for..... $41 00
From 50 to 56 inch..... 43 00

The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings. Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50
From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - - Wolverhampton, England.

BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1. bound in cloth	$2 00
" " " 2, " " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
" " paper	50
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly)	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

GOY, the Athletic Outfitter, 21 and 22 Leadenhall street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

WHEEL PERIODICALS.

THE CYCLIST. — Weekly. Edited by H. W. Sturmey and C. W. Nairn. Published by Illiffe & Son, Coventry, Eng. American annual subscription, $1.75. *Cyclist and Bicycling World* for $3.50. Address E. C. Hodges & Co., 8 Pemberton square, Boston.

LE SPORT VELOCIPEDIQUE. — Weekly. J. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1.00; six months, 50 cents. *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEELWORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 600 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1871, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

COLUMBIA BICYCLES.

[*Extract from Letter of Rev. O. P. Gifford, Pastor of Warren Ave. Baptist Church.*]

BOSTON, Oct. 20, 1881.

To the Christian Union:

"Although a stranger to the Rev. Marcus D. Buell, I find my heart going out to him since reading his bicycle trip from New York to Boston. * * * I want to bear testimony to the usefulness of the 'wheel' as a daily exercise. * * * I came into possession of a 'STANDARD COLUMBIA' last summer, learned to ride as soon as possible, and take a daily race about the suburbs of Boston. A morning spent in the study, the early afternoon in calling, tires both head and heart. As the sun slopes westward, I don my uniform, remount my steed, and for one or two hours turn my back on books and men. * * * And now at home again, pores all open, flesh all aglow, blood bounding, head clear, stomach clamorous; and best of all, at night I learn the meaning of David's experience, 'laid me down and slept.'"

"Turn, turn, my wheel, turn round and round,
Without a pause, without a sound;
So spins the flying world away."

PHILADELPHIA, Jan. 18, 1882.

THE POPE MANUFACTURING CO.:

"*Gentlemen*, — During 1881, I rode a '56 SPECIAL COLUMBIA' of the earliest make. It carried me some 1,500 miles, and *never broke*. Having no other machine, I used it for both racing and road riding, taking it on the road wherever it was possible for a bicycle (and some places where it *was n't* — decidedly), up and down 'curb-stones,' over cobbles and Belgians, good roads and 'Chester County' roads, taking 'headers' unlimited; the machine carried me without even breaking a spoke, and is still doing good service in the hands of another Germantown man. I consider the 'SPECIAL COLUMBIA' one of the best machines made, and would trust it more than any machine I ever saw" Truly yours,

GEO. D. GIDEON, *Germantown Bi. Club.*"

[It was on this machine that Mr. Gideon won the races against Wm. Woodside and L. H. Johnson.]

Send 3c. Stamp for New, Elegantly Illustrated 36-page Catalogue, with Price Lists.

The Pope M'f'g Co., - - 597 Washington Street, Boston, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

— AGENT FOR —

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10r. Foreign. 7 cents a copy. | BOSTON, 24 MARCH, 1882. | Volume IV. Number 20.

[Vol. IV. CONTENTS. No. 20]

Editorial: The Tricycle	231
Wheel Club Doings: St. Catherines; Charlotte; Bremen; British Residents; Orange Wanderers	231
The Spring Poet	232
Correspondence: Gloucester; Buffalo; Chicago; Dayton; Newburyport Idea; Ellsworth's Suggestion; The League Rules Again	232
Staten Island	235
N. Y. Cyclists' Club House	235
Fast Day Race Programme	235
Tour through Ireland. I.	236
L. A. W.: Applications; Consuls; Circulars to Officers, and to Directors and Consuls	237
Notes, Queries, etc.	237
Currente Calamo	237
Books and Pages: The Century; The Republic	238
To the Editor of Bicycling Times	238

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Just received. Price 50 cents, postpaid. E. C. HODGES & CO., 8 Pemberton square, Boston.

AMATEUR PHOTOGRAPHY.



The most delightful, instructive and profitable of the arts, for ladies or gentlemen, is easily mastered by means of the **complete Dry Plate Outfit,** and full instructions furnished with

WALKER'S POCKET CAMERAS.

Accurate, compact, weighing but *two pounds*, Invaluable for tourists. An Essay on Modern Photography, beautifully illustrated, with sample photograph produced by this instrument in the hands of amateurs, sent on receipt of Ten Cents. Circulars Free. Wm. H. Walker & Co., Rochester, N. Y.

Vol. L 200.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

Bicycle Suits and Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England,	London - - - England,	Birmingham - - England,
(BAYLISS, THOMAS & CO.)	(SURREY MACHINIST CO.)	(THOS. SMITH & SONS,)
THE "HARVARD,"	THE "YALE,"	THE "SHADOW,"
ROADSTER AND SEMI-RACER.	ROADSTER, LIGHT ROADSTER & RACER.	LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

THE HUMBER BICYCLE

Is now being constructed specially strong for

AMERICAN USE.

Upon receipt of cheque, value £18,

We will send, securely packed (case inclusive), one of these celebrated machines, beautifully japanned and part nickel-plated, ball bearings to both wheels, brake and all latest improvements.

THE HUMBER BICYCLE

Is now used by nearly every rider of note in England, and is undoubtedly the best and most reliable machine in the market.

The fastest one mile, in 2m. 46s.; ten miles, 30m. 6s., — by F. Cooper, at Cambridge, May, 1880. The fastest two miles, 5m. 36s., by the Hon. Keith Falconer, at Cambridge, May, 1879. The four Bicycle Union Championships of 1881, 1, 5, 25, 50 miles, in which races the fastest quarter-mile, 36s., and fifty miles, 2h. 50m., were by G. L. Hillier, Esq., the winner of all four events.

The fact that the above wonderful times were all made on the

HUMBER BICYCLE

Clearly proves their great superiority over all others.

HUMBER, MARRIOTT & COOPER,

Beeston Notts - - - - England.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
Pope Manufacturing Co., 507 Washington St., Boston.
American News Co., 39 Chambers St., New York.
Wm. M. Wright, 791 Fifth Avenue, New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 24 MARCH, 1882.

THE TRICYCLE.

ONE of the surest indications of the rapidly increasing popularity of tricycling in England is in the fact that the manufacturers are devoting their energies to the production, improvement, and sale of three-wheelers, with a vigor and rivalry far surpassing the attention hitherto given to the bicycle. The English wheel press teems with advertising announcements of the superior claims of each, and cuts of tricycles are twice as frequently displayed as those of bicycles. It is to be regretted that American manufacturers and inventors have not during the past year perceived and profited by this tendency and inevitable demand from those who, either by reason of years, sex, or timidity, are debarred from the use of the bicycle, but yet would hail with pleasure an equally practical, and at the same time safer method of rapid and inexpensive locomotion. For we predict that popular as bicycling is and is constantly becoming in this country, the three-wheeler will become more so; and that it will outnumber in use the bicycle three to one in a very few years. It has a much larger field in which to develop; viz., among the elderly, the cautious, the ladies, the young lovers, and the great army of cowards. This last is not to be despised. It embraces all ages, classes, and both sexes; yet it demands and will have all the rights, privileges and benefits that pluck has to win for itself. The Pope Manufacturing Company gave the best part of its surplus energies last season to the development and production of an improved bicycle for this season, and it has without doubt accomplished its work well. But as yet we have no tricycle, although there was a rumor last fall that a Mr. Overman, in Connecticut, had invented something of the sort; and we see a brief mention of it in connection with the recent Stanley exhibition, in England, as about to be manufactured by an English concern. Now here is the point: America's necessity is England's opportunity. Tariff and cost of transportation is a serious check on the rapid introduction of English bicycles here, because American manufacture can put the same qaality of home machine upon our market at a less price than foreign machines can be sold here; but this is not the case with tricycles, because we have no American tricycle at present, and our supply must come from England. Probably, next year, this state of things will not exist, and the Pope Manufacturing Company will turn out a good three-wheeler to block the present opportunity of English makers. Therefore let the latter take Time by that little tuft of hair which stamps him of North American Indian origin, and *push* their tricycles among us at once. Let them send plenty of *good* three-wheelers over the Atlantic *now*, and urge their agents to activity in this direction; for the popularity of tricycling means an increased boom in bicycling, also.

THE introduction of anything new and strange which seems to revolutionize our daily life has, from time immemorial, received the condemnation and ridicule of society. In contemplation of the feeling, which still exists to some extent in certain localities, it is encouraging to feel that many articles now in daily domestic use, at first ran great risks of being rejected by the ridicule or the invective they at first encountered. Mankind is proud of its methods and daily routine way of living, and is apt to be repulsed by the mere strangeness of an article which may eventually become absolutely indispensable to its comfort or convenience in ordinary pursuits.

* * *

FORKS, umbrellas, and even coal were ridiculed by able writers, with a view to discourage their introduction and use; but their evident usefulness and convenience caught the public favor and irresistibly swept away opposition. The gradual advancement of the age has prepared our people to regard innovations in a more charitable light, and to accept much which a century ago would have failed in its mission for lack of support. The introducers of a vehicle which has been of so much benefit to many a sickly man, and afforded so much pleasure to the athlete, were fortunate in their selection of a time when a people educated to all advancement could adopt a new thing without being universally ridiculed.

* * *

THE prospect of securing the support of the comparatively few who still look upon the bicycle as a mere plaything is encouraging. Reports from all parts of the country point to a large increase of riders, and of a class who will maintain the reputation of bicycling, and do much towards its advancement as a healthful and invigorating exercise, as well as an easy mode of locomotion under ordinary circumstances.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

5 April. Boston Bicycle Club; regular monthly meeting.

6 April. Fast Day, grand race meeting and bicycle exhibition of the Boston Bicycle Club, in the Institute Fair Building, Boston.

13 April. Rochester Bicycle Club exhibition at City Hall, Rochester, in aid of the "Female Charitable Society."

13 April. Reception by the New York and Brooklyn wheelmen.

Mondays and Fridays, Boston Bicycle Club, "Whist" and "Chess" nights, respectively.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as

soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

ST. CATHARINES BI. CLUB. — At a meeting of St. Catharines (Ont.) bicyclers, held 12 February, a club was formed, and the following elected as officers: Captain, S. Carman; first lieutenant, G. M Neelon; secretary and treasurer, R. C. St. John.

R. C. ST. JOHN, *Sec.*

ST. CATHARINES, 13 March, 1882.

MONTREAL BI. CLUB ANNUAL MEETING. — The fourth annual meeting of the Montreal Bicycle Club was held on Thursday evening, 9th inst., at their club-house, there being a large attendance of members, and much enthusiasm displayed. The chair was taken by Mr. H. S. Tibbs, the honorary secretary. Mr. J. D. Miller was requested to act as secretary. After the minutes of the special meeting held Thursday evening, 2 March, had been read and approved, the retiring committee's report was read and unanimously adopted. This report proved to be a very interesting document, giving an exhaustive account of all last year's proceedings, and contained several very important recommendations to the incoming committee. The by-law, which had been so altered at the special meeting as to change the date of the annual meeting from first Friday in April to the second Thursday in March, was ratified.

The by-law relating to uniforms, which likewise had been altered, was also confirmed with some slight modifications. The by-law as it stands now, reads: "That the uniform of the club be dark-blue braided patrol jacket, knee-breeches, fore-and-after cap, ribbed stockings, blue canvas shoes, and that all members shall wear the uniform when riding with the club." The election of officers was then proceeded with, the result of which was published in the WORLD of last week. Capt. Tibbs in acknowledging his election to the captaincy made an appropriate speech. He said he would strive to follow in the footsteps of their late captain, who was so deservedly popular with them, and that he would do his best to keep up the standard of the club. Secretary and Treasurer Miller also spoke in similar terms. After some discussion on points of general interest to the club, no further business coming before the chair, the meeting then adjourned. J. D. MILLER, *Secretary.*

CHARLOTTE BI. CLUB. — The bicyclists of Charlotte, N. C., met at Mr. J. C. Weaver's office, 15 March, for the purpose of forming a club. Mr. Weaver was called to the chair and stated the object of the meeting. A permanent organization was effected, and the following officers elected: President, J. C. Weaver; captain, T. T. Gilmer; sub-captain, H. H. Allen; secretary and treasurer, W. E. Shaw; members: O. M. Coxe, Frank Coxe, M. P. Pegram. Jr., Jonathan Davis, Caswell Tate, Harry Watts. A committee was appointed to draft by-laws, rules, and regulations, with instructions to report at the next meeting.

BREMEN BI. CLUB. — At the annual meeting of the above club, held at Siedenburg's Hotel in January, the following officers were re-elected for the ensuing year: President. O. Stockes, Esq.; captain, Hermann H. Koop, Jr.; hon. secretary, Norman Leete; treasurer. Robert Carew. The police, hearing several complaints of our riding on the beautiful wall and contrescarpes, restricted the use of the same. thus depriving us of the finest wheeling to be had in Bremen or vicinity. There now remains but the Bürger-park (or citizens' park), although possessing some splendid foot-paths and roads, but rough travelling must be encountered before reaching the same. There is, unfortunately, no ridable stretch in the whole city, the streets being paved with cobble-stones; nevertheless, our club is in a most flourishing condition, counting to-day its twenty members. Many tours are contemplated this year, although we must have the law amended in order to do so with comfort; an hour's tramp through the street before reaching any *chaussée* being by no means an enviable task on a long tour.

PUMPERNICKEL.

BREMEN, 23 February, 1882.

BRITISH RESIDENTS BI. CLUB. — *Editor Bicycling World:* — I take the liberty of sending you a few lines, and also the rules of the above club for this season. Our club was little or not known last season, out of Paris, but we hope to improve and come out of our shell this year. We started with eight members on 2 February, 1881, and at present have fifteen, but we have hopes of augmenting that when we get better known. My object in bringing our name before you is, that as our cousins often visit Europe, and when there seldom leave without going to see the beauties of Paris, we will be happy to render our *confrères* any services, or advise them as to state of roads, hotels, etc., and will meet them some miles out of Paris, if we are not engaged otherwise. The writer would send you some "Paris Notes" if you could find occasionally a little room in your valuable paper. I must now wish the 'wheel sport" in America a happy and successful New Year.

RENÉ DUPRE,
Hon. Sec.

PARIS, 1 March, 1882.

ORANGE WANDERERS. — The delightful sport of bicycling has increased in favor to such a gratifying extent in this region of perfect roadways and beautiful scenery that the members of this first Orange bicycling club have decided to put it upon a firm, independent footing, in order to afford the numerous wheelmen of the Oranges the advantages which only a well-conducted organization can give its members. A novel feature will be a division of tricyclers, a variety of wheelmen that will ere long be well known on our fine macadams. Several owners of three-wheelers have expressed their intention of joining the Wanderers. The topographical advantages of the Oranges are so great that the club will be enabled to increase its activity far beyond that of any wheel organization yet formed in this State. Runs will be held on several afternoons in the week, and all-day excursions form a feature of the club's riding. It is the intention of the club at an early date to open a room at a central point, where members and friends may find home and foreign wheel literature, maps, etc., with storage room for machines. — *Orange County Journal.*

The Spring Poet.

(1)

THE first poet of spring
Attempted to sing;
But ere he could read his first verse,
The editor wise
Blacked both of his eyes,
And ordered a coffin and hearse.

(2)

The foreman, with planer,
Dealt him a brainer,
And "pied" his whole "form" on the floor;
The "devil," in gloom,
Swept up with the broom,
And carried him out at the door.

(3)

All broke up by the knocks,
He reached the "hell-box,"
Where it was the impression he 'd stay;
But think of the jest!
Before the inquest,
A "stiff-hunter" stole him away.

(4)

Then the "local" man wrote,
And set it to note,
The song the gay printers did sing;
That if tired of life,
Or a scolding wife,
Just bring in a verse about spring.

W. J. B. SIDERS.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Gloucester, Mass.

ABOUT once in every year I experience a great desire to write unto the readers of our dear little WORLD, and more especially do I feel so after reading the many interesting letters and items which every week present themselves for public favor in the bright "official organ."....Two years ago last summer, but two machines were owned in this city, Mr. Frank Dodd and "your humble servant" being the happy owners thereof; well, at present writing, there are perhaps twenty-eight or thirty machines now in existence here. New machines are to appear in the spring, and possibly we may send a delegation to the 30 May Meet....Herman Rust, I believe, owns a Star, but I have never seen it upon the road save an instance in July last. I guess he thinks it "too hard work," — and I really cannot wonder. ....In a recent issue of the WORLD, an editorial of Mr. Dean's with reference to consuls strikes me as particularly worthy of notice. If visiting riders would only call upon the consuls at the several places stopped at, instead of going to outside parties for information with regard to hotels, etc., a far better feeling would result, from the fact that consuls would thus be sure of proper appreciation of their efforts, at least, by the wheelmen making the inquiries. Last summer, when the Boston Club came to this city *via* boat, the first news the consul here heard concerning such visit was in the columns of the WORLD, and you may believe that same consul did not like that way of extending word to him; he was also greatly surprised to hear afterwards that arrangements had been made way ahead of the appointed time of the visit. Here we have a regular appointed hotel for L A. W. riders, and a consul always ready and willing to cheerfully give any required information; and it does seem strange that he cannot be notified of so important an event as a club visit on wheels.

CONSUL L. A. W.

GLOUCESTER, MASS., 1 March, 1882.

Buffalo.

Editor Bicycling World: — A reporter on one of our papers here visited our club recently for information about wheeling; and he got considerable of what he came for as you may judge from some extracts I enclose from his subsequent article. Under an explanatory and comprehensive heading he begins as follows: —

"Bicycle riding is growing in Buffalo. No sport has increased more rapidly in four years following its introduction. Of course, on comparison with other sports, its development into favor and general usage is extremely slow; but this is because of its expensiveness and the time necessary to the acquirement of proficiency. But admitting these factors, its progress is seen to be remarkably rapid. Those who know say that riding on the bicycle is an enjoyment of keen relish, and is health-giving and fascinating as well. How its merits, comparative with horse-flesh, are viewed by the physiologist, the writer does not attempt to say; but every one of the bicycle riders of Buffalo possesses good, hard sinew, extraordinary endurance, and a healthy appetite. What more can he want? The first bicycle in Buffalo appeared in 1878; and though many people were inclined to laugh at it at first. it has steadily grown in favor. and the club, originally started with only three members, — Dr. H. T. Appleby, George Bidwell. and John T. Gard, now numbers fifty-eight. The first organization was in this wise: Bidwell and Gard elected Appleby president. Appleby and Bidwell made Gard secretary, and Gard and Appleby created Bidwell. There are now probably one hundred machines in Buffalo, and the interest is spreading; and it is expected that stock in the Buffalo Bicycle Club will take a swift, steady upward movement. Since riding out of doors has been prohibited by the weather during the winter months, the club has drilled regularly every Saturday evening in the Fremont Place armory, usually in the presence of a large number of spectators. The drill consists of movements of a military character, filling and wheeling; and the winter evenings. which have been spent in practice, have given the young men a remarkable degree of proficiency. The programme for the coming year embraces many features of interest to the members of the club. The usual weekly 'runs' on Friday evenings and Tuesday mornings will be continued. During the early part of the summer 'a day off' will be taken, and the club will invade in a body some one of the small surrounding cities, returning in the evening. The annual tournament will be held in August or September in the Buffalo Driving Park. Effort will be made to have the Buffalo organization well (that is, in the way of members) represented at the League Meet this year; and next, endeavors will be put forward to have the Meet take place here. Charles Forbush possesses the largest wheel in the club, a 58-inch. It is a splendid machine, and is handled easily and gracefully by its proprietor. Forbush has made the fastest time in the annals of the Buffalo Club, having accomplished a mile in 3.17 last July, in a contest at Lockport. R. H. James is the holder of the laurel in defying the laws of gravitation while on his machine. He has the knack of making his wheel maintain a perfectly upright position at a stand-still. Harry Drullard is barely fifteen, yet he rides a 54-inch, and shows himself quite a genius in the mastery of the arbitrary steed. He is noted for his 'tricks,' or peculiar style of riding. George Dakin shows proficiency in the 'baby act.' Daniel N. Milley is the club champion, and holds the medal for accomplishing the longest distance of any of the club. Forbush and Woodruff do the 'double act' on the same wheel, and they, together with Harry Drullard, ride three on a machine. Frank Drullard and R. H. James require so little to maintain their balance that they venture out when the ground is covered with ice and snow. Dr. Appleby, or 'Doc,' as he is known, is one of the jolliest of wheelmen. He is about as big as a pint and a half of cider. wears glasses, and can beat any member of the club on good, hard, steady riding. He had great difficulty in getting a machine small enough. but has finally overcome it by importing a 'grasshopper' from London. 'Doc' has also sent for a tricycle. He evidently intends to have a variety."

When the reporter came into the riding-room, not even the "grasshopper" was offered him to ride; not because the boys are backward in politeness, but because they knew if a wheel was offered him him, he would ride, fall. and then "good-by" for an item. DANCER.

BUFFALO, N. Y., 2 March, 1882.

Chicago.

THE racing element of the Chicago Bicycle Club is in high glee over the recent departure of the club in inaugurating a series of monthly championship races. In addition to the monthly events, special "scrub" races are set down for every Saturday afternoon. The club are indebted to the generosity of Mr. Secretary Reynolds, of the Chicago Exposition board, for the generous offer of that splendid building for our races and drills. Our old track in the gallery has been abandoned, and a new one is fitted up on the main floor, consisting of five laps to the mile. In addition to the free use of the building, Mr. Reynolds has offered the use of the directors' room for club meetings, lighted and heated, free gratis. As our lease of the Natatorium rooms, which have been the Chicago Bicycle Club headquarters since last fall, expires the middle of this month, we have accepted the offer, and henceforth will centre at the Exposition building. There are about ten members in the club who think judicious amateur club racing highly beneficial and entertaining. These are Capt. Miller, Lieut. Conkling, Secretary Ayers, Treasurer Brown, Messrs. Fairfield, Blanchard, Philbrick, Calkins, Taylor, and Ex-President McClure, and the remaining members and their friends think it very interesting to come around and look on. The first of our series of championship races — the one-mile — was a very interesting contest, in that the participants, Messrs. Conkling. Ayers, and Brown were pretty evenly matched, and the finish was made with split seconds —between 3 27, 3.27½, and 3.29 respectively. The second, or special race, last Saturday, was for five miles, the prize being a McDonnell cyclometer. Six riders concluded they wanted a cyclometer, and also resolved that they did n't want to buy one, — it would be so much better to win it; so the six footed the bill and went in to win. Quite an interesting race followed; the result of the contest lying chiefly between Messrs. Conkling and Ayers, who had it "nip and tuck" for a while, the former beating in 18m. 15s., with the latter a few seconds behind. This time might easily have been reduced one minute had it not been for the jockeying proclivities of the two leaders, who, strange to say, were fighting for second place for a couple of laps, so as to have the advantage of passing the leader

on a spurt on the last lap. Of course we would not hold this up as a record of any "great shakes," but think it good enough for amateurs who deserve that title in the fullest sense, in that there is not the slightest approach at training, the chances of victory resting on the untrained ability of the contestants. In so far as this policy of our club is carried out, our tournaments will be a success throughout the season, without the evil effects complained of by "Cyclos," who theorizes that racing engenders "envy, malice, and all uncharitableness." At least in our experience — the experience of ten individuals of different temperaments — the result is quite the contrary. A person must be of a very small disposition indeed, who would enter into a friendly contest of the kind, and conjure up feelings of ill-will because, by some combination of circumstances, he happened to be behind his opponents' little wheel at the finish. The whole matter as to whether one wins or loses is of too small consequence, anyway, when the object of entering the contest in the first place is to have an opportunity to engage in an exhilarating exercise from a vigorous stretching of the legs, — to cause a bright little episode to ripple up the surface of a prosy week of business. We are open to conviction as to the injurious effects of bicycle racing upon the mental and physical structure. "Cyclos's" theory that racing is injurious is couched in such language that its argument cannot be gainsaid without one demonstrates from experience; and that experience our summer's scheme of tournaments will furnish, ample enough to enable the club to judge as to the right course to pursue in the future.

When the more staple thoughts of the hour do not engage the mind, we think of our next championship contest, — the long-distance race of twenty-five miles, — to come off some time in April; the exact day is not yet fixed. The prospective "dark horses" are Messrs Miller, Conkling, Brown, and Ayers, — 57. 60, 58, and 54-inch D. H. F. wheels respectively. A large invitation list is being prepared, and everything will be done to make up an interesting entertainment. As is usual with these long rides, the first hour will be comparatively of little interest, and therefore a miscellaneous entertainment will be given such as slow races and fancy riding; and perhaps the exhilarating influence of a brass band will be engaged to make things lively.

Capt. T. S. Miller is getting very popular because of his energetic, enterprising way of running things. Being a talented young gentleman, of large resources and managerial ability, a patron of the bicycle because four years of use have demonstrated its value to him as an equalizer of mental and physical forces, his acquisition as a leader will be of peculiar value to the club this year, when it is quite probable we shall have an opportunity to show ourselves to the bicycling fraternity at the next League Meet. STENO.

CHICAGO, 13 March, 1882.

Dayton, O.

A DAYTON (O.) correspondent writes under date of 22 February that the bicycling season will reopen there with a rush. He adds: "Capt. Mott, of the Dayton Bicycle Club, is at present sojourning East, and has left his wheel in charge of Darlington Porter. The latter gentleman "takes the cake" for bicycle riding here, with a fine prospect of soon mastering his steed with the best rider in the State. John Schafer has placed his order for a full-nickelled 52-inch Harvard with Gump Bros., of this city. Mr. J. P. Taylor, of Mechanicsburg, O., has a handsome blue bicycle suit, and when he mounts his full-nickelled 54-inch wheel,

"The ladies all will say
As he takes his graceful way," etc

The "Newburyport Idea."

Editor Bicycling World: — I think "Ellsworth's" suggestion in a recent issue of the WORLD is an excellent one. Such an organization would do no little towards popularizing bicycling, and the mutual advantages derived therefrom would be many. If the League Meet is this year held outside of Massachusetts, as is very probable, many of the members in this State will be unable to attend it. But if the wheelmen in each county should organize a sort of branch of the L. A. W., meets could be held by the "stay-at-homes"; and although they would not be on so grand a scale as the "official" affair, yet they would doubtless prove highly enjoyable. The idea is worth considering, and I hope wheelmen will express their opinions of the matter through the WORLD. Give us your views, gentlemen, and the 30th of May will perhaps see the first annual meet of the Essex County branch of the L. A. W., besides that of some other county branches. GEESEE.

MARBLEHEAD, MASS., 13 March, 1882

Ellsworth's Suggestions.

Editor Bicycling World: — In your issue of 17 February, "Ellsworth" of Newburyport asks the wheelmen of Essex County to consider the idea of a county association, similar in its aims and formation to the L. A. W.; in fact, the two might be represented by the "American Star," only more practical, — the leader the county association, and its big brother the League. I thought at the time the idea was an excellent one, and have been hoping to see something in the later issues of the WORLD for or against it from other wheelmen of the county. I know some of our Lawrence brethren are favorably disposed; about Salem, Lynn, and Marblehead I am not so sure, — perhaps they think the roads between are too rough to repay for the trouble of our acquaintance. We of the north envy them, and often travel that way for excellent riding; and while we have always been well treated by individuals, a regular association would be the means of establishing a wider spread knowledge of the roads and hotels, and a mutual benefit to the riders of the wheel: for as yet, in this section, the L. A. W. is weak both as to work and enthusiasm. But to work, "Ellsworth"; stir 'em up; have an informal gathering in some one the cities of Essex, say on Decoration Day, and then and there interchange ideas: and if it comes to nothing (which I doubt), we can look back upon a pleasant time, and form many pleasant acquaintances. Our club is so soundly asleep that I doubt its awakening; but we have riders enough to wake up, and it's time to be about it. Salem, Lynn, or Lawrence are the ones to start the thing successfully, on account of having wide-awake clubs and a large number of riders.

"869."

HAVERHILL, 13 March, 1882.

The League Rules Again.

Editor Bicycling World: — In the WORLD of 17 March, I see for the first time public reference to "a new constitution for the League," some whisperings of which have lately been heard. Your editorial comment upon it is most admirable, but I beg leave to protest a little more emphatically against any such *wholesale* "revision" as is suggested. We read of an ancient nation which had a rule that any one who proposed a change in the existing laws should do so with a halter around his neck, and be immediately hanged if it was not adopted. This was carrying 'conservatism" rather far, and I have no desire to see Director Smillie appear in the convention at Chicago with any such necktie, — besides both the League badges, which he will *of course* wear. This would be too heavy a handicap even for a bicycler so fast and so confident of his own abilities as he must be who presents an entirely new constitution.

Doubtless it is the *rules* which he proposes to change, for certainly no more appropriate, concise, but at the same time comprehensive *constitution* was ever written than that upon which the League was organized at Newport; and this eleventh-hour (to be exact, the 11.30th) member of the League can hardly have the assurance to offer to substitute another. As to the rules, they were carefully prepared after much thought, and were adopted, rule by rule, after calm but critical discussion by the directors. Never was there a harder worked body of gentlemen than at that directors' meeting in New York which considered and passed upon these rules.

Nothing was hastily done, — except the adoption of the first League badge! — and any shortcomings of the League cannot be charged to a lack of good rules. It would be very strange if after two years' use of this code of rules, with which an organization quite unlike any then in existence started, some amendments be not found desirable, and no doubt the convention will make some judicious and needed changes.

You have called attention to some such in very suggestive editorials in the WORLD; but I cannot believe that there is the least necessity or any widespread desire to "reform it altogether." Radical changes in constitution and laws belong to semi-barbaric States like Mexico, — and shall I say, Jersey? — not to the civilization of the United States. That the League will not be 'Mexicanized" is the hope of

ONE WHO JOINED AT NEWPORT.

Staten Island.

STATEN ISLAND, in shape an irregular right-angled triangle, is about thirteen miles in length and five in breadth. At about its middle point it is nearly divided laterally by a sort of lagoon, known as the Fresh Kill, an arm of the narrow strait which separates the island from New Jersey. South of this the roads are generally sandy, and offer but few inducements to the bicycler North of it the country is covered with hills, none of which, however, attain an altitude of over four hundred and twenty feet.

The pride of Staten Island is the Shore Road, which stretches its macadamized length from Mariner's Harbor, on the northwest, east to New Brighton; then south to Fort Wadsworth, the southeasternmost point of the island, a distance of seven and one half miles, commanding an almost uninterrupted view of the waters of New York Bay and the Kill von Kull. The points of interest along this road, aside from the views, are the Sailor's Snug Harbor, a home for old salts, an inspection of which will be certain to afford amusement, and possibly instruction; and the fort at the southeastern terminus, where an extended view of both the upper and lower bays may be obtained, and where an hour or so may be profitably spent in an examination of the fortifications, ordnance, and quarters.

The interior roads of the island vary from fair to bad. About the best is Richmond road, not to be confounded with Richmond turnpike, which latter is generally unridable. After descending the hill at Tompkinsville, a turn should be made from the shore back to Van Duzer street; keeping along this, a turn will bring the rider into Richmond road. Continuing along this for about a quarter of a mile, a high, bare hill will be reached, at the foot of which the bicycle should be left, while the rider makes the short but steep ascent. The view from the top is the finest in the vicinity of New York City. Continuing southwardly along Richmond road for about one mile, a road will be noticed turning off to the right, and which may be recognized by a high picket fence painted black, running along its southern side. This is the Clove road, running through a natural gap in the two ranges of hills, which extend partly through the island, and which, though too beautiful to be missed, will test the road-riding education of the bicycler. When the fork in the roads is reached, — distant one mile and a quarter, — the road to the right, bounded on the right by a high iron fence, should be taken, which will afford an almost continuous coast of nearly a mile back to the Shore road at West New Brighton.

If, instead of turning off at the Clove, the rider keeps along the Richmond road, a ride of about four miles will bring him to the village of Richmond, the county seat, where, if he is of an inquiring turn of mind, he may visit the jail and county buildings. From here he should take the Springville road (which he will probably find unfit for riding), west to the Morning Star road (so called from a tavern which some hundred years ago went by that name), north to Graniteville, turning to the right at the engine house, and then down the Church road or Richmond avenue to the Shore road at Port Richmond. A week could be very pleasantly spent upon the island by any bicycler to whom mere distance riding and racing are not the sum total of bicycling existence. At New Brighton there are two large hotels, the Pavilion and St. Mark's, at each of which hops are given alternate Saturday evenings through the season. It is better to come early in the season, as, aside from the cooler weather, the mosquitoes will be met as single spies whereas a later visit will be apt to find them in battalions. The name of the boarding houses is legion. The best map of the island is published as an advertisement by a clothing house at 254 Broadway, where I have no doubt they can be had upon application.

I should advise the New Yorker who can spend but a day upon the island to take the North Shore Ferry, from the foot of Whitehall street, to Elm Park, and ride from there, according to directions, to Grymes hill, where the finest view can be obtained; then back to the Shore road, to the fort, and return. At Mariners' Harbor there is a row-boat ferry to Elizabethport, and at Port Richmond a ferry to Bergen Point. Opposite this ferry slip at Port Richmond will be noticed an old tavern, in the eastern room of which Aaron Burr died. B. BUGLE.

New York 'Cyclists' Club House.

THROUGH the efforts of Mr. Fred. Jenkins, editor of the *Wheel*, a three-story brown-stone front has been secured for a 'cyclists' club-house in New York, for the convenience and enjoyment of wheelmen in that city and vicinity. The interior arrangements are as follows: On the ground floor the front room will be fitted up with lockers for the use of subscribers, while the rear room will be used for the storage of machines. The entrance to the machine room is direct from the street, avoiding any steps. The next floor is reserved as a parlor and library, which will be furnished in substantial style. In the library will be kept files of all the English and American bicycling publications and sporting journals. Here the members can receive and entertain friends in a manner somewhat in accord with the social position which wheelmen occupy. On the next floor will be a large room to serve as a meeting room on certain days of every month for each club. Other evenings it will be occupied as a card, chess, and smoking room. There will also be a billiard and pool room, and a sideboard containing a first-class stock of cigars and liquid refreshments. The third floor is reserved for bachelor quarters, which have already been rented for the year. To support this establishment, the rates have been fixed at $2.00 per month for each member of a club whose entire active membership is represented. This includes use of locker and storage room for machine, and all the privileges of the club house. Each club will have a separate dressing-room. The house is located at the corner of 4th avenue and 62d street. In a circular detailing the project, Mr. Jenkins says: "This is a brief outline of the plan, and I desire your support. As a club member I appeal to you to use your influence and secure its success. As soon as fifty names have been pledged, arrangements will be completed. I have every reason to believe that they will be forthcoming, and desire to add yours to the list."

This is a move in the right direction, and we urge the clubs to give Mr. Jenkins hearty support in the venture.

The Fast Day Races.

THE following circular has been sent to each club secretary (as far as known) in the country: —

BOSTON BICYCLE CLUB HOUSE,
53 UNION PARK, BOSTON, MASS., 11 March, 1882.

Dear Sir, — The third bicycle race meeting will be held at the Institute Fair building, on Huntington avenue, in this city, by the Boston Bicycle Club, on Thursday, the 6th of April next (Fast Day), commencing at one o'clock P. M. The meeting will consist of three events: —

First. An amateur handicap, distance five miles, in which Messrs. Frye of the Boston Bicycle Club, and Gideon of the Philadelphia Bicycle Club, as well as other noted amateurs, will probably start from scratch.

Second. An amateur race of one mile, in heats, — trials and final, — three riders in each heat, and the fastest three winners of the trials only to run the final heat.

The entries for the above events will close at 53 Union Park, at noon, on Tuesday, the 4th of April. All entries must be accompanied with a fee of $1.00, which will be returned to each competitor after the race meeting. An imported pewter tankard will be given to the winner of each trial heat in the second event, and a handsome and valuable split-seconds Auburndale timer will be the first prize in the final of the second event, and in the five-mile handicap.

If you do not enter for either of these events yourself, we would be glad if you would lend your aid to a successful meeting by your attendance as a spectator, and by informing the members of your club, and your wheel friends generally, of the fact that such a meeting is to be held.

Free admission tickets, good from date until after the race, will be forwarded to each competitor as his entry is received.

The *third event* will be an open professional race of ten miles, for a purse of $100, given by the club. The race is open to all professional riders on payment of an entrance fee of $20. The second man at the finish will have his entrance fee returned to him. The entry of John S. Prince, the champion, has already been received, and Prof. Rollinson has expressed his intention of competing, but had not at date of this circular forwarded his entry money. Should he fail to do so, and should no other competitor come forward, the Harrison brothers will run Prince for the purse at the same distance, one brother running five miles, and the other brother then taking up the race; Prince to run the ten miles straightaway, and first man in to win. In any case, an exciting professional contest may thus be looked for.

E. C. HODGES, *Chairman.*
J. S. DRAN, *Secretary.*
FRANK W. WESTON, *Manager,*
Committee Boston Bi. Club.

A Tour through Ireland. I.

How Irishmen Ride. By One of Them.

Perhaps the first thought which strikes the reader of the above heading will be, "They ride like any other 'cyclist, I suppose." Well, you are about right, and I propose in the following sketch to describe one of the most enjoyable runs which it was ever my fortune to enter upon and complete; and one which, for length of journey and varied beauties of scenery, few votaries of the wheel have had the good fortune to accomplish in so short a space of time. I had long intended making a run through Ireland, and visiting the spots which song and story writers have never tired of eulogizing; so finding myself, last June, the owner of a solid-looking Club machine, I began to think it time to prepare for my excursion, before the season slipped round, or the inclement weather in advance of winter, consisting of wind and rain, set in. And here I may remark, that much more bicycling appears to be done in America during the winter season than in Ireland; the reason of which is, I think, that though the American winters are colder than those of Ireland, they have not the dampness which clings to the air and to the earth in the old country, and which even in cold weather renders the ground anything but agreeable to ride over. Irish wheelmen, therefore, prefer to keep their machines safely housed until the genial air of spring tempts them out again. I had, after some trouble, found a friend who promised to accompany me; and after some discussion we fixed upon the south and west of the country for our ride, and settled for a start on Monday morning, the 4th of July. The morning of that memorable Monday broke dark and lowering, and as I sprang into the saddle with my hold-all, lamp, etc., in thorough travelling order, I could see the heavy, dark clouds sweeping up from the west. "Never mind, Jack," said I to myself, "you have never started on a ride yet, old boy, which did not commence inauspiciously, but somehow or other always terminated satisfactorily. A fig for the weather: I 'm for the road." Having made the heroic resolution to defy the clerk of the weather, five minutes after 4 A. M. saw me at Jerry Maxwell's door; and half a minute after my arrival saw his head out of the window, demanding "what was in the wind now" that I should want to start on a tour with a storm within two short leagues of us. "There 's a whistle in the wind, old man." I complacently remarked; "so just tumble up, as I know you have everything prepared, and we 'll take to the road as per agreement." I heard him growl something like "blooming idiot," as he drew in his head; but in fifteen minutes, round he came with his 52 Challenge No. 2, which bore evident marks of having had unusual care bestowed on its brighter portions the day before.

"Round the corner and mount" was the word, and down the broad asphalt pavement — of which there is an abundant supply around Dublin, for lazy riders — we went at a twelve-miles-an-hour pace. In three minutes we struck the canal bank, which forms the southern boundary of the city, and turning our faces to the west, cheerfully laid down ourselves for work, with a heavy wind in front; and leaving the sleeping metropolis of the "Green Isle" farther and farther behind, we pounded steadily against the anything but soothing zephyrs. "Lord help us, Dickson! here comes the rain," said Jerry; and sure enough, in we rode to a thick mist, which had been steadily travelling towards us as we had been to it, after fronting west. As we rode through it the wind died down, and wheeling to the left, we quitted the city boundary and struck into the fine old coach road to Kilkenny. On our right and behind us lay the magnificent expanse of the Phœnix Park, perhaps the largest city park in Europe. It is admirably suited for bicyclers, and the annual meets of the Irish clubs take place on its magnificent central boulevard, which is about three miles in length, and perfectly straight. Turning from the wooded slopes of the park, and looking to the left, we could see the Dublin hills, dark and heavy-looking, in the mists of the early day, with the white clouds creeping along the summits of the more elevated portions; while away before us stretched a broad hard road of limestone, the A. 1. causeway of the Irish wheelmen. This broken limestone, of which there is abundance throughout the country, forms good roads; and you can generally depend on finding pretty smooth riding through the centre of Ireland, where the carboniferous limestone is the chief rock formation.

We worked through the rain for two miles, but at length had to cry "Enough"; and with a blessing or two on the head of the New York *Herald* "weather prophet," we halted under the friendly shade of an ancient oak, the only one of its kind in the neighborhood, who, forgetting its kingly estate among forest trees, condescended to extend its patriarchal arms over the common herd of human life, ever changing, backward and forward, to and from the great city. Half an hour's wait here, in the first hour of our journey, — it was not very promising, but the rain did lighten at last; and mounting once more, we were soon steadily at work on a road not much the worse for its morning ablutions. But the wind! the wind had risen again; that was the rub. It was only steady hard work that enabled us to bear up against that bane of all bicycle riders, a heavy head-wind. The road now began to look country-like, the hills drew close in on our left, until we wound round their farther end and entered on the level country, so long the bone of contention between the native Irish and their Saxon conquerors, the far-famed "Land of the Pale." Running through the little hamlets of Rathcoole and Kill, we entered the county Kildare, with its well-tilled farms scattered round, and with the rich plains of Westmeath stretching away in the dim distance to the west. Eight o'clock found us hungry, hot, and tired, and placed us nineteen miles on our journey in the little town of Naas. Not much of a place, remarkable only for its antiquity and its pleasant situation in a fertile country. Here it was imperative that we should have breakfast, for three hours, hard riding had sharpened our appetites considerably; so pulling up at the Commercial Hotel door, we entered. The waiter stared at us in blank astonishment, and propounded the classic question of "And what would ye be after having, yer honors, out so mortial early?" We told him we would satisfy his curiosity if he would satisfy our hunger, and soon our chops and coffee were the one absorbing idea of our existence. Breakfast over, we had a lounge for half an hour, and a stroll round the town, inspected the old rath, the meeting place of the States of Leinster in days gone by, and then mounting we spun rapidly along a splendid road, for the town of Newbridge. This place looked thriving and well-to-do, owing perhaps to its occupation by the military and its closeness to the farfamed "Curragh Camp." Without halting we ran through the town, the natives all scouring out to look at the "byshicals." Outside the town there were some "legs, over handles" hills, and it did seem a relief to swing down the smart descent without any exertion save that of guiding the machine. And now we wheeled out from among the trees that overspread the road, and the broad expanse of the Curragh broke upon our view, all at once. To a person not aware of what it is, it looks most remarkable coming thus suddenly into view. From the Newbridge road it presents the appearance of a wide plain, running up in the distance to a range of bluffs topped by a number of low buildings. As you approach up the gradual ascent to the buildings, they begin to multiply and take the form of long, low, wooden huts, divided into squares by streets, and with larger buildings scattered through them, in which are the gymnasiums, riding schools, etc. This little city is the Curragh Camp, the military centre of Ireland.

We could see the sentries along the guard stations of the different regiments, each of them stopping in his monotonous walk to have a look at the two light horsemen on their flashing steeds, who were reconnoitring most assiduously the geography of the whole place. Next we came across men of various regiments, carrying down the supply of bread in large baskets, for the different corps. These we charged manfully, and impressed with our fierce aspect, they opened their ranks and let us pass through. Having overcome thus easily a whole company of British regulars, — a company, too, with their arms loaded, — we rode down the main street of the camp, with its busy population of "sons of Mars," all at work; cleaning horses, mending roads and paths, drilling, etc

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to Kingman N. Putnam, 51 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the Bicycling World, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the Bicycling World of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the World. It is important that every member should be familiar with these rules.

The "League Hand-Book" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: Bicycling World, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 51 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

Kingman N. Putnam,
Corresponding Secretary L. A. W.

Cortlandt Wheelmen. — Additional: George Halsted, Peekskill, N. Y.

Unattached. — W. L. Bates, 171 Kansas avenue, Topeka, Kan.; T. B. Meatyard, 1,300 Indiana avenue, Chicago, Ill.; Everett Snowden, 243 McCulloh street, Baltimore, Md.

Consuls Appointed. — Ohio, Ashland: Frank W Miller, 227, 55 W. Washington street.

Massachusetts. — Newton: Charles L. Clark, 228.

League of American Wheelmen.

The regular spring meeting of the board of officers will be held at the Metropolitan Hotel, 570 Broadway, New York City, on Monday, 27 March, 1882, at 10 A.M., and the session will be continued through the day and evening until all business is disposed of. This will be the most important meeting that the officers have yet held, and your presence and support are earnestly requested. If you find it impossible to be present, please send to the undersigned any suggestions which you may desire to bring before the board as to amendments and alterations of rules, etc., and especially report to him the city you would vote for as the place in which to hold the League Meet on 30 May.

Kingman N. Putnam,
Corresponding Secretary.
54 Wall street, New York City.

To the Directors and Consuls of the L. A. W.

At the quarterly meeting of the board of L. A. W. officers, held in New York, 6 October, 1881, the undersigned were appointed a committee on consuls, and the subject of appointment of League hotels was assigned to them. At their request the following vote was submitted by mail to the officers and adopted 14 December, 1881: That the directors shall appoint League hotels in their respective States, and furnish the same with signs and certificates.

In order to carry out this important aid to the touring members of the L. A. W., we would respectfully request and urge that on receipt of this, you will communicate with each League consul in your State by means of a duplicate of this circular and otherwise, requesting him to interview the landlords in his district; and if successful, to send his name, etc., to you, and if it meets with your approval, to forward the name of hotel to the recording secretary L. A. W., who will record the same, and send a hotel certificate and sign to consuls for delivery.

In selecting hotels, bear in mind that the reduction from regular rates is a secondary consideration, especially in the smaller towns; that the majority of League tourists desire good food, beds, and attendance at a fair rate. In consideration of increased patronage and the free advertising the hotel will receive in the League publications, secure if you can a reduction of 10, 15, or 20 per cent from regular rates. Represent to the landlord that over 1,700 amateur bicyclers joined the League the first year after its organization, and that the number of touring members is constantly increasing.

The success of the League depends greatly upon the prompt action of the officers, directors, and consuls this spring; and we earnestly hope that when the touring days begin, that the League members will find in every place where there is a bicycle that the directors have secured a League hotel, and a detailed description of the best routes radiating from the principal points in their several States.

Blank route slips and samples with printed instructions will be supplied to directors, for distribution to consuls by the recording secretary.

Fraternally yours,
C. A. Hazlett,
E. C. Hodges,
E. J. Waring,
Com. on Consuls.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

Editor Bicycling World: — In a recent number of the World, "Sixty," writing from Chicago, details some experiments made with hub lamps, and mentions a lamp and an arrangement of reflectors which threw a strong light one hundred and fifty feet, and cast no fellow-shadow, the invention of one of their club men. Will he be kind enough to describe it through your columns, or does he wish to patent it first?

Marx.

Cleveland, O., 16 March, 1882.

Editor Bicycling World: — Will some bicyclist who has ridden the wheel on any of the hard Atlantic beaches — such as Old Orchard, Nantasket, or Cape May — say whether the sand is firm enough at low tide to make easy riding?..... Has any wheelman used a lamp which really gave light enough to make riding safe and pleasant at, say, nine miles per hour, on a fair country road, with the usual allowance of stones and ruts, on a dark night, if so, what make? Ontari.

London, Ont., 17 March, 1882.

CURRENTE CALAMO

The weather was blustering and wretchedly uncomfortable last week.

Get a copy of the "Tricyclists' Vade Mecum," and learn what English manufacturers are doing about three-wheelers.

League members who have not yet provided themselves with badges should call at our office and see if we have the style they want.

There will be a bicycle show race at the 4 April games of the Union Athletic Club, in Music Hall, the course being across the hall lengthwise and return.

A five-mile bicycle race for the amateur championship of St. Louis was ridden in Armory Hall, 4 March, and was won by A. E. Stone in 20m., 18s.

The Expert is out, and in appearance, at least, justifies all its manufacturers have promised about it. It is just too quite awfully lovely for anything.

Chelsea has a "sociable" tricycle, and a couple of pretty girls have been seen gliding pleasantly and comfortably about that city thereon, occasionally.

And now Tennyson has been trying to imitate Walt Whitman, but it is hardly a success. Alfred must do something worse than that if he wants to beat Walt.

Albin, a somewhat noted bicycle trick rider in England, is coming to this country to give exhibitions in connection with a circus show, according to an English paper.

Was n't the weather lovely and were n't the roads in splendid condition Sunday and Monday? and did n't the bicyclers in this vicinity enjoy both immensely? These queries are assertive and require no answers.

American belles *don't* wear their brothers' medals for brooches, Mr. *B. Times*, and you need n't tell *us* that English belles don't tricycle in their brothers' knickerbockers; for we sha'n't intimate that they do.

Miss Ida Blackwell, who is training under Mr. Prince at the Institute rink, to meet Mlle Armaindo in the Fast Day races, is making rapid progress, and seems determined to become proficient in both speed and skill.

The Central Park case will be argued to-day, 24 March, Friday afternoon, at one o'clock, in the New York Supreme Court, before Judge Lawrence. Let all wheelmen in New York and vicinity attend, and so attest their interest in this important matter.

Secretary Curtis, of the Rochester Bicycle Club, writes us that the club is to give an exhibition for the benefit of the Female Charitable Society of that city, 13 April, and cordially invites wheelmen to attend and see what Rochester can show in the way of fancy riding.

Mr. Charles L. Clark, recently appointed L. A. W. consul for Newton, has issued a call for a meeting of wheelmen of that city to organize a club, — which is a good movement, and proves the wisdom of appointing a live man and an enthusiastic wheelman to a League consulate.

The Boston Bicycle Club wisely set the time for their grand race meeting on the afternoon of Fast Day instead of in the evening, to enable out-of-town wheelmen to attend without the necessity of leaving before the races are finished, in order to catch the last train, or spending the night in Boston.

Mlle. Armaindo, the bicyclienne, began a ride on 9 March, in Armory Hall, St. Louis, to cover 600 miles in six days. She accomplished more than the task, riding only fifty-one hours and thirty-six minutes, and scoring 617½ miles, and left the track at 10 o'clock on the evening of the 15th. She is reported as making 110 miles the first day.

William R. Barrett, the young man who was found dead in Stoneham on the evening of Sunday, 12 March, and supposed to have committed suicide, was a much-esteemed member of the Stoneham Bicycle Club, and his wheel associates testified their regard by presenting at the funeral a handsome bicycle elegantly and tastefully decorated with flowers, and by a general attendance at the services.

Mr. Richard Garvey, president of the Missouri Bicycle Club, of St. Louis,

has effected an arrangement with the Pope Manufacturing Company for the agency and sale of Columbia bicycles; and as Mr. Garvey is a wide-awake and pushing man in wheeling as in everything else, we are of the opinion that soon St. Louis will show more, although perhaps smaller, feet at the wheels than Chicago can.

We call attention to the advertisement of "Amateur Photography," on our first page, as offering a chance for bicyclers to add a new and pleasing feature to their wheel excursions. President Reid, of the Rochester Bicycle Club, writes us that he has found it a source of great satisfaction to be able to catch and preserve many beautiful scenes of the rural and picturesque which he has encountered while bicycling. He says the apparatus may be carried with ease slung over the shoulder, and it is easily adjusted for work whenever the wheelman desires to stop and secure a specially charming view.

BOOKS AND PAGES

THE CENTURY. — The *Century Magazine* for April has for a frontispiece a portrait of Matthew Arnold, after a painting by G. F. Watts; and to fit it, Andrew Lang contributes a biographical and critical study of the poet and his verse. Mrs Burnett's and Mr. Howells's novels deepen in interest, and make one wish the text was illustrated occasionally. Madame Ragozin, a Russian lady, now living in New York, contributes a remarkable paper, and one of especially current interest, on "Russian Jews and Gentiles." Mrs. Mitchell's third paper on sculpture is "The Age of Praxiteles," and is splendidly embellished. Other interesting illustrated papers are "Tunis and its Bey," an account drawn from personal experience; "some American Tiles," descriptive of the processes and results of the Chelsea (Mass.) Tile Works of the Messrs Low, by F. D. Millet; and Richard Grant White's second paper on "Opera in New York," with many portraits. Eggleston's "Blessings of Piracy," Watterson's "Oddities of Southern Life," and Janvier's "Ninita" are all excellent in their way, and there are many poems by popular and well-known verse makers. "Topics of the Time" and "The World's Work" are, as usual, full of interesting essays and useful information. In "The Yearn of the Romantics," which occupies nearly the whole of "Bric-a-Brac," our Louisville readers will recognize that clever lot of rhymes contributed to the *Commercial* of that city last New Year, by one of its citizens, and which is well worthy of preservation in the *Century*. Thomas Carlyle's "Irish Journal" will begin in the May number.

THE IRISH REPUBLIC is a new weekly paper published in Boston, the initial number of which we have received. It is a handsomely printed and arranged quarto, and announces itself as "devoted to Irish-American news, politics, and literature," and that it has "come to stay." It will doubtless find plenty of work to do in its particular field, which is certainly large, and we wish it every success it deserves.

To the Editor of Bicycling News.

Editor Bicycling World: SIR, — In your issue of 17 February I notice a communication from John Keen, in which the following paragraph occurs: —

"I will risk being 'frightened' if they will offer part, say half, of that $5,000 that I have heard about for a race to come off next August, and Prince to receive one lap in ten miles of the same course as the last race."

Now, Mr. Editor, it is all very well for one to talk when he is on the other side of the "herring pond"; but if Mr. Keen really *means business* in coming to Boston next August, I assure him he can have my views for a race according to his own challenge, to race for nothing less than $1,000, over the same course, with the BICYCLING WORLD as stakeholder and referee as before. Hoping this will give Mr. Keen entire satisfaction, and that he will speedily give his attention to the completion of arrangements,

JOHN S. PRINCE,
Champion of America.

WHEELS are beginning to turn, and you should turn in your dimes at once if you wish to secure a copy of the *Wheelman's Annual* for 1882 Three fourths of the edition has already been sold.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

FOR SALE. — A Standard Columbia Bicycle, 48-inch Full nickel. First-class condition, used only one season. Very cheap. Address "W.," P. O. Box, 2,987, New York City.

FOR SALE. — 50-inch Harvard. Nickelled. Ball bearings to both wheels. Cradle spring. Half rat-trap pedals. Rubber handles. In *perfect* condition. Price, $90. Address J. T., Box 34, Bayside, Long Island.

FOR SALE. — A 54-inch American Star. *Invincible rim* to large wheel, part nickelled, and painted in gold stripes. First-class condition. Address E. O. EDSON, Lock Box 187, Cedar Rapids, Iowa.

FOR SALE. — A 50-inch Standard Columbia of 1880. Half nickelled. In *perfect* order, for $70; a rare offer. For particulars, address E. O. GOSS, Lock Box 4, Waterbury, Conn.

BICYCLE FOR SALE. — A 52-inch Standard Columbia Bicycle. Half nickelled. Newly painted, and in first-class running order. For sale at a bargain. Address G. H. BURT, Auburn, N. Y.

L. A. W. — Commander's 55-inch British Challenge for sale. Built to his order, 1881. Full nickel. Balls throughout. Guaranteed perfect order. Cost $165. Must be sold. First reasonable offer accepted. L. H. JOHNSON, Orange, N. J.

FOR SALE. — 52-inch full-nickel Standard Columbia. In use one year, and in perfect order. Dust-proof, double, cone adjusting, balls lately added to front wheel. Price, $85. Address with stamp, C. H. VEEDER, Plattsburg, N. Y.

WANTED. — To exchange, a pair of diamond earrings (value, $75) for a gentleman's tricycle. Address C. W. B., Lock Box 53, Hudson, N. Y.

FOR SALE. — An office desk. Apply at this office.

WANTED. — A 50-inch bicycle, second-hand. Must be offered *very* cheap. Address CHAS. E. BASSETO, rear of 447 Western avenue, Lynn, Mass.

WANTED. — To exchange, a gold stem-winding hunting case watch, Egrew & Co., Geneva, makers, for a gentleman's tricycle, or 50 or 52-inch bicycle, former preferred. Address H. B. ROGERS, Yale, Box 105, Hudson, N. Y.

WANTED. — A 52-inch bicycle. Any one having a machine in fair condition to exchange for $50 cash, please describe the same, and address A. H. Black, Box 807, Boston, Mass.

BICYCLE RACE MEETING

AT THE

Institute Fair Building,

HUNTINGTON AVENUE, BOSTON, MASS.

(Track five laps to the mile.)

THE

Third Grand Race Meeting,

At the above Building, will be held by the Boston Bicycle Club on the afternoon of

Fast Day, 6th of April, 1882.

E. C. HODGES, *Chairman,*
J. S. DEAN, *Sec.,*
FRANK W. WESTON, *Manager,*
COMMITTEE B. BI. C.

MISCELLANEOUS.

4-line Addresses in this department, $6 per year.

ST. LOUIS, MO. — Richard Garvey, agent Pope Manufacturing Company. New and second-hand Bicycles bought and sold, 407 Chestnut street. Write for circular.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Phiadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.



L. A. W. Badges Pat. Sept. 13, 1881. Fine gold, plated, and silver, set with ruby, garnet, sapphire or diamond. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

A GOOD CHANCE

TO BUY

Three First-Class Bicycles.

No. 2. 54-inch Matchless, all nickelled. Hancock's non-slipping tires; in perfect condition. Ball bearings to both wheels. Has not roaded over 300 miles. Those who have tried this easy-riding make of machine will appreciate this bargain.

PRICE.....$117.50.

No. 3. 54-inch Round Fork Stanley. Ball bearings to both wheels; nickelled and painted; quite light. A good and strong machine. Has been run one season.

PRICE.....$100.00.

Nos. 2 and 3 can be seen at the Boston Bicycle Club House, 53 Union Park, Boston.

No. 1 can be seen at C. R. Percival's, 1291 Washington Street, Boston. These machines are all bargains, and will be guaranteed.

Address all inquiries to H. K., *Bicycling World* office, 8 Pemberton Square, Boston, Mass.

AMERICAN AND ENGLISH

Bicycle and Tricycle Repairing,

NICKEL-PLATING AND PAINTING.

HARRY D. HEDGER,

28 1-2 Piedmont St., cor. Church St.,

Opposite the Boston and Providence Depot, late machinist to the Pope Mfg. Co., Boston, Mass., and several years with the Coventry Machinist Company, Coventry, England, makers of the famous CLUB and other BICYCLES.

Having had some ten years' experience in bicycle and tricycle making and repairing, I have opened at the above address, and hope by my personal attention to all matters regarding bicycle and tricycle repairing, I shall be favored by your patronage and support.

Bicycle and tricycle supplies, ordered by mail or express, will receive immediate attention. Orders taken for any make of bicycles, American or English.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN. Worcester. Mass.



THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Ælous" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for..... $41 00
From 50 to 56 inch..... 43 00



The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings. Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50
From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881: —

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - - Wolverhampton, England.

LIVINGSTON'S PERFECTION CYCLOMETER

GUARANTEED CORRECT

Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.

H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, **CINCINNATI, OHIO.**

GOY, the Athletic Outfitter, 21 and 22 Leadenhall street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

WHEEL PERIODICALS.

THE CYCLIST. — Weekly. Edited by H. W. Sturmey and C. W. Nairn. Published by Illiffe & Son, Coventry, Eng. American annual subscription, $1.75. *Cyclist and Bicycling World* for $3.50. Address E. C. Hodges & Co., 8 Pemberton square, Boston.

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1.00; six months, 50 cents *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co, Boston.

CYCLIST & WHEELWORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1871, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

COLUMBIA BICYCLES.

[*Extract from Letter of Rev. O. P. Gifford, Pastor of Warren Ave. Baptist Church.*]

BOSTON, Oct. 20, 1881.

To the Christian Union:

"Although a stranger to the Rev. Marcus D. Buell, I find my heart going out to him since reading his bicycle trip from New York to Boston. * * * I want to bear testimony to the usefulness of the 'wheel' as a daily exercise. * * * I came into possession of a 'STANDARD COLUMBIA' last summer, learned to ride as soon as possible, and take a daily race about the suburbs of Boston. A morning spent in the study, the early afternoon in calling, tires both head and heart. As the sun slopes westward, I don my uniform, remount my steed, and for one or two hours turn my back on books and men. * * * And now at home again, pores all open, flesh all aglow, blood bounding, head clear, stomach clamorous; and best of all, at night I learn the meaning of David's experience, 'laid me down and slept.'"

"Turn, turn, my wheel, turn round and round,
Without a pause, without a sound;
So spins the flying world away."

PHILADELPHIA, Jan. 18, 1882.

THE POPE MANUFACTURING CO.:

"*Gentlemen.* — During 1881, I rode a '56 SPECIAL COLUMBIA' of the earliest make. It carried me some 1,500 miles, and *never broke.* Having no other machine, I used it for both racing and road riding, taking it on the road wherever it was possible for a bicycle (and some places where it *was n't* — decidedly), up and down 'curb-stones,' over cobbles and Belgians, good roads and 'Chester County' roads, taking 'headers' unlimited; the machine carried me without even breaking a spoke, and is still doing good service in the hands of another Germantown man. I consider the 'SPECIAL COLUMBIA' one of the best machines made, and would trust it more than any machine I ever saw." Truly yours,

GEO. D. GIDEON, *Germantown Bi. Club.*"

[It was on this machine that Mr. Gideon won the races against Wm. Woodside and L. H. Johnson.]

Send 3c. Stamp for New, Elegantly Illustrated 36-page Catalogue, with Price Lists.

The Pope M'f'g Co., - - 597 Washington Street, Boston, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable.*

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles & Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Bugles and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 31 MARCH, 1882.

Volume IV. Number 21.

[VOL. IV. CONTENTS. No. 21]

Stoneham Bicycle Club	242
Editorial: Local Parades	243
L. A. W. Officers' Spring Meeting	243
Wheel Club Doings: Manchester; Branch Missouri; Ariel; Sparta; Hermes; Keystone	244
Races: Chicago; New York: Massachusetts Bi. Club	245
Correspondence: Milwaukee Mites; Moline: *In re* Proper Size; New Haven Bi. Club; The Horse as a Scholar; Beach Riding	245
Some Western Wheels	247
Kings County Wheelmen's Annual	247
Notes, Queries, etc.	247
Tour through Ireland. II.	248
L. A. W.: Applications: The Annual Meet	249
Currente Calamo	249
Books and Pages: St. Nicholas; Bicycle Annual,	249
More Challenges	240

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

GOY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Clul uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

AMATEUR PHOTOGRAPHY.



The most delightful, instructive and profitable of the arts, for ladies or gentlemen, is easily mastered by use of the **complete Dry Plate Outfit,** and full instructions furnished with

WALKER'S POCKET CAMERAS.

Accurate, compact, weighing but *two pounds,* invalua'le for tourists. An Essay on Modern Photography, beautifully illustrated, with sample photograph produced by this Instrument in the hands of amateurs, sent on receipt of Ten Cents. Circulars Free. Wm. H. Walker & Co., Box L 200. Rochester, N. Y.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

H. C. BLUE & CO.
48 Summer Street,
BICYCLE & LAWN TENNIS SUIT
SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

The Marine Bicycle Co.
WILL EXHIBIT THEIR
STANDARD BOATS
At the Bicycle Race Meeting and Exhibition at
INSTITUTE FAIR BUILDING, BOSTON,
On FAST DAY, 6th of April, 1882.

Large Photographs of the Marine, 11 x 13 in., will be mailed for 35 cents. Send stamp for descriptive circular and price-list to
C. A. HAZLETT, *Manager*,
PORTSMOUTH, N. H.

(*Concluded from page 247.*)

propulsion of the wheel; with absolute noiseless motion, before whose movements our machines seemed in comparison like unto that of the cow to the swan. It was speedily bought by an Illinoisan, who bore it away with him to the centre of the State, and used it in country-road service. Upon this machine were tried the initial experiments of the ratchet principle of propulsion, from which the Star bicycle has developed. The Bown bicycle, a 54-inch, was cut down to a 48-inch size for the club secretary. In the change, however, it was spoiled, and sold to a party out in Iowa. Its bearings were the principal good feature, — the Æolus. The Humber, 56-inch, was a glorious specimen. Possessing the same lightness, it failed to have the long centre of the Premier. The idea of its bearings being part of the fork, without the usual joint, was good. It was borne off by a professional racer and used on the track, and is now owned in New York City. Its cranks, keyed on, always had the happy faculty of coming off just as its rider was going to lose a race. Then came a 40-lb. hollow-fork Excelsior, or Harvard, 50-inch, seventy locknutted spokes, fine almost as piano wire, in 4½-inch hubs. If there ever was a machine possessing the very spirit of rapid motion and rigidity, this was the one; strange, too, as the wheel could not be run five miles without the spokes getting loose. The unrigid backbone bent sidewise, twisted, and spread. Upon it our club racer, with a few months' experience, made extraordinarily good time in races. Upon this machine developed a theory that a bicycle need not depend on its wheel for rigidity, relying alone upon the forks, bearings, and centre. It was sent back to Boston, after a few months' use, as incorrigible. Then came the Tangent, and went as quickly. The slender curving rear fork broke the first thing. Then the Stanley head broke off. It rattled and pounded itself all to pieces. The new Standard Columbias were a success at first, but our wood pavements soon shook their machine-fitted joints loose. The tires, perhaps, were too small. The V-shape felloes were still the same, and the alcohol lamp and cement were always in use. To go out on a long journey without a pocketful of strings to tie up a loose tire would be tempting fate. The spokes, finer and more of them than before, would come loose occasionally; the same old cone bearings, and consequent flow of grease and rattling. Solid and substantial in the highest degree, they will last forever. The Special Columbia, broad-gauge in the hub, came and got a bad reputation. The centre, like the Humber, was too short for us. The small pipe-stem felloe would dent and jam. The bearings would get loose and could not be tightened. The handle bar would get loose; likewise spokes. The nipples of both Standard and Special would break off. Many of these defects were subsequently corrected, however; but the D. H. F. Premier roadsters, built especially for our wheeling, came upon the scene. Their tires were full inch on U felloes; seventy direct spokes; solid hand-fitted joints, and no amount of abuse could make them rattle. Perfect in outline, finish, and construction, they become the favorite right away, and have held the position ever since. But the Premier, with all its perfection, has its weak points. The axle is too weak. There is scarcely a straight Premier axle in the town. The neck spindles used to be too weak; but a stronger spindle is now attached, and the old ones are made strong by brazing on a steel cap or ring over the end of the spindle. Occasionally the double follow fork breaks. Of the D. H. F. Premiers in our town, one fork has broken off at the bearing, and the brazing of one of the tubes to the upper bridge has loosened. These are the only breaks we have had. The Harvard has been represented by only one machine, — a 54-inch, all-bright, ball bearings to both wheels. No easier running machine was ever made, but it seemed to shake to pieces all over. Its treatment was harsh and unfavorable, however, and it was perhaps unfortunate that it made its appearance when it did. Perhaps the Harvard will come again some day and receive a better welcome. A 39-pound solid-fork Stanley used to be a marvel for strength. Subject to the worst abuse a machine could have, it bore up splendidly and never broke or rattled; but it was like a feather bed, — it would give all over, and much wasted muscle was expended on that machine, which a little rigidity could have saved. The Royal, conspicuous for its 16-inch back wheel, attracted much attention for its fine outline, but the centre was too short and the bearing was a continual source of annoyance. The Success deserves its name, and bids fair to run long and well; but it has the short centre usual to the Stanley head. The Club is much admired, and is in every way satisfactory, with exception of the short centre. The British Challenge is another fine machine, comparatively faultless, combining a long centre with the Stanley head, thereby enabling those who prefer this style of head to have the same without the annoyance of too short a centre. The ball bearings in use during the past year, which have been watched closely, are the Premier double adjustable ball, the Harvard double-ball, the Æolus, Columbia, and Rudge single-ball. Of the former, only one has proved defective or other than satisfactory. The Harvard is not quite adjustable or dust-proof enough; but it is a very easy running bearing, and from what we have seen of it, it is as good as the Humber. The Æolus is dust-proof, durable, and easy, but too weak in the metal of its case. The Rudge is perfection, — easy, simple, durable, and rigid. The Columbia bearing is as good as the Rudge, with the exception that its adjustment is not so simple and the balls run on cones; but that is a matter of taste. The British Challenge and Club bearings excite the admiration of the heavy-weights. Our standard schedules of what makes up a perfect bicycle will probably be somewhat changed in the introduction and daily use of all the prominent machines. Our bicycling facilities are to be tripled in the opening to the use of bicyclers all boulevards and parks hitherto withheld from our use; and this time a year hence we will be better educated in the art of wheelmanship. STENO.

CHICAGO, December, 1881.

STONEHAM BI. CLUB. — At a meeting of the Stoneham Bicycle Club, the following preamble and resolution were unanimously adopted: —

Whereas, In view of the loss we have sustained by the decease of our friend and associate, William K. Barrett, and of the still heavier loss sustained by those who were nearest and dearest to him, therefore be it *Resolved*, That it is but a just tribute to the memory of the departed to say, that in regretting his removal from our midst, we mourn for one who was in every way worthy of our respect and regard; *Resolved*, That we sincerely condole with the family of the deceased on the dispensation with which it has pleased Divine Providence to afflict them, and commend them for consolation to Him who orders all things for the best, and whose chastisements are meant in mercy; *Resolved*, That this heartfelt testimonial of our sympathy and sorrow be forwarded to the mother of our departed friend by the secretary of this meeting, and also to be published in the Stoneham *Independent* and BICYCLING WORLD.

S. C. BATCHELDER,
GEO. A. OSGOOD,
CHARLES POOR,
Committee.

STONEHAM, 13 March, 1882.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance	$2 00
Six months "	1.00
Three months "	.60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
Pope Manufacturing Co., 597 Washington St., Boston.
American News Co., 39 Chambers St., New York.
Wm. M. Wright, 791 Fifth Avenue, New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 31 MARCH, 1882.

LOCAL PARADES.

IT has been the custom with many clubs for several years past to hold annual meets for parade and racing, and generally invitations to attend and participate have been extended to clubs and unattached wheelmen in neighboring cities and towns. These gatherings have hitherto been very generally approved, and those participating have much enjoyed the occasions; but now we frequently hear objections raised against these small meets, as being no longer useful in awakening interest in the sport, but, on the contrary, only tending to belittle it by boyish display of what is no longer a novelty, nor a demonstration of the utility of the bicycle as a practical road vehicle. To some slight extent these objections may be valid; as, for instance, in those localities like Boston and Washington, where by reason of excellent road conditions the wheels have become a common sight, and attract no more attention from non-riders than an exceptionally fine horse. Individually, these objectors are either enthusiastic racing men or zealous tourists, who look with contempt upon such simple shows as attract the multitude; yet the latter are more pleased and more impressed by these displays of numbers than by the contests of a few on the race-track, while the accomplishments of the tourist are at best known only to readers of bicycling literature, in the event of the rider taking the trouble to publish them. While, no doubt, increase in the number of racing men and improvement in the direction of lessening the time records of the path are legitimate methods in awakening public interest, and judicious touring and extended club runs demonstrate to the rural districts and summer resorts the practical utility of the bicycle, yet we opine that frequent general gatherings are quite as effectual in their way, and contribute more than anything else to popularize wheeling in the localities where they are held; and more especially if they are managed with skill, and the clubs evince discipline, and all riders are becomingly attired. The bicycle, if no longer a novelty, is still an attraction in many localities; and a well-conducted parade, even by the local club only, always wins hearty and admiring applause from the spectators, and leaves a favorable impression on them and the wheelmen alike. Indeed, we think if the suburban clubs in this vicinity would occasionally parade in bodies through the streets of their own towns, instead of always gathering on the outskirts for a run out, it would result in a more marked and tangible increase in practical public interest in bicycling.

L. A. W. Officers' Spring Meeting.

PURSUANT to call, the annual spring meeting of the League officers and directors was held Monday, 27 March, 1882, at the Metropolitan Hotel, New York City. The meeting was called to order shortly before eleven o'clock A. M., by President Pratt; besides whom there were present Corresponding Secretary Putnam, Treasurer Wistar, Directors Smillie and Johnson of New Jersey, Hodges and Pratt of Massachusetts, Gullen of New York, and Marsden of Connecticut. In the absence of Recording Secretary Clark, Director F. S. Pratt of Massachusetts was elected secretary *pro tem.* The records of the October meeting were read and approved. The treasurer submitted his report for the financial year as follows: Receipts, $2,097.41; expenditures, $1,688.62; balance, $408 79. The resignation of C. K. Munroe as commander was received and accepted. Corresponding Secretary Putnam, for committee on memberships, submitted his report for the year as follows: Number reported at the October meeting, 2,103; applications received since make the number 2,348, from which must be deducted 681 dropped for non-renewal, leaving a present membership of 1667. Mr. Putnam also stated that Mr. Pitman's application for membership had been considered, and the committee had decided to reject his application, and his fee had in consequence been returned to him. The protest of W. A. Smith in regard to his application was still under consideration. The application of Fred. S. Clark, of Worcester, and the protest of the Æolus Club of that city, had also received due attention, and the committee had decided that the objections of the Æolus Club were not sufficiently valid to warrant the rejection of Mr. Clark's application, and he has accordingly been elected; and the committee's action was approved by the board of officers.

Director Hodges brought up the case of A L. Atkins of the Massachusetts Club, alleged to have violated the rule relating to amateurs by teaching the art of bicycling for compensation. He explained that there were extenuating circumstances in that Mr. Atkins was employed at the establishment as a salesman, and that the teaching was only incidental to his general connection with the establishment of the Pope Manufacturing Company, and that he did not suppose that he was forfeiting his amateurship thereby. Nevertheless, Mr. Hodges believed that the League should establish a precedent; and as it was clear that Mr. Atkins had violated the rule, he wished the League to take positive action in this case, in order that no future violation shall occur with impunity. He would willingly vote to reinstate the gentleman as a matter of leniency, but he must insist that the League shall assert the inviolability of its rules first.

Considerable further debate ensued, and President Pratt took the floor to explain more fully Mr. Atkins's position. He said that the latter was employed and paid as a salesman, and is still continued in that capacity. Last winter the teacher at Popes' riding school left, and Mr. Atkins was requested to temporarily officiate as instructor to their customers. He demurred on the ground of possibly forfeiting his amateurship, but was assured by Mr. E. W. Pope that he did not think he would be affected by it, as it was only a temporary matter, and in the line of general service about the business of the concern. He accordingly complied and taught about six weeks, when

the position was filled by another. He, Mr. Pratt, admitted that this case was on the ragged edge of the line, and he would not attempt to argue it, but would leave the board to decide.

Mr. Hodges said he wanted the ragged edge more strictly defined, and he asked Mr. Pratt if Mr Atkins had not taught bicycle riding, and received compensation therefor; and Mr. Pratt admitting that he had, Mr. Hodges claimed that he had violated the rules, and moved that his name be stricken from the roll of League membership. Carried by a vote of 4 to 3.

Mr. Johnson asked if it would be in order now to move to reinstate the gentleman.

Mr. Hodges stated that now the board sustained his legal point, he should favor the reinstatement of Mr. Atkins.

The matter was referred to the committee on membership, who subsequently reported that in view of the facts as presented, they thought the League could afford to be lenient in this case, and therefore recommended the reinstatement of Mr. Atkins, and that the ground of their action be published in the BICYCLING WORLD. The report was accepted, and the recommendation unanimously adopted.

Director Marsden, for the committee on rights and privileges, said the committee had no special report to make at this time.

Mr. Hodges, for committee on rules and regulations, said he had been in correspondence with Director Lamson, about the new League badge, and submitted a partial proposition from the latter, with some explanation of the cost of different grades. He then reported the following recommendation: "That Mr. Lamson assign the right to the League to make the silver badges to members only without royalty; Lamson to retain the exclusive right to make and sell small gold and silver badges." Report accepted.

The vote whereby at the October meeting A. H. Llewellyn Winter was appointed a director for England was rescinded. The president stated that Mr. Henry Sturmey and Mr. Ernest R. Shipton had been recommended as L. A. W. directors for Great Britain; and on motion of Mr. Gullen of Brooklyn, they were appointed.

Director Johnson of New Jersey, for the committee on race rules, presented the following report: —

"The racing committee beg leave to report that they have found it impossible to convene for purposes of business, but that considerable correspondence has passed between them; that several letters of inquiry from League members have been referred to the committee by the corresponding secretary, and opinions and decisions given. It has been found impracticable to submit to this meeting a set of racing rules such as should be adopted by the League, and in order to further this needed project, your committee would recommend that a permanent racing committee be appointed, so situated as to render frequent meetings possible, and would suggest Boston as the most suitable place, the great majority of races occurring at or near that city. The committee considers that an early amicable agreement between the National Athletic Association and the League is of vital importance to the racing interests of the latter body, and would report that they have found the governing board of the association willing to meet the League upon just and even terms, making some concessions on their part, and expecting others in return. Your committee would therefore suggest that the permanent committee be instructed to confer with the association board, with a view to the arrangement. Your committee respectfully ask to be discharged, regretting their inability to do further work.

"C. WHYTE, Maryland.
A. ELY, JR., Ohio.
L. H. JOHNSON, New Jersey."

After considerable debate and several motions, it was finally voted that a racing board of three be appointed, each member having power to select an associate, and two members being sufficient to constitute a quorum for business. Messrs. Whyte, Johnson, and Hodges were appointed.

In the absence of Director Hazlett, chairman, Director Hodges reported for the committee on consuls as follows: —

"We have prepared and printed, ready for distribution, a circular letter of instructions to directors and consuls, with sample and blank route slips, which will be sent to consuls by the corresponding secretary. We also have in process a hotel certificate, which will be ready in a few days, and are arranging for obtaining uniform railroad rates for the transportation of bicycles.

"C. A. HAZLETT.
E. C. HODGES.
E. J. WARING."

The question of locality for the second Annual League Meet came up, and the corresponding secretary read communications from about seventeen absent directors, nearly all of whom expressed a preference for Chicago. The members of the board present debated the subject, and generally inclined towards Chicago, although Messrs. Hodges, Johnson, and Marsden favored a more easterly location; the latter stating that he and New Haven wheelmen generally preferred Washington, while the former gentlemen advocated some point midway, as Detroit or Buffalo. A direct motion that it be held in Chicago was carried by a vote of 6 to 2. On motion of Mr. Hodges, the vote was then made unanimous.

The resignation of C. K. Munroe of his office as commander was received and accepted, and Mr. E. C. Hodges was elected. The latter, however, positively declined serving, on the ground that he desired to attend the League for pleasure, and did not wish to be hampered with the responsibilities of official position. His declination being finally accepted, Director S. A. Marsden of Connecticut was elected to serve the balance of the year.

D. R. Craig of Keokuk and H. M. Treadway of Dubuque were appointed and confirmed directors for Iowa. Alfred Trego was appointed a director for Maryland, in place of J. L. Tomlinson of Baltimore, resigned. The resignations of Director Fairfield of Maine and Director Ely of Ohio were accepted, and F. T. Sholes of Cleveland was appointed for Ohio in place of the latter.

A communication was received from Recording Secretary Clark advocating a bicycle exhibition under L. A. W. auspices, something after the style of the Stanley show in England; but the board did not deem it advisable to take any action at present.

Director Smillie moved that his proposed revision of the constitution and rules of the League be recommended to the annual convention for adoption.

A general debate on rules, methods, etc., ensued; but on motion of Mr. Putnam, it was voted to appoint the president and four others a committee to consider Mr. Smillie's amendments, and report and recommend such changes as they may deem advisable at the next meeting of the board. The president appointed with him Directors Hodges, Smillie, Putnam, and Pratt.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

5 April. Boston Bicycle Club; regular monthly meeting.
6 April. Boston Bicycle Club run. Rendezvous at club-house at ten o'clock, A. M.
6 April. Annual meeting of the Troy Bicycle Club.
6 April. Fast Day, grand race meeting and bicycle exhibition of the Boston Bicycle Club, in the Institute Fair Building, Boston.
13 April. Rochester Bicycle Club exhibition at City Hall, Rochester, in aid of the "Female Charitable Society."
13 April. Reception by the New York and Brooklyn wheelmen.
Mondays and Fridays, Boston Bicycle Club, "Whist" and "Chess" nights, respectively.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

MANCHESTER BI. CLUB. — The wheelmen of Manchester, N. H., organized a club 22 March, with a membership of ten, and the following board of officers: President, J. E. Currier; secretary and treasurer, C. H. Wilkins; captain, C. D. Palmer; lieutenant, E. M. Brooks. The books remain open for one week to enrol charter members. The members practise in city hall daily until the streets are in good condition The regular meeting will be held the first Thursday in each month.

C. H. WILKINS, *Sec.*

MANCHESTER, N. H., 23 March, 1882.

BRANCH MISSOURI BI. CLUB. — This club, comprising twelve members, has organized with the following officers and members: Captain, C. F. A. Beckers; assistant captain, W. E. Brown; bugler, J. G. Knowlton: president W. A. McPherson; secretary and treasurer, T. K. Brant; E. Peters, H. Hersey, F. W. Billings, A. Cole, L. H. Taylor, W. L. Drummond, F. W. Anderson. The club uniform is brown helmet and gray shirt, brown knee-breeches, and blue stockings. The club runs every Wednesday afternoon. Meetings every Friday night.

ARIEL BI. CLUB. — *Editor Bicycling World:* — A number of riders met on the evening of the 26th inst., and organized a club to be known by the name of the Ariel Bicycle Club, of Pittsburg, Pa. The following officers were elected: Will Duncan, president; Wm. A. Anderson, secretary and treasurer. We have ten members to start with, and expect to have a good club. As the riding season is approaching, we have no doubt whatever of increasing our membership to thrice its present number. I will forward to you all events of note in bicycling in this city.

WM. A. ANDERSON,
Sec. Ariel Bicycle Club, 44 Liberty street.

PITTSBURG, PA., 25 March, 1882.

SPARTA BI. CLUB. — At a meeting of the bicyclers of this city held on the 22d inst. a club was formed, and the following named officers were elected for one year: President, Reed D. Smith; vice-president, E. A. Steere: captain, E. N. May; secretary and treasurer, E. W. Harvey; executive committee, E. A. Steere, Ed. Simpson, and E. L. Canfield.

E. W. HARVEY, *Sec.*

SPARTA, WIS., 27 March, 1882.

THE Hermes Bicycle Club has been formed in Chicago, with ten numbers.

AT a recent meeting of the Keystone Bicycle Club, of Pittsburg, a vote to express preference for location of the League Meet resulted as follows: Chicago, 7; Washington, 3; Philadelphia, 2. Four or five of the members will attend irrespective of choice.

RACES

CHICAGO CLUB RACES. — The members and friends of the Chicago Bicycle Club, numbering about 150, passed a pleasant time in the Exposition building Saturday afternoon, 18 March. The programme embraced a mile race by Conkling to beat the best previous amateur time, and he got through in 3.15, but failed in his object. Brown rode a mile in 3.30, and Capt. Miller in 3.15, all with the same view. Conkling now rode two miles without touching the handle bar of the machine. One mile was made in the unparalleled amateur time of 3.30, and the entire distance in 7.15. Messrs. J. M. Fairfield and Dr. Pruyne rode a two-mile race; fairfield's time being 8.15. and Pruyne's 8. A club drill on the wheel followed, and closed the day's programme. Mr. J. O. Blake has been appointed official time-keeper for the Chicago Club. The quarters at the Natatorium, corner Michigan avenue and Jackson street, have been abandoned, and the Chicago Exposition building is being prepared for the coming May festival; and the track hitherto used for the Chicago Bicycle Club races will also have to be abandoned for a while. Therefore, the 25-mile championship race which was to come off in April will be run to-morrow (Saturday) afternoon, 25 March. Considerable interest is manifested in the result, as the entries to date — Messrs. Miller, Conkling, Ayers, Brown, Blanchard, and Calkins — are known to be in good condition, having an eye to win.

NEW YORK, 25 MARCH, 1882. — A three-mile bicycle race occurred in connection with the athletic games of the Seventh Regiment, in their armory, on Saturday evening, 25 March, open to members of the regiment. About three thousand people, including many ladies, were present. The race was run in heats. The first was contested by J. N. Stearns, Jr., A. W. Booth, and A. Le Duc, all riding Special Columbias. Booth's pedal got loose and he retired on first lap, and Stearns won in 13m. In the second heat, F. E. Davidson (Special), C. P. Wurts (Special), G. A. Worth (Harvard), and F. C. Thomas (Pacer), contested. Wurts fouled Thomas, claim allowed, and Davidson won in 11m. 30s. Stearns, Davidson, Le Duc, and Worth competed in the final heat, which was easily won by Stearns in 10m. 18⅘s. His first and second miles were made in 3.27 and 6.54⅘ respectively. Davidson was second in 10.45⅗.

Massachusetts Bicycle Club.

194 COLUMBUS AVENUE, BOSTON, MASS.

THE racing committee of the Massachusetts Bicycle Club respectfully announce that during the year 1882 the club will hold three series of races: —

First, — A series of seven five-mile races for the championship of the club. The first race in this series will probably be held 22 April, and the others will follow at intervals of about one month (none, however, to occur in August). The rider winning the greatest number of these races shall win the title of champion of the Massachusetts Bicycle Club, which title he shall hold for one year. A silver cup is also offered for this series of races; this cup shall be held by the successive winners, and one month from the time of the last race it shall become the property of the winner of the championship.

Second, — A series of seven two-mile races. The first race of this series will be contested at 3 P. M., 8 April, 1882, in the Institute Fair building, and the remaining six will alternate with the club championship races, at intervals of about one month, but none to occur in August.

Third, — A series of seven one-mile races to be contested on the same days as the two-mile races.

Appropriate gold medals are offered for the second and third series; these medals shall be held temporarily by the successive winners, and one month from the time of the last race shall become the property of the rider who makes the best averaged time in any three of the races in which he may start, in the series for which the medals are respectively designed

Rules and regulations. — 1. Any or all these races are open to all members of the Massachusetts Bicycle Club. 2. The prizes will be awarded as indicated above. 3. Entries for any race will be received by any member of the racing committee until nine o'clock on the evening before the race. 4. All starts will be made from a standstill, and the machines are to be held in position until a pistol is discharged by the starter; the discharge of the pistol shall be preceded by the words, "Are you ready?" A bell will be rung at the commencement of the last laps. 5 Riders must pass on the outside (unless the man passed be dismounted), and must be a clear length of the bicycle ahead before taking the inside; the inside man must allow room to pass on the outside. 6. Competitors may dismount during a race at their pleasure and may run with their bicycles if they wish to: but they must keep to the extreme outside of the track whenever dismounted. 7. The races in the second and third series will be run in trial heats if there are more than four starters, otherwise best two in three. 8. Any case of tie will be run off on some day appointed by the committee. 9. The committee will appoint three judges for each race, to whom any protest respecting foul riding or breach of rules must be made immediately after the heat is finished. 10. The decision of the judges shall in all cases be final.

C. P. SHILLABER, *Captain,*
A. D. CLAFLIN,
A. W. BLISS.
Racing Committee.

BOSTON, 21 March, 1882.

KEEN AND HOWELL have agreed to run for the mile championship of England and £25 a side, two matches, one in the London District and one in the country. Keen has chosen Surbiton grounds, and Howell, Leicester; and the dates fixed are Monday, April 24, at Surbiton, and Monday, May 1, at Leicester. Howell at present holds the champion's title.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Milwaukee Mites.

Editor Bicycling World: — With the exception of a few sunshiny, pleasant days in the early part of the present month, the weather has been anything but like ethereal springs. As a natural concomitant, our local wheelmen have felt correspondingly dull and depressed until the club meeting was held at Harry Haskins's office, on Thursday evening, 17 March, when the jovial "Lightning King" found a two-gallon water pitcher, sallied forth in the cold, cold night, and wended his way to a convenient lager-beer saloon, where he had the affable Tenton fill the aforesaid W. P. full of foaming, glistening, effervescent fluid, Bohemian brew from Best's brewery. Noble youth! with a lavish hand did he dispense the welcome lager to the twenty thirsty souls. Problem: How many glasses in two gallons, and how many quarts did the boozy bugler tuck away in his ample bosom? Howard swears by the great horned spoon that he will ride a 61-inch wheel,

and thereby overlap the "Scribe's" 60-inch D. H. F., if he has to use a razor; but if he does commit so rash an act, the "Scribe" intends to ride a 62-inch if he be compelled to have an extra inch of cork sole affixed to his shoes. But what has this to do with the club meeting and the L. A. W. Meet? The meeting was held for the purpose of collecting unpaid dues, and nominating officers. Brother wheelmen, take notice of the excellent business element which imbues the club with financial strategy: business first and pleasure afterwards. After long balloting, the following nominations were read by Secretary Jones: President, A. C. Jones; vice-president, Harry C. Haskins; secretary, A. S. Hibbard; treasurer, F. G. Stark. Road officers: Captain, Andrew A. Hathaway; sub-captain, H. C. Reed; first lieutenant, F. G. Stark; second lieutenant, Adolph Meinecke, Jr.; third lieutenant, George Nash; fourth lieutenant, Fred. L. Pierce; color bearer, Samuel Marshall. Another meeting will be held soon to place an opposition ticket in the field. For the present, *adios;* in the near future, Milwaukee will again sound the slogan.

W. A. FRIESE.

MILWAUKEE, 20 March, 1882.

Moline.

Editor Bicycling World: — Your readers will doubtless think the wheelmen in our vicinity are all dead, as you have heard nothing from them for several months; but if your Eastern riders could have seen our roads for the past three months, you would not blame us for being "down in the mouth." I have tried several times to find just one little piece of road that was ridable, but had to give it up. It fairly makes one want to be profane to see rain one day and snow the next, making the mud from four to six inches deep. We have not the advantage of some; viz., a hall in which we can ride during the winter months. I have disposed of my Star and gone back to the Columbia. There seems to be no demand for imported wheels here, as the Columbias seem to fill the bill. I am not a League member,* but I take a great interest in the workings of it, and think the interests of Western wheelmen would receive a boom with a big B, if the Meet could be held in Chicago. I am sure we poor wheelmen here would lend it our hearty support, and help swell the number present. What we want is something to bring us before the public here in our vicinity. I see by a recent paper that the Kankakee Boat Club have sold out their boating effects and taken up the wheel. I, for one, call this a sensible change, as I have had experience in both, and consider boating a side-show compared with bicycling. I trust that something will turn up here to further the interests of the wheel, and afford me an opportunity to send you notes occasionally. Will some one who has used it favor me with their opinion of the McDonnell cyclometer? It looks too cheap to me, but would like to hear from some one using one.

SYLVAN.

MOLINE, ILL., 21 March, 1882.

* You ought to become one. — EDITOR.

In re Proper Size.

Editor Bicycling World: — Perhaps your correspondent "Darkness" will accept a few hints from an old rider with a log of 6,000 odd miles to his credit, in regard to proper size of bicycle for all-around use over roads good, bad, and indifferent, such as the writer has travelled over. Having a reach of thirty-three inches, I commenced on a forty-eight inch Standard Columbia, 1879 pattern, which I abandoned for a 50-inch Pacer at the end of six months, after carrying me very well for an equal period. But like most young riders, I aspired to ride a larger wheel, and last spring purchased a 52-inch Special Club, with cranks having a throw of four to five inches. I struck the medium, and with half cranks (four and a half inches) pedalled about several hundred miles; but I soon found it too much for me on steep ascents, and I was often compelled to walk hills that had been hithertofore ridden with ease. Accordingly I changed again to a 50 Harvard, which with 5-inch cranks carries me over all roads and many hills. In racing, I use a 53 or 54-inch machine, so there is no lack of *reach;* but for road riding, I think the foot should be at the lowest point in its natural position, as in walking, and not stretched to its fullest extent, as recommended by "F." The great fault with our American riders is, that they fail to use their ankles properly. There is a great tendency to keep the foot rigid, and not make it imitate a walking-beam movement. Any one who has seen John Keen ride, and observed his "form," will see the truth of this statement. Keen rides a 56-inch racer, but on the road prefers a 52-inch machine. My advice in selecting a wheel is to get one with 5-inch or 5½-inch cranks (6-inch cranks are a delusion and a snare), that will allow a comfortable reach without straining the muscles of the ankles. When our roads reach the perfection of the English highways, we can afford to think of larger sizes; but when we have to travel over hills at an angle of 25 degrees, and corduroy roads, we in closing say, "Good Lord deliver us" from an over-size wheel.

AN OLD TOURIST.

NEW YORK, 23 March, 1882.

New Haven Bicycle Club.

Editor Bicycling World: — Following our generous captain's spread, a month later, was a very fine wine supper, given by our veteran bicycler and yachting man of the club, Lieut. Frank W. Hinman, at Hill's Homestead, Savin Rock Shore. Mr. Hinman intended providing a sleigh, but the snow melting so soon, he was left (and on a *warm* day), so we were obliged to resort to wheels; nevertheless the ride was quite pleasant, with but one disappointment, — our prime favorite and Mr. Hinman's best friend, Capt. Marsden, was not with us, being unfortunately detained at home by sickness. However, a short hour found us by the "sad sea waves," were we found good things awaiting us. During the evening, greetings, etc., were exchanged with our captain on the other end of the telephone, away out at his home in Westville, he wishing to be remembered, and assure us that he was with us by telephone, if not in person. Regarding the supper, suffice it to say the lieutenant gave *carte blanche*, and the Hills fully sustained their reputation, which is quite an enviable one. Later, when the fellows were as lively as the members of the New Haven Bicycle Club ever get, and were thoroughly enjoying themselves, Mr. Hinman called their attention, making a few remarks, tendering his resignation to the club, giving his reasons: "That as he was in New York much of the time and during the summer months when the club did their riding, he should probably, as of old, spend his time in his yacht away up the coast of Maine; he thought it best to resign, and give way to more active members." The immediate declaration of all was that the resignation should not be accepted; and such was the vote of the club unanimously at the next regular meeting which was recently held; so it is hoped Mr. Hinman will still consider himself a member of the club. SEC.

NEW HAVEN, CONN., 23 March, 1882.

The Horse as a Scholar.

Editor Bicycling World: — While riding last Saturday, I met a man on horseback whose horse was thoroughly frightened at the sight of my machine. The rider turned about and came up behind me. As he appeared desirous of giving his steed an introduction to mine, I dismounted, while he led the horse to the machine. After examining it carefully, the horse seemed disinclined to leave his new-found toy, and watched the wheel spin without the slightest fear. When I mounted and rode at a slow pace, the horse was easily driven before and behind, without noticing the bicycle more than an ordinary carriage. After numerous tests, the horse appeared entirely free from that common disease among horses, *bicyclophobia.* F. M. G.

CHELSEA, 27 March, 1882.

Beach Riding.

Editor Bicycling World: — In reply to 'Ontari's" query, the writer would say that he has ridden with enjoyment upon Lynn, Mass., and Newport, R. I. beaches, the former being especially fine, hard, and so nearly level that the tide runs out several hundred feet. But let him be cautious in venturing out upon the *wet* sand, however enticing and hard it appears; for here the surface partakes somewhat of the nature of quicksand, and gritty bearings and perhaps a header will result. At Lynn, an eighth of a mile out, I have stood still until the wheels had sunk eight inches, when balancing was unnecessary and starting impossible. Newport beach is rather pebbly, and a race along its surface means a machine covered with sticky sand. But there are beaches *and* beaches. On the Jersey coast, I doubt if a half-mile could be found where a wheel would roll. Wheelmen who have visited Long Branch know what unfathomable depths of soft sand skirt its coast. I once saw a frisky Jersey man whiz down a plank walk that ended in this material. Well, — his big wheel stopped completely, instantly; and when the youth got up, a majority of that section of the beach rose with him, distributed through everything except his epidermis. In conclusion, "Ontari," don't put nickelled rims on damp beaches. IXION.

ORANGE, N. J., 24 March, 1882.

Some Western Wheels.

THE first bicycle in Chicago, about seven years ago, was a 46-inch Ariel, with solid steel backbone, 20-inch back wheel, spokes consisting of one length of wire, looping alternately from hubs to felloe, the end of the wire striking off at a tangent across the wheel; adjustment being effected by screwing up the end of this endless spoke, about the same way as you would tighten a buck-saw. The wheel, true enough when new, soon got out of plumb, and stayed so; the adjustment principle being more theoretical than practical. It was then made over and direct spokes substituted. The bearings were of gun-metal, which soon wore out. The solid steel backbone stood the test for five years, and then broke. The black rubber tires outlasted the machine, though seamed and wrinkled with cuts. They would seem to last forever, were it not for this. Its V-shaped felloe, so full of annoyance in that it could not be forced to hold its tire, was the only feature not improved upon in the next machine, which made its appearance soon after, — a 52-inch Duplex Excelsior. In this machine the spokes, forty in number, of large wire, were nippled in 4-inch hubs; hollow, small-diameter backbone, with a neck like a pugilist: marvellously heavy open head; back wheel reduced to eighteen inchey; hinge-clipped spring; cone bearings. This machine has made more miles, perhaps, than any other bicycle in the West Use mostly in the country, its tire, after five years' use, looks as fresh as new. The only point of wear is in the front and rear cone bearings, which are badly chewed up. The centre cones are somewhat worn. The nippled spokes, though only forty in number, still hold the wheel rigid; the heavy, open head never twists; the gigantic neck and spindie remain in the same angle they were forged; backbone the same. Like the "One-Hoss Shay," this bicycle, quite as noisy and rattling, perhaps, will go on until it fails all at once and all over. In the 52-inch Columbia which followed, we found a duplicate of the Duplex, and it therefore remained but a question of quality of metal, as to durability. The Columbia, in a few weeks, spread her backbone way out, and a new one was attached. In a few weeks more the fork broke just above the cone bearing. This was fixed by a blacksmith. Three years of the hardest knocking about a bicycle ever had have proven that machine to be solid; and now the original Columbia in the West, the pioneer in our city, brought hither and bestrode by the club captain, and once the centre of admiration, battered, bruised, and ugly enough to kill, but substantial as the Rock of Ages, and noisy as a boiler shop, serves to teach the uninitiated how to ride its elegant improved successors, in a bicycle school.

The first machine with a pretension to fine points arrived in the shape of a 48-inch Special Challenge. Its wheel, having forty-eight fine locknutted spokes, had quite a gossamer-like effect, compared with the coarse 40-spoked wheels seen heretofore; but they got loose. The rollers in the 'cycle bearing would get at loggerheads with each other and stick. The rear wheel would rattle. The spring, acting upon a lignum-vitæ roller at the tail, would rattle too. It was admired for its large round backbone and U-shaped felloes, which never gave up the tire like the V-shape. Perhaps on the ill behavior of this representative of the Challenge breed hinged the fact that it is the only one we have ever owned.

Then came a big professional bicycle race, and the machines of the participants were a revelation to us. Nearly every prominent make was represented — Humber, Premier, Rudge, Stanley, Keen, and Bown. When the professionals went away, they left a D. H. F. Premier, Humber, and Bown behind them, — all racers. The Premier, a 52-inch all-bright, direct-spoked 35-lb. racer, run by Terront in the race, was immediately placed upon the road and used common; and with exception of its pipe-stem tire, which was too thin for our wood-block pavements, was a glorious machine to ride, opening up a new plane of thought in our bicyclers, who saw that with such a machine the art of riding the bicycle was not of muscle only. Its peculiar points were in the floating ease of the steering, the ability to "sail" over ruts and sinkages in the pavements, and the way in which every ounce of physical force seemed to be directed toward the

(*Concluded on page 242.*)

Kings County Wheelmen's Annual.

THIS excellent club gave its first annual dinner and reception at Weeks's Hotel, Brooklyn, on the evening of 17 March, there being present nearly a full representation of the club and their ladies, and a large number of invited guests; among the latter being Alderman Dimon, Hon. George H. Fisher, Ex-Judge Dailey, Supervisor Hodges, Rev. Almon Gunnison, and other local notabilities. Letters of regrets were read from President Pratt of the Boston Club, Superintendent of Parks Cuyler, Seth Low, and Ripley Ropes. After thoroughly and earnestly discussing the merits of a well-selected *menu*, interesting speeches were made by the distinguished persons present, and the exercises were aptly closed by the presentation by the ladies of a handsome set of colors.

The reception at the Lyceum opened shortly after the conclusion of the supper. The hall was brightly decorated, and a large and elegant company participated in the festivities A number of shining bicycles were placed upon the stage, and the legend "K. C. W." gleamed over them in letters formed by gas jets. Prof. Nova's excellent orchestra was situated on the stage, and the gayest music was discoursed during the evening. An exhibition of riding was given by two gentlemen before the opening march. The dancing orders, like the invitations, were elegantly made. The following verse headed the list of dances:

> "Turn turn my wheel, turn round and round,
> Without a pause, without a sound,
> So spins the flying world away."

And over the second part appeared the line:

> "Then may I set the world on wheels."

The stage decorations were by Mr. Charles Schwalbach. The following are the officers of the association: Geo. T. Brown, president; F. H. Douglass, secretary; John Clark, captain; Alex. Schwalbach, sub-captain. The dancing was continued until a late hour. The affair was excellently managed throughout. Secretary Frank H. Douglass was floor manager, assisted by an efficient staff of aids.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

W. C. M., NEWARK, N. J. — The *Clipper Almanac* for 1882 will give you all the best racing records in Europe and America up to the close of last season. For additional bicycle races, tours, runs, and other interesting wheel matters of the past year, see the BICYCLING WORLD of 27 January and 10 February of the current year. We do not deem it advisable to attempt another compilation this season.

L. J. T., TROY, N. Y. — Your favor of 13 March received but was mislaid. Have since found, and will publish soon. Please inform us promptly of the result of your annual meeting.

C. J. W., HACKENSACK, N. J. — Yours at hand, and will receive early attention.

"1477," SOUTHBORO', MASS. — Publish next week.

Editor Bicycling World: — Answering "Ontari's" query as to the riding on the beaches, I would say that I have tried the riding at Hampton Beach, and found that it was exceedingly pleasant and fine riding, the sand being as firm and as hard as a path. This may not be true of all beaches, but I think that it would apply to Nantasket as well. METEOR.

BOSTON, MASS., 24 March, 1882.

Editor Bicycling World: — In reply to first query of "Ontari" in the WORLD, 24 March, I would say that on Nantasket Beach, at low tide, there is delightful riding; but if he has any respect for *rust*, would advise him (from experience) not to try it, unless he has a full painted machine. 2651.

ABINGTON, MASS., 24 March, 1882.

A Tour through Ireland. II.

How Irishmen Ride. By One of Them.

Leaving the camp behind, with its small army of 10,000 men, we rode along up and down, over the bluffs of the plain, until the tower and spire of the old abbey in the town of Kildare appeared on our right. We passed this historic place, however, without stopping to have a look round, as we had many places of interest ahead which would claim our time and attention. Three miles beyond Kildare we almost fell into the mistake — a most unpardonable one among bicycle riders — of taking a wrong road; but having got fairly started on the right one, after losing ten minutes, we almost began to wish we had kept to the first we had pitched upon, for we entered on a tract of country the features of which are by no means uncommon in Ireland. I suppose you already guess that I refer to an Irish bog. It is about the most uninteresting thing imaginable, this bog travelling, — though bog roads are generally good,— except you may happen to be a foreigner, and then there is some little novelty to arrest attention in the shape of a dwelling house half hollowed out of the turfy soil, with its family standing before the dark orifice, called by courtesy "the dure," the component parts of which loving family are so well known the world over. Or you may behold, in red shawl and petticoat, a stalwart specimen of feminine loveliness, in bare feet, and head only owning for covering the luxuriant wealth of beautiful hair which still marks the descendants of the Celt. These objects, with the exception perhaps of a few dark-flowing streams, are all that break the monotony of a bog ride. Blue wreaths of smoke, sometimes, near the turf piles by the road, mark the places where a fire has been lighted; and the surrounding peat, having caught the heat remains smouldering often for a surprisingly long time. We relieved the monotony of the ride, however, by chasing a matronly-looking cow for fully a quarter of a mile, until she took to butting at the machines, which of course necessitated our dismounting and squaring accounts with her. At length we got out of the bog and into the high road for Athy. We were rather glad of our proximity to that town, for it was now five o'clock in the evening, and we had barely covered forty miles; this was slow work, and if we did no better, when further on the route, we might give up the idea of a trip round Killarney and the West. Dusty from head to foot, with the machines as white as if they had been painted with the purest "snow-flake anti-corrosive," we felt rather dubious about presenting ourselves to our friends in Athy; but dismounting at a small farm-house on the outskirts of the town, we borrowed a clothes-brush, and adjourning to the pump in the yard, made our toilet, rubbed down our steeds, and feeling more presentable, rode on into the town. On leaving the farm-house, right before us on the pathway lay a most respectable little Irish terrier, with his tail stretched at full length. Here was a chance for some scientific riding; so, gingerly making up to the "sleeping beauty," I swept gracefully over his nether appendage. You bet that dog ran; he did n't even wait to howl. I even fancy that on mature consideration he would have wished he had sat down on his steering gear, and "drove it in," ere it should suffer the indignity of being bicycled over. Once among our friends in Athy, we found no difficulty in procuring lodging for the night; and notwithstanding the fatigues of a first day's run, we remained up until a pretty respectable hour, enjoying music and country chat, and then retired, not to sleep,— at least, not for the first hour, which was devoted to making notes, a bed faction-fight, and a talk. Somnus soon had us, however, neck and heels; and, thoroughly refreshed, next morning saw us quite prepared for the next stage of our journey.

After a hearty breakfast, bidding adieu to our friends, we took the Carlow road, which for nearly the entire distance from Athy to that place follows the course of the river Barrow, casual glimpses of which can be caught from the highway. After a run of twelve miles through a level country, we got into the pretty little county town of Carlow. The county is remarkable for its fertility and the number of beautifully situated and well-wooded country seats scattered over it. The view was often picturesque: the distant mountains, looking so far away, and promising hard work for us; the gently undulating ground, covered with different shades of foliage, with white walls or roofs or gables, peeping out of the leafy curtain, and making one wish that his lot had been cast among the scenes and charms of country life. The town of Carlow is a contrast to most Irish towns in that it is clear and orderly; and situated as it is on a good-sized river, navigable to the sea for large canal boats, and sheltered by ranges of hills cultivated to their tops, it is one of the nicest little towns in Ireland. After having a walk round the place and noting the grim-looking cannon pointing from the court-house steps up the main street, and after seeing the various buildings, we took the road through Castlecomer to Kilkenny. And now the hardest portion of our day's ride commenced: we had to cross a succession of hills, which necessitated a constant pound, pound, pound, on the treadles, until we were almost inclined to give up the idea of reaching the celebrated "city of the cats" that evening; we stuck to our task manfully, however, and after a short rest at Castlecomer, a small town on the main road to Kilkenny, and noted for having suffered severely during the insurrection of "98," we proceeded, and soon had the satisfaction of seeing after our forty-mile ride, the first outlying buildings of the city, which by one little legend has acquired so much notoriety. And here I may remark that if we did not see many Kilkenny cats, we heard them, — ask Jerry Maxwell if we did n't. Getting in just in time for supper, we enjoyed the meal thoroughly. Lounging around the hotel for an hour after, we wrote up our notes, posted letters to friends, and looked up our map, from which we found that we had only covered eighty-one miles in two days Sleep that night fell on us heavy and profound, for we were not yet quite inured to the rather hard work of the two days just completed. With the exception of the symphonious feline music noted above, nothing occurred to disturb our slumbers: and waking early, the machines had their rub-down and we our breakfast. Breakfast over, the first thing to do was to saunter out and have a look round the place. The city looks well: a great number of the houses are built altogether of stone, and the place has a stanch and venerable appearance. Walking right round it, we got a fine view from the eastern bank of the river Nore, which divides the city into two portions. The castle, cathedral, and numerous ruins of old ecclesiastical buildings, give to the place an air of quiet grandeur, which at once calls up to the mind visions of departed glory, when the aisles of the old cathedral echoed to the stirring words of Pococke and Gafney, and when the Butlers of Ormond gave to the proud little city many names that are now historical. We first paid a visit to the cathedral, and walking underneath its beautiful arches of black marble, I could not help thinking of the many long tales of ages gone by which those old stones and monuments could tell if they were given for one short day the gift of speech. Near the southern transept is a round tower over one hundred feet in height, and from the top of this curious building we had a view of the surrounding country, which in itself alone would have repaid the fatigue of the journey down. Hill and valley, woodland and plain stretch for miles, beneath the gaze of the observer, and it is a sight which no visitor Kilkenny to should miss. Descending from our elevated position, our next move was for the castle, — the grim old fortress of the redoubtable Strongbow; grim no longer, however, for it has been rebuilt and remodelled on a magnificent scale, and is now one of the finest baronial mansions in Ireland. The grounds are exquisitely kept, and the castle looks grand and imposing from them, with its great old towers, the remains of the old edifice. We took a good deal of interest in the picture gallery; there were some fine paintings by old masters, of which several were of Charles II. date. If a person had time at his disposal, Kilkenny affords abundant material for the historian, antiquarian, or any one interested in the saying, doings, or personages of the past. Deeply regretting we could not spend a longer season in this old city, we returned to our hotel and prepared for the route to Clonmel.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to Kingman N. Putnam, 51 Wall street, New York City Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the Bicycling World, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the Bicycling World of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the World. It is important that every member should be familiar with these rules.

The "League Hand-Book" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: Bicycling World, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

Kingman N. Putnam,
Corresponding Secretary L. A. W.

Unattached: Charles N. Chadbourne, Rochester, Minn.; Dr. L. J. Turner, 34 Pleasant street, Baltimore, Md.

Detroit Bi. Club. — Additional: Geo. K. Root, Detroit, Mich.

Providence Bi. Club. — Additional: Geo. H. Heathcote, 18 Halsey street; Clarence T. Grammont, care Akerman & Co.; Wm. F. Knight, No. 6 Exchange Place; Richard D. Knight, Knight & Remington, Providence, R. I.

Scranton Bi. Club. — Additional: Dr. J. E. O'Brien, H. J. Foster, Frank L. Phillips, O. H. Jadwin, — all of Scranton, Pa.

The Annual Meet.

The next League Meet will be held at Chicago, Ill., on 30 May, 1882. All Western wheelmen who desire to participate in the Meet as League members are requested to send in their applications immediately. All names received previous to 10 May will be passed upon by the committee on membership in time to insure election before the 30th; but applications coming after that date cannot, under the League rules, be considered before that date.

Kingman N. Putnam, *Cor. Sec.*,
54 Wall street, N. Y.

CURRENTE CALAMO

Chicago!

Chicago has got 'em, but she 'll find they cost high.

A Malden machinist has patented a hill-climbing appliance for bicycles and tricycles

Save your change, wheelmen, and arrange for an early vacation this year — say about the latter part of May — and take in Chicago.

H. C. Blue & Co., Summer street, make a specialty of uniform suits; and notwithstanding the name of the firm, they can make 'em up of any other color just as well. Try 'em.

It is quite probable that Messrs. Powell and Wright, of the Germantown Bicycle Club, may join Mr. George D. Gideon of the same club in entering for the Fast Day races, in Boston.

In the circular of the races, Mr. Gideon is described as of the Philadelphia Bicycle Club, which is an error. Mr. Gideon is a member of the Germantown Club, which is a neighboring but an entirely distinct organization.

I. P. Lord & Co., of 48 Union street, have been appointed agents for the Pope Manufacturing Company, and will sell bicycles on the instalment plan. The house has a reputation for fair and honest dealing, and patrons can rely on good treatment at their hands. See advertisement.

The captain of the Portsmouth Bicycle Club, and a member of the Massachusetts Club, took a fourteen-mile trip on their marine bicycles out of Salem harbor, after the recent storm, when every wave wore a white cap. Their novel crafts rode over the big waves safely and speedily.

It is thought that the lines will be drawn more closely between League and non-League bicyclers in the matter of the League parade this year. The "unwashed" fourth division will either be trimmed down or omitted altogether, with a view to appearance rather than numbers in line.

Alfred Ely, Jr., secretary of the Cleveland Bicycle Club, and L. A. W. Director for Ohio, has recently located in Erie, Pa., and he will soon wake up the lagging wheels of that lake village, of which we have heard nothing for nearly a year. Cleveland wheelmen will miss his active enthusiasm; but fortunately that handsome city has several more wide-awake bicyclers, who will keep the wheel rolling.

"Telzah" and Mr. C. A. Jackson of the South Boston *Inquirer* started from Salem on marine bicycles, Sunday, to make City Point, South Boston; but encountered heavy snow squalls when near Egg Rock, and making for the beach between Little Nahant and the main peninsula, crossed the neck and tried once more to beat against the storm, but vainly, and so put into Lynn before the wind with legs over.

We were favored with a private view of a new — bicycle, we were going to say, but we judge it to be a unicycle, for it has but one wheel. The wheel is about six feet in diameter, and the rider sits within it. The inventor claims for the new machine great speed, easy riding, and perfect safety. All the parts are nickel-plated, and it presents a striking appearance. The inventor has consented to exhibit his wheel to-morrow (Saturday) afternoon, at three o'clock, in Pemberton square, where he will have a good course and a chance to show the speed which can be attained.

Several important matters were to be considered at the meeting of the Bicycle Union Council last week Thursday, the result of which we expect to learn in a few days. Among them was the following proposition: "That, as it is appears to be the opinion of the executive that the value of a prize (Clause 11, Council's Recommendations to Clubs) is the net amount actually paid for the same by the giver thereof, the council is of opinion that in considering the value of a prize, a margin for cash of not more than ten per cent should be allowed in cases where such allowance shall have been actually made."

Those innumerable unattached Western riders who desire to participate in the League parade in Chicago, 30 May, had better join the L. A. W. in season to insure their admission to the line. See Secretary Putnam's announcement about applications on another page. The question of confining the parade exclusively to League members and regularly organized clubs was discussed at the directors' meeting Monday, and it was left to the discretion of the commander. The "Fourth" division of the parade last year, in Boston, was the occasion of much unfavorable comment, and it is the intention to give the "Falstaff recruits" the cold shoulder this year, as discipline and appearance are of more account than numbers.

BOOKS AND PAGES

St. Nicholas for April closes the half-year of the volume and the two charming stories also; viz., Eggleston's "Hoosier Schoolboy" and Kieffer's "Drummer Boy's Recollections." Mary Mapes Dodge begins the month's programme with a pleasant little rhyme of "The April Girl"; but the accompanying illustration is not worthy of it, although complimented by forming the frontispiece. Then follows the usual varied list of stories, verses, and pictures, the particularly best ones being "Brigham, the Cave Dog," by H. C. Hovey, "The Tale of Schneider," by W. A. Birch, "Wangse Pah and the White Elephant," by Abby Morton Diaz, the continuations of "Donald and Dorothy" and "Stories of the Northern Myths," "Winning a Princess," "A Tragedy in a Garret," and "Mr. Weathercock." The comedy for children this month is "Lord Malapert, of Moonshine Castle," while Jack-in-the-Pulpit and the Puzzle department are full of good things. There is also a table of contents for the half-year. The *Century* Company, New York.

We have received the *Bicycle Annual and Tricycle Guide* for 1882, which contains a review of the year, a calendar for 1882, a diary, bicycle and tricycle club directories, both British, American, and Provincial, amateur and professional racing records, besides many brief but valuable essays on various matters connected with wheeling Edited by C. J. Fox, Jr., and published at the *Bicycling Times* office, London, Eng.

More Challenges.

Editor Bicycling World: — In a late issue I notice Louise Armaindo, the champion lady bicycle rider, has been doing some wonderful riding. Now, Mr. Editor, I wish you to publish the following challenge: —

I will accept Miss Louise Armaindo's proposition, and will give her six miles start in fifty; and I will give Rollinson one half mile start in fifty, and race for $50 sweepstakes, the winner to take the whole of the money; to race at the Institute Fair building, Boston, in three weeks from date; and to show that I mean business, I have left a deposit of $20 in the hands of the editor of the Bicycling World, and will sign articles when it is covered; the editor of the Bicycling World to be stakeholder and referee. Now this is giving Mr. Rollinson one more chance to meet me on the track, and race on a bicycle and not on paper.

John S. Prince, *Champion of America.*

Boston, 31 March, 1882.

Boston Amusement Record.

BOSTON THEATRE. — "The World."....BOSTON MUSEUM — "False Friend."....GAIETY THEATRE. — Carncross' Minstrels.....GLOBE THEATRE. — The Florences in "Ticket-of-Leave Man."....HOWARD ATHENÆUM. — Variety.....PARK THEATRE. — Lights o' London.....WINDSOR THEATRE. — "Under the Gaslight."



L. A. W. Badges Pat. Sept. 13, 1881. Fine gold, plated, and silver, set with ruby, garnet, sapphire or diamond. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — An Andrews' Health-Lift. Nickel-Plated. Cost $30.00. Will be sold for $10.00. Address "B," this office.

WANTED. — A 48 or 50-inch "Xtraordinary Bicycle" *cheap* for cash. It must be in good condition. Also a 54-inch. Address L. H. B., 411 Washington Street, Boston.

THREE Second-hand Bicycles for sale, — 46-inch, 48-inch and 50-inch. GARVEY'S BICYCLE AGENCY, 407 Chestnut Street, St. Louis.

FOR SALE. — A 52-inch ball-bearing Columbia bicycle, bright finish, has never been used to run over a hundred miles, and in perfect condition, and as good as the day it came from the factory. Address stating what you will pay, 157 South Robey street, Chicago.

WANTED IMMEDIATELY. — A 50-inch Harvard roadster. Must be modern and in perfect condition. Address stating price, W. C., 149 Tremont street, Boston, Mass.

A **54-INCH** ball-bearing Columbia Bicycle, cost $105, been used only one season. Price, $84. Address WENDELL R. BATES, North Abington, Mass.

SECOND-HAND BICYCLES FOR SALE. — 48 to 60 inch. State what size required, and about what figure offered. Address *with stamp*, W. W. STALL, Brighton, Mass.

FOR SALE. — An English Coventry bicycle, 54-inch, light roadster. Has been ridden about 250 miles. Lately put into perfect order. Price, $55. Address BICYCLER, Harvard College, Cambridge, Mass.

FOR SALE. — A 54-inch ball-bearing Standard Columbia Bicycle. Moderately used four months. Price, $75. Call at store of A. HOBBS, opposite Milton Depot, or address Box 80, Milton, Mass.

FOR SALE. — 52-inch full-nickel Standard Columbia. In use one year, and in perfect order. Dust-proof, double, cone adjusting, balls lately added to front wheel. Price, $85. Address with stamp, C. H. VEEDER, Plattsburg, N. Y.

WANTED. — A 52-inch bicycle in perfect condition, of the best make, at a sacrifice for about $75 cash. Describe, and address G. B. ELLIOT, 209 Washington St., Boston.

CYCLOMETERS FOR SALE. — One new Excelsior, run less than 100 miles, $3 50. One new Fairfield & Taylor's, run less than twenty-five miles, $3.00, perfect order, full nickel, warranted. A. H. FORBUSH, Boston. Box 5,200.

THE THIRD GRAND BICYCLE RACE MEETING

AT THE

INSTITUTE FAIR BUILDING, BOSTON,

(Track five laps to the mile,)

WILL BE HELD BY

THE BOSTON BICYCLE CLUB,

On Fast Day, the 6th of April, 1882,

Commencing at 2 o'clock P. M.

There will be Two Amateur Events, viz.: A Five-Mile Handicap, and a One-Mile Race, in heats.

The Trial Heats in the mile will each be limited to three riders, and the three fastest winners will compete in the final.

Entries for the above will close at the Boston Bicycle Club House, 53 Union Park, at noon, on the Tuesday preceding the races.

One of the valuable **Split Seconds Auburndale Timers** will be offered as first prize in each of the above events, and an imported **Pewter Tankard** will be given to each winner of the mile trial heats.

The Professional events will be two in number, viz:

A ONE-LEGGED RACE,

For a Purse open to all, each bicycle to have but one pedal attached; and an open race of

TEN MILES STRAIGHTAWAY,

For a Purse of $100.

For this race, the entry of JOHN S. PRINCE, Champion, has already been received. PROFESSOR ROLLINSON (who claims the title of Champion of America) has expressed his intention of trying conclusions with Mr. Prince on this occasion; but should he fail to put in an appearance, and should no other professional rider care to try his speed against the Champion,

THE BROTHERS HARRISON

Will run for the purse against Prince, who will allow one of the brothers to run five miles, and then to be joined or relieved by the other brother for the remaining distance. The first man in to have the purse.

The entries for the professional races will also close as above.

MUSIC BY THE RHEIN BRASS BAND,
J. Dick, Leader.

ADMISSION, 25c. Seats in the enclosures, 25c. extra.

Ample accommodations for ladies. Horse cars from Scollay square to the doors.

A GOOD CHANCE

TO BUY

Two First-Class Bicycles.

No. 1. 54-inch Matchless, all nickelled. Hancock's non-slipping tires; in perfect condition. Ball bearings to both wheels. Has not roaded over 300 miles. Those who have tried this easy-riding make of machine will appreciate this bargain.

PRICE.....$117.50.

No. 2. 54-inch Round Fork Stanley. Ball bearings to both wheels; nickeled and painted; quite light. A good and strong machine. Has been run one season.

PRICE.....$100.00.

Machines can be seen at the Boston Bicycle Club House, 53 Union Park, Boston.

Address all inquiries to H. K., *Bicycling World* office, 8 Pemberton Square, Boston, Mass.

MISCELLANEOUS.

4-line Addresses in this department, $6 per year.

ST. LOUIS, MO. — Richard Garvey, agent Pope Manufacturing Company. New and second-hand Bicycles bought and sold, 407 Chestnut street. Write for circular.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Highlandville, Mass.

RUBBER TIRE STEEL WHEEL BICYCLES.



A fine 44 and 46-inch wheel at $45 and $50. Rubber Tire Steel Wheel Velocipedes.

Rubber Tire Steel Wheels for Baby Carriages. They are noiseless.

Latest novelty. Send stamp for Catalogue.

ST. NICHOLAS TOY CO.
704 to 706 Madison Street, Chicago.

N. B. We make an excellent 48 and 50-inch Rubber Tire Bicycle at $55 and $60, which we can furnish for export trade *only*.

WHEELS are beginning to turn, and you should turn in your dimes at once if you wish to secure a copy of the *Wheelman's Annual* for 1882 Three fourths of the edition has already been sold.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

AMERICAN AND ENGLISH

Bicycle and Tricycle Repairing,

NICKEL-PLATING AND PAINTING.

HARRY D. HEDGER,

28 1-2 Piedmont St., cor. Church St.,

Opposite the Boston and Providence Depot, late machinist to the Pope Mfg. Co., Boston, Mass., and several years with the Coventry Machinist Company, Coventry, England, makers of the famous CLUB and other BICYCLES.

Having had some ten years' experience in bicycle and tricycle making and repairing, I have opened at the above address, and hope by my personal attention to all matters regarding bicycle and tricycle repairing, I shall be favored by your patronage and support.

Bicycle and tricycle supplies, ordered by mail or express, will receive immediate attention. Orders taken for any make of bicycles, American or English.

A. J. PHILBRICK & CO.

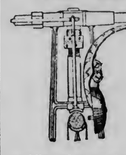
MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.



THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

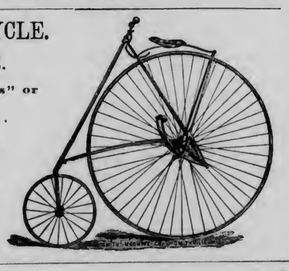
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Ædus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for..... $41 00
From 50 to 56 inch..... 43 00



The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings, Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50
From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881: —

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, as IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - - Wolverhampton, England.

WHEEL PERIODICALS.

THE CYCLIST. — Weekly. Edited by H. W. Sturmey and C. W. Nairn. Published by Illiffe & Son, Coventry, Eng. American annual subscription, $1.75. *Cyclist and Bicycling World* for $3.50. Address E. C. Hodges & Co., 8 Pemberton square, Boston.

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1.00; six months, 50 cents. *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1871, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Just received. Price 50 cents, postpaid. E. C. HODGES & CO., 8 Pemberton square, Boston.

BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named: —

Bicycling World, Vol. 1. bound in cloth	$2 00
" " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	30
" 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	50
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly)	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

THE STANDARD, 1882.



THE STANDARD COLUMBIA BICYCLE

Has become the most popular and has gone into largest use. Every lot shows at sight, or will show in use, a constant improvement in excellence. The best choice in the world for beginners, and for all-around road use. Prices range from $75 to $132.50, including extras; cone bearings, parallel bearings, or ball bearings. Different styles of finish; rubber or horn handles, etc.

Notwithstanding the marked excellence of our Columbia ball bearing, approved by two seasons' use as the best bearing of its class, the success of our Columbia PARALLEL bearing for the STANDARD has exceeded all expectations. They are less expensive, require no adjustment, and are so constructed and tempered that they do not wear loose, and are remarkably even and easy running. Although many hundreds of them have gone out, and they are interchangeable at small expense for ball bearings, we know of no case where any have been changed. They go far to confirm the judgment of many mechanics and good riders that well-made and fitted parallel bearings and solid steel forgings, well proportioned, are the best for bicycles.

WHATEVER ELSE we make or sell, THE STANDARD Columbia is our machine FOR THE MANY.

CALL and examine our stock, or SEND stamps for 36 pp. new Illustrated Catalogue and price lists of our machines and goods for 1882.

Standard Columbias. *Mustangs,*
Special Columbias, *Tricycles,*
Expert Columbias, *Accessories.*

The Pope M'f'g Co. - - 597 Washington Street, Boston, Mass.

COLUMBIA BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.
Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - Manager.

COLUMBIA BICYCLES.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles & Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,
BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps**. Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William K. Gilman, Editor. K. C. Hodges & Co., Proprietors

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 7 APRIL, 1882.

Volume IV. Number 22.

[VOL. IV. CONTENTS. No. 22]

Glances Abroad	254
Editorial: The League Meet	255
Wheel Club Doings: Chelsea; Hackensack; Detroit; Nail City; City; Chicago	255
Correspondence: Troy; San Diego; Hackensack; Beach Riding; Scranton	256
Races: Chicago	257
The Voice of the Pulpit	257
Poetry: Fred	258
English Wheeling Years Ago. II.	258
Tour in Ireland. III.	260
L. A. W.: Applications	261
Currente Calamo	261
To Non-Subscribing Readers	261
Books and Pages: Our Little Ones	262

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STEPHEN GALE,
Pharmacist,
Washington Street, corner Chester Square,
(Under Hotel Alexandra.) BOSTON.

NEW MARLBORO HOTEL,
American and European Plan.
736 and 738 Washington Street, cor. Harvard,
BOSTON.
Rooms without Board, $1.00 per day for each person.
With Board, $2.50 per day.
CHAS. H. MOORE, *Prop'r.*

"Hub" Cigarette & "Hub" Smoking Tobacco.

The CIGARETTES are made of strictly *Pure Sun-cured Virginia Leaf Tobacco* with *Pure Rice Paper Wrappers*. The Tobacco is the finest selection of bright Virginia leaf, long cut, suitable for the Pipe or Cigarette, and warranted not to bite the tongue.

"SUNDAY HERALD."
Conchas, 1-20. Londres, 1-10 and 1-4.
Reina Victoria, 1-10.
"IL TROBADOR."
Conchas, 1-20. Londres, 1-10.
"LA ROSA."
Conchas, 1-20. Londres, 1-10.
"NORMANDI."
Londres, 1-4.
ESTABROOK & EATON,
222 & 224 Washington Street - - - BOSTON.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.
G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)
THE "HARVARD,"
ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)
THE "YALE,"
ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)
THE "SHADOW,"
LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

H. C. BLUE & CO.

48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.
Knife-Edge Treadle.
Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Conn.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

STODDARD, LOVERING & Co.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — 58-inch Harvard, full nickel, $110 60-inch Yale racer; weight, thirty-six pounds, an elegant machine, in perfect condition, $135. Full nickel. Both machines have been ridden only on the track. A. J. EDDY, Flint, Mich.

FOR SALE. — A 52-inch ball-bearing Columbia bicycle, bright finish, has never been used to run over a hundred miles, and in perfect condition, and as good as the day it came from the factory. Address stating what you will pay, 157 South Robey street, Chicago.

CYCLOMETERS FOR SALE. — One new Excelsior, run less than 100 miles, $3 50. One new Fairfield & Taylor's, run less than twenty-five miles, $3.00, perfect order, full nickel, warranted; both 52-inch. A. H. FORBUSH, Boston. Box 5,200.

FOR SALE. — An English Coventry bicycle, 54-inch, light roadster. Has been ridden about 250 miles. Lately put into perfect order. Price, $55. Address BICYCLER, Harvard College, Cambridge, Mass.

THREE Second-hand Bicycles for sale, — 46-inch, 48-inch, and 50-inch. Royal Salvo tricycle, as used by the royal family; in perfect order, nearly new. GARVEY'S BICYCLE AGENCY, 407 Chestnut Street, St. Louis.

(Continued from page 260.)

objectionable pursuits, hateful to the enlightened peasantry of the "Green Isle"; but this was the only sign of disturbance observed by us on our whole trip, and we everywhere found the people most friendly and hospitable. Having got our remittance at the office, we bent our steps to a restaurant and enjoyed our first really good dinner since leaving Dublin; and feeling our inner man satisfied and solid, and knowing already what was to be seen in Cork, we came to the conclusion that we would make a bold advance for the region of our warmest hopes and brightest anticipations. The storied beauties of Glengariff, Killarney, and the West were growing nearer and nearer; our frames were hardening with the work, our muscles were developing at a rapid rate, and as we rode out of Cork on the Macroom road, nothing seemed impossible to us. Macroom was twenty-five miles distant; during the day we had left Youghal twenty-nine miles in our rear, yet we felt confident of our ability to reach the former place by night: so at half past three in the afternoon we turned our backs on Cork, and began what I may call the second period of our ride, and the most enjoyable portion of the whole tour. Neither of us felt in the least fatigued. Maxwell was as brown as he could be without being quite black. I was in somewhat the same condition. After riding close on one hundred and eighty miles in less than five days, and intending to make the total two hundred before nightfall, both of us felt fifty per cent better than on the evening of the first day. Feeling thus, we were able to thoroughly enjoy the magnificent country on which we now entered. The road from Cork to Macroom was simply magnificent; the scenery was perfection; hill and valley, mountain and stream, all lent their aid to make up a scene that was exquisite. After passing Ballincollig we crossed the little river Bride, and the beauty of the country we were passing through awakened every chord of sympathy with Nature's handiwork which our feelings could boast of. Wonder, admiration, surprise, and awe were all called forth in our contemplation of so much that was so new and strange and beautiful. Some ignorant genius has ventured to state that it is impossible to sing when mounted and working on a machine. I wish, whoever he be, that he could have heard Jerry Maxwell start his full, clear baritone, five miles outside of Macroom, and send the stirring notes of "Let Erin Remember" across from the road to the little stream that crept closer in to us, to catch and mingle with its own music the strains of the grand old ballad, that sends the blood tingling through the veins of many an Irishman, as it tells him of the days that are gone forever. Looking round on the beauties of the land we were passing through, I could not help thinking of the curse which seems to dwell over it, and renders all the efforts for the bettering of its people apparently unavailing. We almost felt as if we could never get tired on this part of the ride. Let the road be what it would, up or down, hilly or level, it was all one to us. "Was n't it just a pity that the twenty-five miles did not last longer," said Jerry. Shortly after half past seven we crossed the river Lee, — the first time we had done so since leaving Cork, — and eight o'clock saw us comfortably housed in Macroom. After thoroughly enjoying supper we walked about the town: it was too late to go sight-seeing: this was a pity, for there were a number of beautiful spots, we heard, within short distances of the place, all well worth visiting. Taking a hurried look at the town as we went along, we made for the post-office, and finding nothing there, returned to the hotel, devoted half an hour to brushing up our travel-stained apparel, and then sought what we considered our well-earned repose, having made on this Friday our longest day's riding, a distance of fifty-five miles, Youghal to Macroom.

GLANCES ABROAD

A POLICEMAN of Lancashire saw a bicycler riding on a foot-path in violation of law, and thrusting his stick in the bicycler's wheel, threw the rider to the ground and damaged the machine £2 8s. worth. The bicycler was fined for riding on the path, but the foolish constable was also mulcted by the court to the full amount of damages claimed by the former.... The Bicycle Union is establishing sub-unions, called local centres, in the outlying districts of Great Britain. ..The tricycling departments of the English wheel press are assuming large dimensions, and discussion on machines and methods of construction is becoming earnest and elaborate..... The *Bicycling News* reports the Surrey Bicycle Club's monthly handicap held 11 March, the race being two miles, and won by J. Wilson, it being his first attempt at racing. Wilson, 300 yards, won first heat in 6.16. C. D. Vesey, scratch, won second heat in 6.16. The final heat was won by Wilson in 6.11 There were six competitors in the final heat, and Vesey retired in the sixth lap.

What they Say of Us.

"I DON'T see how a person that takes much interest in bicycling can do without THE WORLD after once reading it." — *Allan Hathaway, Cleveland, Ohio.*

"I REGRET everything to scan the pages of your paper when the mail carrier leaves it on my desk. I find it interesting even in the advertising columns, which I always read." — *Samuel T. Clark, Baltimore, Md.*

"I FIND that an advertisement in your paper reaches bicyclers with a "long pole." — *E. J. Waring, Pittsburg, Pa.*

"DID not get the issue of last week. Please send at once, as the loss of it 'loses me.'" — *F. R. Miller, Boston.*

"HAVE always enjoyed reading the WORLD: a friend unsolicited loaned it to me, but my conscience troubled me, because returning you no equivalent for pleasure and profit derived. Now I think I can absorb it with bliss unalloyed." — *Walter S. Langley, Newport, R. I.*

"I ENJOY the WORLD more than any other paper I receive, and if I were disposed, could find a score of borrowers in our club; but I tell them to subscribe themselves and help support the paper in the interest of bicycling." — *C. A. Haskett, Portsmouth, N. H.*

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2 00
Six months " 1.00
Three months " ..... .60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
Pope Manufacturing Co., 597 Washington St., Boston.
American News Co., 39 Chambers St., New York.
Wm. M. Wright, 791 Fifth Avenue, New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 7 APRIL, 1882.

THE LEAGUE MEET.

Now that the place for the Second Annual Meet of the League of American Wheelmen has been selected, a few suggestions to the local clubs and Western wheelmen generally will not be amiss. Chicago estimates the number of bicyclers within her limits at about three hundred, only fifty of whom belong to the local clubs. Nineteen of the Chicago Bicycle Club are members of the League, and probably these nineteen comprise fully half the League members in the entire city, — a poor showing out of a possible three hundred riders. At the directors' meeting in New York, the 27th ult., on the question of electing a commander to fill the vacancy occasioned by Mr. Munroe's resignation, it was generally conceded that the annual parade should be as completely as possible under the direction of the local clubs where the Meet is held; and Chicago having been selected, endeavor was made to learn the qualifications of such riders in that city as were members of the League, but no satisfactory information could be gathered in respect to those named in the Hand-Book, and a choice was made accordingly without regard to local claims, but with the understanding that the commander should enlist the personal co-operation of the local Leaguers as marshals or aids. Now, gentlemen of the Chicago and Ariel Bicycle Clubs, if you wish to advance the interests of bicycling in your city and the West generally, bend your energies not so much to hospitably and suitably entertain visiting wheelmen, neither strive to exhibit the numerical strength of our pastime, but aim rather to make the Meet imposing by the respectable appearance of both clubs and unattached riders, and by good conduct and discipline. Above all, discipline yourselves, and work harmoniously together as clubs and individuals to make the whole affair a credit to yourselves, your city, and the cause. Do not hesitate to ask advice and information of the Boston committees of the last Meet respecting methods; for it is no easy task you have to assume, and lessons may be drawn from their success as well as from their failures. Lay out your plans carefully and study every point.

Nothing but the urgency of the appeals from the West induced the Eastern men to consent to locate the Second Annual Meet so far from the great bicycling centre, and despite their doubts of its wisdom; and it now remains for the West to justify this selection. Chicago must of course bear the brunt of the expense and responsibility; but she ought not to bear it all. While to the Boston clubs was due the successful arrangement and management of the details of the last Meet, yet Boston asked and received financial and practical aid from neighboring clubs and unattached wheelmen. So let the wheelmen of Illinois, of Iowa, of Indiana, of Wisconsin, of Kentucky, of Michigan, of Missouri, and even of Ohio, generously volunteer subscriptions of money as well as men; and especially should the nearer clubs respond promptly and liberally to any calls they may receive from their Chicago brethren.

And we would again suggest that it is not numbers which will be wanted to make the Meet an imposing success, but character and appearance. Remember that in a parade, clubs will take precedence over unattached wheelmen, and League clubs and League members will take precedence over non-League. As we stated last week, the question of the advisability of admitting unattached non-Leaguers to participation in the procession was discussed at the recent directors' meeting, and it was finally left to the discretion of the commander. We think such discriminating action would be wise, and further suggest that unattached League members be required to appear in the League uniform, instead of such nondescript costumes as often constitute the dress of the independents.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

13 April. Rochester Bicycle Club exhibition at City Hall, Rochester, in aid of the "Female Charitable Society."

13 April. Reception by the New York and Brooklyn wheelmen.

Mondays and Fridays, Boston Bicycle Club, "Whist" and "Chess" nights, respectively.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

CHELSEA BI. CLUB. — At a meeting of the Chelsea Bicycle Club held 28 March, it was voted to fix the rate of assessments at $1.50 quarterly, in advance. The rules were further amended by making membership of the L. A. W. a requisite of membership of the club. This requirement has always been in practice in this club, although not until now incorporated in the constitution. The room committee was also authorized to secure suitable rooms for headquarters. Frank M. Gilley was elected captain in place of Charles Walker, resigned, and Lieuts. Brown and Eustis were elected sub-captain and first lieutenant, respectively, Sub-Capt. Fowler having resigned, and Charles H. Small was elected second lieutenant.

HACKENSACK BI. CLUB. — This club was formed 18 March with the following organization: Mr. W. T. Knapp was

chosen president; Mr. C. Julian Wood, captain; Cyrus Knapp, lieutenant; Henry Stewart, secretary and treasurer; other members are Dr. Walter Farr, Harry Griffiths, and Henry Stoney. The uniform adopted will consist of seal-brown corduroy jacket, knee-breeches, and polo cap of same material; initials of club stitched in crimson, on front of cap; brown stockings and low shoes; colors, light blue. The club members are expecting some pleasant runs and excursions as soon as these March breezes cease to blow and the roads are in good condition, and will commence club drills. The club is *solid* for the League from the start; the lieutenant and captain being members now (the former is also consul for Hackensack), and the other members, names will shortly be handed in to the corresponding secretary. CAP.

HACKENSACK, N. J., 25 March, 1882.

DETROIT BI. CLUB — *Editor Bicycling World:* — At a meeting of the Detroit Bicycle Club, held 24 March, the secretary was instructed to report the following to the L. A. W. Corresponding Secretary, K. N. Putnam: "The sense of this meeting is that Detroit riders — and no doubt Michigan wheelmen generalle — decidedly prefer that the coming L. A. W. Meet be held in Chicago. While we cannot say definitely how many members we can send, would estimate at least twelve, perhaps twenty, including a few unattached." A member of the University Club was present, who expressed his opinion that that club would send a good delegation; Grand Rapids and Genesee County would no doubt do likewise.

W. J. HOWARD, *Sec.*

DETROIT, 25 March, 1882.

NAIL CITY BI. CLUB. — The Nail City Bicycle Club held its annual meeting in the parlors of the Stamm House, on Monday night, March 27, and elected officers for the year as follows: President, W. Grubb; captain, T. A. Hoge; secretary and treasurer, Frank Woods. Other members of the club are Frank Stamm, Wm. Welty, George Leighton, Richard Robb, Bates Woods, Harry Coen, W. E. Hoge, J. F. Kirk, William D. McCoy, Robert Hazlett, and Charles Ott; making in all fourteen members, or double the size of last year. There will be ridden during the season, three full-nickelled Experts, one Ærial, two ball-bearing Standards, one Mustang, one American Star, six Standard Columbias. The year promises well for this small club among the hills, and several new members are expected during the spring and summer from among our leading business men. Club runs will be made regularly every Sunday morning, and frequently through the week. There will be tours by some of the members of two or three weeks' duration, races to some extent, visits to neighboring cities, etc. Last year three of our members made the trip between our city and Cincinnati *via* Columbus, Springfield, and Dayton, and found it a very agreeable one. The distance is about three hundred miles, and we recommend it to wheelmen (who may find it convenient) as a very pleasant route. FORTY-SIX.

WHEELING, W. VA., 29 March, 1882.

CITY BI. CLUB. — The City Bicycle Club, of Brockton, Mass., held its annual meeting 30 March, and elected officers as follows: President, F. M. Bixby; captain, William Briggs; lieutenants, George Hayward and Sylvanus Dexter; secretary and treasurer, Frank M. Buckley; club committee, the president, captain, and George W. Loring. Meetings held monthly during the coming season.

F. M. BUCKLEY, *Sec.*

BROCKTON, MASS., 1 April, 1882.

CHICAGO BI. CLUB. — Special business meeting, Chicago Bicycle Club, at Exposition building, 29 March. Dr. Charles C. Pruyne was elected to the presidency *vice* Charles F. Whitmarsh, resigned. An associate membership was established, whereby gentlemen can participate in the benefits of the club, and can lend their assistance as club members without being active riders. Mr. John M. Fairfield was given full charge of all matters relating to the entertainment of the L. A. W. in May. Mr. John Wilkinson was admitted to associate membership. The club tailor was changed from Mr. Devore to the government supply depot, and all members required to have full uniforms before 1 May.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Troy.

Editor Bicycling World: — Through the columns of your paper, I will endeavor to bring the Trojan bicyclers to the front. Our club has been organized about five months, and is now in a prospering condition. New members are added to the roll at every meeting and before the roads are in condition for wheeling we expect a remarkable boom in favor of bicycling. Some time in April we will have a grand bicycle tournament at the Albany Fair Grounds, for the championship of the club and a prize. Our wheel-room and headquarters are not very large, but are centrally located, with good flooring and in excellent condition. Connected with our wheel-room is a bicycle academy, managed by one of our members, who is agent for the Columbia and English bicycles. The election of officers occurs 5 April, and at that meeting we shall probably decide on uniforms, club colors, and badge. Since the organization of our band of wheel-spinners, we have done more or less riding on the streets and to adjacent villages. New-Year's Day three members of the club covered twenty-five miles, and got outside of the contents of a hotel pantry and kitchen. I don't mean that it took all day to ride those twenty-five miles: calls were made at the homes of the fair sex, and finally wound up by taking a short spin outside of the city. The weather at present is very bad, but within a few weeks we expect to spin our wheels to our hearts' content.

L. J. THIESSEN, *Sec.*

TROY, N. Y., 13 March, 1882.

San Diego.

Editor Bicycling World: — Western Texas now boasts of a bicycle club, although in its infancy. The San Diego Bicycle Club was organized 17 December, 1881, with the following officers: F. Tiblier, president; F. Gueydan, Jr., vice-president and captain; and George Bodet, secretary; and numbers six active members so far, but we hope to add many others to the rolls soon. The bicycles used are all of the celebrated Columbias, and give great satisfaction. Their arrival here caused quite a stir among the natives, who had never seen anything of the kind, and could not understand how a person can travel on two wheels alone. Even the Texas ponies were awe-stricken, and several stampedes have been caused by the sudden appearance of the wheels. The first time that we were out on the roads, we met a couple of Mexican 'vaqueros," who stared at us a long while, and we heard the next day that they reported to their employer having met four men who had broken their buggy, and were riding the wheels home Before the machines arrived, we were predicted a flat failure, as it was claimed that the roads were too sandy for bicycles. We were happy to prove the contrary; for although we have no turnpike or shell roads, still we have been able to make a show, and generally make about fifteen miles on Sunday mornings; and with a little more time and practice we hope to do better. We have made a one half mile track, where on Sunday evenings there is quite a concourse of people to witness. The first times the graceful "headers" of the president were loudly applauded; but having since acquired more experience, the *belles* are interested otherwise.

We have not heard of any other club in this section, and the only wheel we know of around here was the one owned by a gentleman of Fulton, Texas, about one hundred and fifty miles from here, who did very good time on the shell road at Rockport; but one day in rounding a corner, he came in too sudden contact with a cart, and the consquence was that he landed about ten feet on one side of the cart, and the bicycle on the other, — he very badly bruised, and the wheel tolerably well mashed up. We are told that this gentleman was afterwards disgusted, and this first essay, having been ineffectual, discouraged the candidates to bicycle honors.

As said above, notwithstanding the predictions of a great many, having shown that bicycle riding was very feasible here, we think that before long our club will be swollen up to a respectable number. Regular monthly meetings are held the first Saturday in every month at Gueydan's Hall, where we are always sure to find and read with great interest the BICYCLING WORLD The uniform adopted for this summer is composed of white duck leggings, white breeches, white flannel shirt, and a white helmet,— club's monogram on shirt.

SECRETARY.

SAN DIEGO, DUVAL CO., TEXAS, 24 March, 1882.

Hackensack.

"A little leaven leaveneth the whole lump"

Editor Bicycling World: — In the case of our old conservative Dutch town it has taken two years — two years of good example, and any amount of talking — to create sufficient interest in bicycling and "raise" enough material to form a club. Yes, Mr. Editor, Hackensack is again to the front; not with another broken bank this time, however, but a *full-blown* bicycle club of seven members.

Just two years ago, in the early part of February, the first bicycle made its appearance in town, and its owner and rider (the writer) was looked upon as an extravagant and foolish young man by some old heads, — with delight and envy by *some* of the younger men, but oh! *so very few.* He immediately commenced to *try* to induce others to join him in the delights of wheeling, but after exhausting attempts, gave up *all hope* of ever having a companion bicycler in his own town. This single and lonely rider, however, stuck to it manfully, rode and toured about considerably, and waited for effects. But 1880 passed and none came; he still had the whole field to himself. "Look at our poor roads," they said; "and then you know the confounded '*things*' cost so much." The former was granted, — the roads *were* poor and are still pretty bad; but the authorities (thank heaven) are at last waking up and have discovered that good roads in a town are almost as necessary as gas, water, and sewers. Then, too, it was shown that a little perseverance would bring town riders to good roads, — at Englewood, three miles away, and the upper boulevard of New York City; also the roads of Orange. As to the latter point, price, it was agreed that a first-class machine could not be made for less.

Early in 1881 the lone "biker" was at last joined by a young man of seventeen, — mark it, ye older and more timid ones. He was gladly welcomed to the (single) ranks, and soon became a most excellent wheelman and companion. The leaven had at last begun to raise the lump. The father of this young man also became interested, and soon learned to ride on his son's machine, and now possesses a wheel of his own. Last fall we received an accession of *four* all at once; it nearly stunned the pioneer man, but he managed to bear up bravely as visions of a club, to be formed early in the spring, danced before his vision The latter took form and shape on the 18th inst, when the several gentlemen interested met and organized as the Hackensack Bicycle Club (and put it down quick, Mr. Editor, — I'm afraid I shall wake up some morning and find it a *myth, blown away*). Before long we shall fling our colors (true blue) to the breeze, and ride before the astonished gaze of the town, and if we cannot attend the League Meet by reason of distance, we will be a meet unto ourselves..... The Newburyport idea is considered to be an excellent one by the club, and we hope to see something of the kind carried into effect at the next League Meet; and if we arenot there, Mr. Editor, put us down in favor of it. But I think I hear you sigh and say, "Hold, enough," and so it shall be for the present. CAP.

HACKENSACK, 25 March, 1882.

Beach Riding.

Editor Bicycling World: — In the WORLD of 24 March, I see an inquiry by "Ontari," with regard to riding on beaches. I spent the greater part of last summer at Exeter, N. H., and from that town to Hampton Beach is an admirable ride of ten miles. One of my best ways of spending a day was to ride my bicycle down to the beach in the morning, and return at night. The sand at Hampton is very firm and hard, and I thought I would make a trial of it, so one day at low tide I sallied forth. I was not at all disappointed, for I found the smoothest riding I have ever met. For about a mile one can ride as fast as he pleases with no danger of headers from chance stones in the road. If any bicyclers hit upon the eastern part of New Hampshire next summer, I think they would be fully repaid if they include Hampton Beach and a ride on the sand in their trip. I expect to be in Exeter and at Hampton Beach for a part of the summer, and am always glad to meet any bicyclers who may be in the vicinity.

1477.

SOUTHBORO', MASS., 27 March, 1882.

Scranton.

Editor Bicycling World: — As the season for bicycling is about to open with us, anticipations of pleasant runs and excursions, the near approach of the League Meet, together with other enjoyments in store for the wheelmen, all have a tendency to give the inspiration necessary to keep up the interest in wheel matters. The prospect of a much earlier season than usual is duly appreciated, especially by our little party, comprising some of our most enthusiastic club members, who, in order to enjoy a run do not always require the most favorable circumstances. We have already had a few runs which were very enjoyable; yet I venture to say if some of your New England wheelmen had been with us, they would have felt an inclination to turn back. After riding over our roads we feel as though we could attempt 'most anything, and I can assure you we fully appreciate it when an opportunity is afforded us to visit points where good roads are found. We feel a great interest in the approaching League Meet, and will wait anxiously for the question of the place to be decided. We hope to have our club well represented, and from present indications it will be. However, the directors will undoubtedly come to a wise decision in the matter; and let us all indorse their choice and make the affair the success it should be. ...President Atkinson, of the Honesdale Club, called on us last week. ...Our bicycle riding school opened last week and promises to add many wheelmen to our city.....A letter just received from President Hawley, of the Capital Club, Washington, gives a glowing account of 'cycling affairs there. We have the promise of a visit from him some time during the season. F. C. H.

SCRANTON, PA., 30 March, 1882.

RACES

CHICAGO, 26 March, 1882. — The 25-mile championship race of the Chicago Bicycle Club, which was to be run in April, was held Saturday, 25th. Entries, T. S. Miller, L. W. Conkling, Vernon Calkins, and B. B. Ayers. Mr. Ayers was late, starting in on the race seven minutes behind. Mr. Calkins retired on the sixth mile, and the result rested between the other three. The finish was made in one hour and forty minutes, Conkling winning by a few feet; Mr. Miller, who was leading on the last stretch, being taken with a cramp in both legs within fifty feet of the finish. The latter undoubtedly made the best time, as he was forced to lay off one lap — one third of a mile — on the fifth mile, on account of a loose pedal, and had to make up the lost time. Ayers continued to the finish of his twenty-five miles, his time being one hour and fifty minutes. Quite a large audience were present at the Exposition Building, including many ladies, and much interest was felt in the race.

The Voice of the Pulpit.

IN a recent communication to the *North Western Christian Advocate*, of Chicago, the Rev. E. L. Gracey, of Boston, writes of bicycling as follows: "The riding whip is no longer a part of a Methodist preacher's outfit, having been cast aside with the saddle-bags, and the horse even is no longer in demand; in lieu of the horse, however, several of our brethren have taken to the bicycle, and are becoming very expert wheelmen. Mr. Pope is quite proud of his ministerial club, and is training his Baptist brethren and breaking in some of his staid Episcopal friends into the mysteries and delights of the circuit system. The Methodist brethren, however, take the lead, as you might suppose from their historical proficiency in the saddle. There is health

in the wheel, and after one masters its mysteries, great enjoyment as you go skimming along the good roads in and about the city. I would suggest to my ministerial brethren to provide themselves with a Columbia bicycle, and then off in the country for an hour or so of exhilarating ride, and they can do double duty in the study and pulpit. I charge them, however, to remember, while learning to mount and manage the fairy steel steed, what Prof. B—— of the Boston Theological school has so often suggested to us while on the road: 'A double-minded man is unstable in all his ways,' — specially so in his bicycle ways. Confidence and perseverance will soon win, however, and he will become an enthusiastic advocate of the beauties and benefits of this double-wheeled wonder.'" The following clergymen are all enthusiastic wheelmen: Rev. H. D. Weston, Milton, Mass.; Rev. G. W. Short, Stoneham, Mass.; Rev. O P. Gifford, 14 Claremont Park. Boston; Rev. S. L. Gracey, 75 Lexington street, East Boston; Rev. A. J. Hovey, Stoneham, Mass.; Rev. S. H. Day, Scituate, Mass.; Rev. H. T. Titus, Newton, Mass.; Rev. J. B. Hamilton, Newton, Mass.; Rev. J. W. Quimby, East Bridgewater, Mass.; Rev. H. N. Brown, Brookline, Mass.; Rev. Arthur Edwards, Chicago, Ill.; Rev. Louis A. Pope, Phenix, R. I.; Rev. L. A. Bosworth, 300 Elm street, Somerville, Mass.; Rev. J. L. Scudder, Shrewsbury, Mass.; Rev. Marcus D. Buell, Brooklyn, N. Y.: Rev. A. O. Downs, Northville, Upper Aquebogue, L. I.; Rev. Theo. A. Hopkins, Burlington, Vt.; Rev. F. E. Easterbrook, Middleport, N. Y.

THE Chicago men ought to be satisfied. They should distinctly understand that when a decidedly Eastern Board of Directors vote to send the annual Meet away from seven eighths of the members of the League, they do it in expectation that the Western men will come forward and support the League as strongly as it is upheld in the East. Application for membership should be sent in at once, and certainly not later than to May. There are only three hundred League members west of Pennsylvania, and it is not desired to have a motley crowd of unattached, however worthy they may be, outnumber the League members in the parade. — *The Wheel.*

WE received a call the past week from Mr. H. H. Overman, president of the Overman Wheel Company, of Hartford. The Overman Wheel Company is organized for the purpose of manufacturing and introducing the Victor tricycle, and the president assures us that they intend to do for tricycling in this country what the Pope Manufacturing Company has done for bicycling. This tricycle is a double driver, with two large wheels and rear steerer. It is driven by a steel cord, which is encircled by two twelve-inch disks. When a full stroke is taken, the whole of the cord is unwound; and directly the power is taken off the pedals, it comes up again, this being done by means of a powerful coil spring, which is placed on the outside of the disk. There are two pedals, each separate, and connected with a disk, and the driving is directed from the axle. It is a powerful hill-climber, and Mr. Overman tells us that he can bring it to a stand-still in front of a curb seven inches high, and starting the machine, mount the curb with ease. The tricycle will be built by the Ames Company at Chicopee, Mass., and will be a first-class machine in every particular. Singer & Co. are the English agents and manufacturers. Mr. Overman has just returned from Europe, where he has been getting ideas to perfect his machine.

THE Æolus Wheel Club, of Worcester, have issued a neat little pamphlet containing the by-laws and rules of the club.

Fred.

"HULLO, Jim! hold on, old boy!
Slow down, you durned old hobble-de-hoy!
This hill 's too steep! and — say, where 's Fred?"

"Fred! ah, then you have not heard
Of his last freak, — what, not a word?
Why, Bill, he 's dead!"

Fred was my friend,
Ever ready to lend
A hand to the weary, his money, or life;
And this was the story Jim told me,
With a recklessness hiding the knife:

"It was down on the ring;
They were racing that day,
The captain was leading, — you know, his way.
I could hear the steel sing as he passed me,
Like a harp when the wind is astray!

"His face had a look
Of triumph gone mad,
With that olden-time glitter, — all that was glad!
And the house fairly shook with the cheering,
While the tiers with white kerchiefs were clad.

"He was far in the van,
When a little girl ran
From the ranks of spectators into the track, —
And the captain was flying like lightning!
The air became perfect y black!

"I heard a shrill scream,
And then, like a dream,
He passed with a rushing, — then came the shock!
But little hands tugged at my garments,
And clung like a lichen to rock.

"She was not two years old,
With hair like spun gold,
'T was too bad to scold her — how could she know?
But the pillars, you see, Bill, were iron!
And Fred wheeled a little too slow.

"That is all I can tell;
Something chokes me, and — well
I can't see you plainly, — head 's in a whirl!
But they found on the captain a picture, —
'T was the face of a golden-haired girl!"

JOHN PRESTON TRUE.

English Wheeling Years Ago. — II.

Editor Bicycling World: — As promised in my last, I will give you an account of my first tour in the old country, taken in 1874. On Tuesday Charlie Evitt and I started from Peckham Rye at twelve o'clock: he on a 46-inch, — much too small for him, according to present way of measuring, — originally made by some blacksmith or mechanic for his own use; I on a 52-inch (also too small for me, as I now ride a 54-inch with ease); and accompanied by Frank Evitt, who came to see us fairly on our way, we crossed Clapham Common and struck the Wandsworth road, which we followed as far as the town, where Frank left us after we had drunk to the success of our trip Soon after we left Wandsworth we got off the rough macadam on to the fine gravel roads, and passing through Surbiton, where the bicycle race-track now is, we began to put the pace on, as we wanted to make Petersfield that night (about seventy miles) if possible. It was just here that I got my first header for the day, as leaning too far forward, I must have pressed my chest on the upright handle of the brake; and applying it suddenly, I had a regular crumpler, and the little wheel patted me vigorously on the back. I absolutely refused to mount again till I had had a beer, and I walked to the nearest "pub." By that time I was getting jolly hungry; but "Charlie" had a leather stomach, and would n't hear of our wasting our time over such a mundane trifle as eating. So on we sped, and passing Wimbledon Common, famous for its annual volunteer camp we soon reached Ripley. At that time Ripley owned only a miserable little "pub," where all we could get to eat was cheese and crackers, or as they are called over there, biscuits; whereas now it boasts a fine hotel, where meals can be had at all hours, and for any number, in reason, and which is patronized almost exclusively by 'cyclers, who frequent that neighborhood very much on account of the splendid roads thereabouts, — that between there and Guildford being probably the smoothest and most level in England. After refreshing our inwards, we re-embarked and proceeded at a rattling pace over the said road to Guildford; and here I took my second sprawl. I was riding immediately behind my *compagnon de voyage*, and not noticing that he had slackened his pace, I allowed my steerer to connect with his trailer; the result being disastrous to me, but not disturbing his equanimity in the least. I got my third in Guildford, which is the county town of Surrey, and which is a very ancient place, the streets all paved with cobbles, and descending on a steep grade to the centre of the town. Charlie wanted to get a screw wrench to fix something or other at a blacksmith's, and I, being slightly in advance, tried hard to grab a lamp-post as I was rapidly descending the unexpected hill, and bumping most unpleasantly over the cobbles. But, alas! the post evaded my grasp, and the jerk shot me forward over the handles, to the great delight (?) of the driver of a pair of spirited horses coming up behind, and who nearly ran over me. Charlie was so overcome with laughter at the sight of my mishap, that the same thing happened to him, the first and only cropper he got on the whole trip. After effecting the necessary repairs we once more got under way; and after walking through Guildford we made for Godalming, and alighted at a road side inn for a drink. Here there was a "pot-house politician," who insisted that we did n't know anything about bicycling when we told him how long we had been on the road; that some one had just passed through who had done it in such a time. This somewhat nettled us, and after chaffing the bumpkin's head off, we "departed on our way rejoicing," but alas! in trying to mount, my breeches caught in the saddle, and the spring not being slotted down to the back-bone, up it went and I took a hopeless header. I got up, smothered in fine white dust, and furious, and quoth I to Evitt, "I would n't have had that happen for half a quid with that beast looking on"; for as you may suppose, our friend had turned out to see us depart, and greeted my discomfiture with a loud guffaw. "Oh, yes, you would, old man," replied my chum. This attack on my indifference to filthy lucre annoyed me, and I was very distant with Charlie for quite a long time, and at least five minutes must have elapsed before I recovered my accustomed serenity. Soon after this we reached the Mouse Hill on the borders of Kent and Surrey, and had a long walk of two miles to the summit; past the Devil's Punch Bowl, a deep cavity at the side, and close by it a cross marks the spot where a lonely traveller was in bygone days murdered by robbers. Soon after this my legs and stomach began to make their wants felt, one for rest and the other for stuffing; and night setting in, I vowed I would stop for the night at the first house we came to, and so we did (forty-nine miles out). But we had to sleep on the floor after a meagre supper of cold boiled pork and bread, washed down with a mockery of Hollands In the morning we had to draw the water for our ablutions from a well about three hundred feet deep, and more than a gallon they would not let us have; it being a scarce commodity thereabouts. We got a good breakfast, and after cleaning up, we started. I felt pretty fresh, but my hands were very sore. The whole of the skin of one palm being off, the effect of blisters from the handle combined with my supra-manubrial excursions of the day before. We had a glorious spin down the grade, doing six and one half miles in a little over twenty minutes. After passing through some lovely scenery where the road overhung a valley of considerable extent, and after taking two more headers, I discovered the cause. Before starting the maker had overhauled my machine, and set up the spring, which was rather weak, and in replacing the saddle he had placed it too far forward, and ignoramus that I was, I never noticed it. After this discovery, I ceased my acrobatic performances and all went well We reached Petersfield without further accident; but shortly after leaving there, several spokes came out of Evitt's back wheel, and this delayed us considerably, as we had to bind them round and about with twine to keep them in place. We rode up Butser Hill into Cosham, and then had a long run down into Portsmouth; and hastening down to the ferry, we crossed over the harbor to Gosport, and remounting, rode out to Anglesey (about fifty-four miles), opposite the Isle of Wight, to a friend's house. Here we left our machines, and after a good bath and dinner, went over on the floating bridge to see some friends from London summering at Southsea. We did not spare time to visit the Portsmouth dockyard or the navy victualling yard at Gosport, or Nelson's flag-ship, the "Victory," lying in the harbor; all of which I had myself seen before, and about which Charlie affected a profound indifference. The old "Victory" has been replaced now by the "Duke of Wellington," as the port-admiral's flag-ship; it being feared that her ancient hulk could no longer stand the shock of the royal salutes fired whenever the queen passes in her yacht, going to Osborne or returning. On the "Victory's" deck is inserted a brass plate, and the old salt who shows the visitors round, says, *werry sollum*, "Here Nelson fell"; then he takes you down to the cock-pit, and opening a small low cabin door, he ejaculates, "Here-Nelson-died-please - to-mind-the step-and-don't-bump-your-'ed," all without the slightest change of expression or stopping for breath.

The next day, Thursday, we departed from our friend's roof-tree soon after breakfast, and riding back to Gosport, left our machines at a "pub." and went to revisit the "haunts of my youth," or Burney's celebrated preparatory school for embryo middies (whose ranks I was once destined to augment) and sucking artillery-men, engineers, and linesmen, — where I put in many happy days as a boy. After recalling myself to the memory of our old boatman, Lunn, whom I found occupied in painting and patching the old barges belonging to the school for it was holiday time; and after climbing the ladders in the gymnasium to find my name carved rudely on a beam, and pointing out to Evitt all the celebrated spots where great battles had been fought, and where we used to slip out of bounds, and so forth, — we returned to our wheels and sped up a steady grade on a magnificent road to Fareham, and thence through Porkdown, Cosham, and Havant, to Chichester, celebrated for its fine cathedral and the beautiful Gothic cross in the centre of the town, — but like most of those old out-of-the-way places, very quiet and sleepy. After oiling up machines and selves, we rode on by devious way to Arundel (seventy-three miles), close to which place is Arundel Castle, the seat of the Duke of Norfolk, the highest Roman Catholic layman in England, whose heir is unfortunately blind. Here the evidences of great wealth in the vicinity abound. Magnificent horses, attached to newly painted wagons, with the Norfolk family name (Howard) painted on the side just like any ordinary farmer's, are to be seen about the streets, and a general air of prosperity exists. We put up at the "Norfolk Arms," and after a luxurious supper (having lunched at Havant) and a cigar, sought our virtuous downies. Next day, after a good rub down at our wheels, we started for Worthing, and that was the hottest day I ever experienced in England; so much so that we had to "noon" at a roadside "pub.," with nothing on earth to amuse us except watching a traction engine wending its slow way along in the glaring sun. About two o'clock we started, and passing through Lansing, I had the misfortune to let my wheel and self fall together as I was dismounting at a toll-bridge over a creek, breaking a spoke and bending the rim, so that it touched the fork slightly at every revolution.

However, nothing daunted, we started off and rode into Brighton, where we saw all that was to be seen in a short time; and starting off again, we rode up the five miles of hill to Patcham, over the box tunnel, and then I got run away with down the other side of the slope, as owing to the rim being bent, I could n't use my brake without kicking up the back wheel. On the up-stretch, a wagonette and a pair of splendid horses had passed us, and after my wheel got fairly away with me, I thought I saw the carriage some distance ahead stopping at a white toll-gate; and made sure that just as I passed the gate keeper would come out, and there would be "too little of me in the sweet by-and-by." I tried to whistle and shout, but could n't do it, the wind nearly choking me when I opened my lips. I was fairly scared, when, to my relief, I found that what I had taken for a white toll-house was a long strip of painted fencing, and I soon passed the carriage like a flash, though it was travelling well too. Soon after this, I reached the bottom of the hill and got my pedals as quick as I could, but not till I had passed the sign-post at the fork of the road, and I had to return to see whether I was going right or not. Just then Evitt caught up, he having come down the hill very cautiously, and we proceeded; but night closing in very quickly, we had to grope our way into Cuckfield, where we put up for the night (sixty-two miles). We left next morning (Saturday) and made our way to London without anything further of interest occurring. The distances are approximate, but I think we made about 300 miles in the five days we were out. In eight years' riding, I have only been run away with once since, and that was on Rickmansworth Hill, one Sunday in 1875. During the whole of the above trip, I don't recollect that we encountered a single wheelman. KANUCK.

MONTREAL, 24 February, 1882.

A Tour through Ireland. III.

How Irishmen Ride By One of Them.

Twelve o'clock Wednesday, 5 July, saw us on the road under full steam for Clonmel. And what a road! through Callan and by Slievenaman, what a tremendous going up! I leading for a while, with Maxwell "puffing like a grampus," toiling behind; and then, our relations being reversed, I acted the part of the heavy-winded fish, and Jerry, the redoubtable Jerry of a score of races, taking the lead I would be afraid to mention the number of times we rested; in fact, I am not sure that I know. But now came the turn of the tide, and the grade down, compared with the road we had hitherto struggled on, was, if such a simile is allowable or could be experienced and retailed to mortals, as paradise is to purgatory. And then the scenery! This item of a bicycler's enjoyment was getting more beautiful and picturesque as we advanced, until at last we had to dismount and feast our eyes on a prospect which was the nearest thing possible to Scotch scenery that I had ever the pleasure to behold; the hills running away into the Galty Mountains to the right, while to the left the high crest of Slievenaman rose over 2,500 feet between us and the valley of the Suir. Time was pressing, however, and we hastened to get over the remaining portion of our day's ride; for Killarney and the West beckoned us on. We got into Clonmel about five o'clock, P. M., and found it to be a very agreeable place. It is an old town, and as is usual with all old towns in Ireland, it has some stirring tale of siege or battle to tell. It is built on the river Suir, has three bridges and a main street, which stretches for a mile close by and almost parallel to the river. The Commercial Hotel sheltered us this third night of our trip, and certainly two more thoroughly worn out wheelmen it would have been hard to find anywhere. Before we turned in, we had a long story, from an old citizen enjoying his pipe in the commercial room, of how "bloody old Oliver Cromwell" attacked the town during the wars of the seventeenth century, and how Hugh O'Neill, the commandant of the place for the valiant Duke of Ormond, "knocked the divil out of the ould Sassenach"; and "Be jabers," said our narrator, he would have served Cromwell's old adversary, King Charles, the same way if he had been standing in Cromwell's shoes that day, for all that he was supposed to be fighting for that same king's cause. "Oh, musha," said the old fellow, as we left him to tumble into bed, "but thim days are gone and they 'll niver come back." Saying in our own minds that wl at with boycotting, shooting landlords, and other equally harmless pursuits, this was what was indeed coming, we adjourned to sleep; and I can tell you, riding readers and non-riding readers, that we did sleep as only good, honest, hard-working wheelmen can. We were up next morning at eight o'clock, and on the road to Cappoquin by nine. Crossing the river, we laid down to our work in style; and before five miles of the road lay behind us, we commenced to feel just as fresh as on the morning we had bid adieu to Dublin. Warming to our work, we soon forgot all our fatigue of the three previous days, and lost any faint recollection of it in the enjoyment of the scenic beauties we were passing through. The weather was delightful; it had been so ever since we started: no rain, and the sun just strong enough not to be disagreeable. The dust was our only annoyance, but we were quite content to rest satisfied with this slight inconvenience if but the rain and wind would prove friendly. We got into Cappoquin shortly before noon. This town is situated on the beautiful Blackwater River; but not possessing sufficient attractions for us under the existing state of affairs, where time was a consideration, we pushed on to Lismore, four miles farther to the west. This town is also situated on the Blackwater, and was one of the prettiest places we passed through on the route to Cork. We got in before one o'clock, and leaving our machines to the care of an accommodating store-keeper, we went round to the cathedral. It is a fine old church; and entering by the beautiful Norman archway, we walked round, saw the splendid stained-glass windows, and the fine oak carving of the stalls. One thing noticeable was the dearth of monuments, which are usually so plentiful in these old churches. We learned that the cathedral had been destroyed during the reign of Queen Elizabeth by a certain Edmund Fitzgibbon called the "White Knight"; but as the old fellow who showed us round remarked, "it was a foul black deed,— the curse of Cromwell on his head!" And here I may remark that several times we heard this imprecation, founded on the name of the unfortunate Oliver, uttered by the peasantry around this portion of the country. The remembrance of the slaughter at Waterford, and the other summary and cruel acts of that wonderful man, still cling to the minds of the people, and find expression in the above strong language, when their feelings are aroused by any act of wrong or oppression. It appears to be the worst ill they can wish you when they call down the "curse of Cromwell" on you. Leaving the cathedral, we walked to the castle. This is a grand structure, and has its tale, too, of stormy times and hard knocks. Rising from the high bank of the river, it is an imposing edifice, and is partly concealed by the trees that rise around the cliff on which it is built, lending an additional charm to the view. Altogether, the castle presents a very striking appearance, and underneath, the beautiful Blackwater creeps on to the sea through its enchanting valley, which would be hard to equal for richness of verdure and the variety of its surroundings,— hill, valley, wood, and water all uniting to make up one of the most charming prospects I had ever laid eyes on. Even Maxwell, prosaic soul as he is, felt the influence of the scene, and wanted to walk away down the river to find out if the little paradise extended for any length towards Fermoy, which place we would be unable to visit. We were heartily sorry we could not return to Cappoquin and follow the river down to Youghal; but the road to that place through Tallow was shorter and better, so we decided on it, and though hilly, enjoyed it immensely. When running down by the river again, going into Youghal, we could hardly fancy we had got over thirty-six miles since morning. so little did the work tell on us this the fourth day of the trip. We had got into first-class going order, and for the future could hope to make longer distances per day. We ran into Youghal at six o'clock P. M., and were agreeably surprised to find it a very pretty place, situated on high grounnd by the sea-coast of Cork, and possessing a fine harbor, looking like a spacious lake, shut in from the sea by two headlands, and surrounded by beautiful green hills. Our next move was a walk around the town; saw the old church and the house of Sir Walter Raleigh near the churchyard, then returned to the hotel. and writing up our log, found that we had got over one hundred and fifty miles of our journey, which was doing very well considering the number of places we had seen within the space of four days on the road. Next morning after a substantial breakfast we started for Cork, ran through Castlemartyr, — why so called I know not, — and got into Middleton at twelve o'clock. Without stopping to reconnoitre, we passed on our way, with some dozen urchins from this now famous Cork village screaming and yelling behind us. When I say Middleton the Famous, I should explain that it has during the past season achieved an unenviable reputation, owing to the persistence of its hardy population in defying the majesty of the English government. Well, we left the young Middletonians grabbing for "coppers" in the middle of the road, for which location on the earth's surface they appeared eminently fitted. for more reasons than the analogy of names; and speeding along at a fine pace, we bowled into Cork at a rate which astonished the natives of the southern capital. Our first dive was for the post-office, where we had directed funds for the completion of our trip to be forwarded; it not being considered safe to carry over a small sum of money on the road, owing to the unsettled state of the country. I have said nothing about the way we found politics; for though hearing every day of outrages, cattle-houghing, popping at landlords from behind hedges, etc., we saw nothing of it. I did see a boycotting notice posted on a tree by a little church, stating that some local man was a "land grabber, a Freemason, a spy of the government," and followed many other

(Continued on page 254.)

L. A. W.

Amatrur bicyclers everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to Kingman N. Putnam, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the Bicycling World, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the Bicycling World of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the World. It is important that every member should be familiar with these rules.

The "League Hand-Book" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: Bicycling World, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

Kingman N. Putnam,
Corresponding Secretary L. A. W.

Unattached. — M. E. Graves, Watertown, N. Y.; John E. Hathaway, 263 Division street, Milwaukee, Wis.; W. H. Collins, 96 South Hamilton street, Poughkeepsie, N. Y.

Cortlandt Wheelmen. — Additional: S. Allen Mead, Peekskill, N. Y.

Kings County Wheelmen. — Additional: Frank J. Pool, with F. H. Douglass, 25 Bedford avenue, Brooklyn, N. Y.

CURRENTE CALAMO

Full account of the races next week.

The lady friends of the Massachusetts Bicycle Club have presented that club with a handsome nickel-plated bicycle.

Dean, of the Bostons, don't do much road-riding since he has been cutting the records in the practice riding at the Institute rink.

In answer to Consul Clark's call, a number of the wheelmen of Newton assembled and effected a preliminary organization of the Newton Bicycle Club.

The final arguments in the New York Central Park test case were submitted to Judge Lawrence last Friday and the judge has taken the case under advisement for future decision.

Ex-Director E. J. Waring, of Pennsylvania, has left Pittsburg and taken up his residence in Plainfield, N. J., and the Pittsburg Bicycle Agency will be hereafter conducted by Mr. Charles Beltz.

L. A. W. Recording Secretary S. T. Clark postponed his trip to Europe a week later than was at first announced, and did not sail until 25 March. He proposes to remain abroad two months, and intends to import the best English makes of bicycles in large quantities.

C. Julian Wood, an enthusiastic wheelman of Watkins, N. Y., has accepted a position with P. Lorillard & Co., of Jersey City. Who can tell but that this is another scheme of Lorillard's to win laurels from England on the cinder track similar to those he has taken on the turf?

C. L. Clark and Louis Harrison of the Bostons were on the wheel as far as Dedham, Sunday, and some careless driver ran into the latter a few miles out of Boston, throwing, but fortunately not hurting him. Louis remounting, the wheelmen rapidly overhauled the vehiclists, and forced the latter to apologize.

Capt. Blatchford, of the Amherst Bicycle Club, proposes some time during the present season to attempt a ride from Amherst to Boston, and from Boston to Worcester (a distance of one hundred and fifty miles) in one day, — which will beat the journey of Fiske of the same club last summer, of whose trip we gave an account.

The item we published last week about the exhibition of a unicycle in Pemberton square was inserted by mistake. The exhibition will not take place until 1 April, 1883. A delegation from Æolus Club, of Worcester, wheeled from Framingham to see it, and the entire Everett Club visited this office to express their disappointment. Never mind, gentlemen; better luck next year.

The attention of smoking bicyclers is called to the announcement, on first page, of Messrs. Estabrook & Eaton, the well-known dealers in "solace," on Washington street. Smokers cannot have failed to notice the ingenious electric cigar lighter which has been placed outside of their store for the accommodation of the public. They also are the sole agents for the sale of the celebrated brand of "El Lazon" imported cigars, which they are selling wholesale and retail.

Old bicyclers who have tried various bicycles, and know the advantages of ball bearings over cones and parallels in securing greater ease of propulsion, will appreciate the opportunity to impart a new delight to and lift another burden from their wives and mothers presented in the announcement of Weed Sewing Machine Company in another column. Sewing machines with ball bearings "all over" will make the ladies contented while we take our little spins on the road.

Last Saturday afternoon, between two and three o'clock, an unusual number of people began to assemble in Pemberton Square, coming singly, in pairs, and often in groups of three or more. All seemed to be waiting expectantly, and frequently cast restless and curious glances up and down the square or towards the entrances. Ladies accompanied some of the men, many of the latter of whom we recognized as wheelmen, and some well known. Among these we noticed the ex-racing man, Stall, hailing in his familiar, jovial way a knot of Boston and Massachusetts clubmen, comprising Capt. Hodges and Capt. Shillaber, Louis Harrison, Charlie Clark, Col. Pope, "Billy" Everett, Fourdrinier, Frank Weston, and Nichols. Presently a dozen Crescents, in full uniform and headed by Capt. Carpenter, wheeled down from the Somerset street entrance, making a fine appearance. Meantime the anxiety and restlessness of the gathering increased, and our reporter, who was stationed at an upper window, noticed that watches were frequently consulted. Finally, just as the hands of the dial marked 3.30 o'clock, "Billy Bernhardt" appeared among them displaying a large placard, on which was the legend: "Unicycle. April Fool." "O you blasted unicorn!" shouted Stall, as he and the rest hastily departed to fulfil other engagements.

To Non-Subscribing Readers.

As explained in detail in the standing announcement at the head of its editorial page, the Bicycling World is a journal "devoted to the interests of bicyclers generally"; and naturally, its publishers look to bicyclers for its support and encouragement, and to no other class. And when we say bicyclers, we mean all those who love and practise bicycling for pleasure, for sport, for health, for practical use in locomotion, and not those who manufacture, sell, and deal in bicycles as a means of livelihood. The publishers are in no way interested, financially, in bicycle trade or manufacture, either in this country or in Europe, but its advertising columns are open to all alike, and on equal and impartial terms; yet — owing largely, perhaps, to the exclusiveness of rights of trade and manufacture — the number of bicycle dealers in the United States is so few that advertising, the chief source of newspaper profits, is of secondary importance in the support of a journal like this: its financial success must depend entirely upon its paid circulation.

To bicyclers, then, who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who

care to learn from others' experiences the best methods of riding, travelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines, — in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests.

Such a journal the BICYCLING WORLD aims to be; a moral, an intelligent, a fraternal link to bind bicyclers together for their common and individual interests and enjoyments. But in order to be this, it must have hearty individual as well as general support, both in its pages and on its subscription list. As the official organ of the League of American Wheelmen, all the business of the League is published in its pages; which, with the other characteristics named, makes it of permanent value for ready reference to all bicyclers. Particularly should all directors and consuls of the League subscribe, for a great portion of the announcements and instructions from the board of officers are given solely through its columns; and when so given, they are as authoritative as if addressed to members individually by post.

BOOKS AND PAGES

OUR LITTLE ONES *and the Nursery*. The April number of this charming little monthly has for a frontispiece a handsome triple illustration as an accompaniment of the verses "The Moon is a Lady"; and several other poems are still more beautifully embellished, especially "Dandelions," "Be good, Papa," and "Signs of the Seasons," — the last being most excellent in designs and engravings and verses. But besides these, there are many more stories and poems and pictures to please the smaller children, among which we may mention "Fred's other Country," "Little Fidget," "How Baby Goes," "Trip," "A Dangerous Friend," "A Queer Nest," "Young Coo-ca-doo Brown," "The Fourth Bird in the Nest," "A Queer Place for a Bird's Home, and "The Good Little Milkman." The contents close with "Lady bird, lady bird, fly away home," words and music: and as soon as "our little ones" have seen all the pictures and had all the stories read to them, they will want to go all through it again at once. The Russell Publishing Co., Boston.

Boston Amusement Record.

BOSTON THEATRE. — "The World."....BOSTON MUSEUM. — "False Friend."....GAIETY THEATRE. — "Rooms for Rent."....GLOBE THEATRE. — Salsbury's Troubadours.....HOWARD ATHENÆUM. — "Muldoon's Picnic."....PARK THEATER. — Lights o' London....WINDSOR THEATRE. — "Under the Gaslight."

THE

MARINE BICYCLE CO.

Of Portsmouth, N. H.

Have ready for delivery a limited number of

Standard Marines.

Only an early order will secure one, as nearly all of the first lot have been sold to Director Lamson, Hill & Tolman, Consul Gilman, and other prominent wheelmen, yachtmen, and hotel proprietors who tried them last year. They are not an experiment, as hundreds of ladies and gentlemen will testify that they are safe, easily managed, speedy, and comfortable.

C. A. Jackson, yachting editor of the *South Boston Inquirer*, writes: "The more I think of our six hours' ride in the snow squalls, against head winds and over the heavy waves off Lynn beach, and our dry landing through the waves at Nahant beach, the better pleased I am with the crafts. The sail I can hardly praise sufficiently; it proved its strength and durability fully."

Lewis T. Frye writes: "I was astonished to find what little exertion it took to run the Marine."

President Philbrick, of the Rockingham Bi. Club, says: "It is a splendid success. You have added many improvements this year."

Agencies have been established at Portland, Nashua, South Boston, Worcester, New York, Baltimore, Rochester, Erie, and other principal cities.

Large Photographs 11 x 14 in. will be mailed for 35 cents.

Send stamps for circular and price list of Marines.

Address

C. A. HAZLETT, Manager,
Portsmouth, N. H.



L. A. W. Badges Pat. Sept. 13, 1881. Fine gold, plated, and silver, set with ruby, garnet, sapphire or diamond. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

A GOOD CHANCE

TO BUY

Two First-Class Bicycles.

No 1. 54-inch Matchless, all nickelled. Hancock's non-slipping tires; in perfect condition. Ball bearings to both wheels. Has not roaded over 300 miles. Those who have tried this easy-riding make of machine will appreciate this bargain.

PRICE.....$117.50.

No. 2. 54-inch Round Fork Stanley. Ball bearings to both wheels; nickelled and painted; quite light. A good and strong machine. Has been run one season.

PRICE.....$100.00.

Machines can be seen at the Boston Bicycle Club House, 53 Union Park, Boston.

Address all inquiries to H. K., *Bicycling World* office, 8 Pemberton Square, Boston, Mass.

MISCELLANEOUS.

4-line Addresses in this department, $6 per year.

ST. LOUIS, MO. — Richard Garvey, agent Pope Manufacturing Company. New and second-hand Bicycles bought and sold, 407 Chestnut street. Write for circular.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Highlandville, Mass.

AMATEUR PHOTOGRAPHY.

The most delightful, instructive and profitable of the arts, for ladies or gentlemen, is easily mastered by use of the **complete Dry Plate Outfit,** and full instructions furnished with

WALKER'S POCKET CAMERAS.



Accurate, compact, weighing but *two pounds*, invaluable for tourists. An Essay on Modern Photography, beautifully illustrated, with sample photograph produced by this instrument in the hands of amateurs, sent on receipt of Two Cents. Circulars Free. **Wm. H. Walker & Co.,** Box L 200. **Rochester, N. Y.**

WHEELS are beginning to turn, and you should turn in your dimes at once if you wish to secure a copy of the *Wheelman's Annual* for 1882. Three fourths of the edition has already been sold.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

AMERICAN AND ENGLISH

Bicycle and Tricycle Repairing,

NICKEL-PLATING AND PAINTING.

HARRY D. HEDGER,

28 1-2 Piedmont St., cor. Church St.,

Opposite the Boston and Providence Depot, late machinist to the Pope Mfg. Co., Boston, Mass., and several years with the Coventry Machinist Company, Coventry, England, makers of the famous CLUB and other BICYCLES.

Having had some ten years' experience in bicycle and tricycle making and repairing, I have opened at the above address, and hope by my personal attention to all matters regarding bicycle and tricycle repairing, I shall be favored by your patronage and support.

Bicycle and tricycle supplies, ordered by mail or express, will receive immediate attention. Orders taken for any make of bicycles, American or English.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.



THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

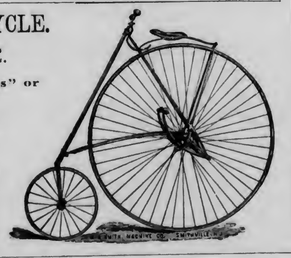
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for..... $41 00
From 50 to 56 inch..... 43 00



Our No. 2 Bicycle is fitted with our patent double row Ball Bearings, Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50
From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

The Cheapest High-class Bicycle made IN or OUT of England.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. ------- Wolverhampton, England.

WHEEL PERIODICALS.

THE CYCLIST. — Weekly. Edited by H. W. Sturmey and C. W. Nairn. Published by Illiffe & Son, Coventry, Eng. American annual subscription, $1.75. *Cyclist and Bicycling World* for $3.50. Address E. C. Hodges & Co., 8 Pemberton square, Boston.

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1.00; six months, 50 cents. *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 100 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1871, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Just received. Price 50 cents, postpaid. E. C. HODGES & CO., 8 Pemberton square, Boston.

BICYCLING LITERATURE.

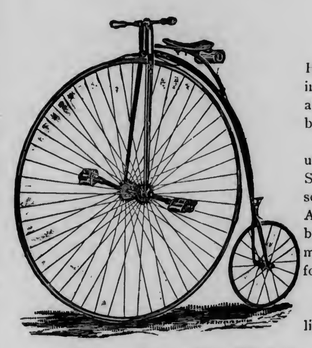
We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " " 2, " " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	50
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly)	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

THE STANDARD, 1882



THE STANDARD COLUMBIA BICYCLE

Has become the most popular and has gone into largest use. Every lot shows at sight, or will show in use, a constant improvement in excellence. The best choice in the world for beginners, and for all-around road use. Prices range from $75 to $132.50, including extras; cone bearings, parallel bearings, or ball bearings. Different styles of finish; rubber or horn handles, etc.

Notwithstanding the marked excellence of our Columbia ball bearing, approved by two seasons' use as the best bearing of its class, the success of our Columbia PARALLEL bearing for the STANDARD has exceeded all expectations. They are less expensive, require no adjustment, and are so constructed and tempered that they do not wear loose, and are remarkably even and easy running. Although many hundreds of them have gone out, and they are interchangeable at small expense for ball bearings, we know of no case where any have been changed. They go far to confirm the judgment of many mechanics and good riders that well-made and fitted parallel bearings and solid steel forgings, well proportioned, are the best for bicycles.

WHATEVER ELSE we make or sell, THE STANDARD Columbia is our machine FOR THE MANY.

CALL and examine our stock, or SEND stamps for 36 pp. new Illustrated Catalogue and price lists of our machines and goods for 1882.

Standard Columbias, *Mustangs,*
Special Columbias, *Tricycles,*
Expert Columbias, *Accessories.*

The Pope M'f'g Co. - - 597 Washington Street, Boston, Mass.

COLUMBIA BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

COLUMBIA BICYCLES.

C. H. ROBINSON - - - - Manager.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles & Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps**. Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 14 APRIL, 1882.

Volume IV. Number 23.

[VOL. IV. CONTENTS. No. 23]

Sonnet 266
Our Portrait Gallery 266
Editorial: Cutting the Records 267
Races: Fast Day Race Meeting; Massachusetts Club Races; U. A. C. Exhibition . . . 267
The Bicycle Club Wedding 270
Keystone Bicycle Club 273
Wheel Club Doings: Dunkirk; Milwaukee; Missouri; Cleveland; Albany; New Britain Wheel; Lawrence; Chicago 273
Correspondence: Beach Riding; Milwaukee; Wheeling Tactics; Professionals under Compulsion; Manchester; Dropped, Cowhorn, and Straight Handle Bars; Bicycle Clothes . . 273
Notes, Queries, etc. 276
L. A. W.: Applications; Consuls appointed; Commander's Orders 277
Currente Calamo 277
San Francisco Notes 277
Prince vs. Mlle. Armaindo 278

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

COY, the Athletic Outfitter, 21 and 22 Leadenhall street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

AMATEUR PHOTOGRAPHY.

The most delightful, instructive and profitable of the arts, for ladies or gentlemen, is easily mastered by use of the **complete Dry Plate Outfit,** and full instructions furnished with

WALKER'S POCKET CAMERAS.



Accurate, compact, weighing but *two pounds*, invaluable for tourists. An Essay on Modern Photography, beautifully illustrated, with sample photograph produced by this instrument in the hands of amateurs, sent on receipt of Ten Cents. Circulars Free. **Wm. H. Walker & Co.,** Box L 200. **Rochester, N. Y.**

STODDARD, LOVERING & Co.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

Bicycle Suits and Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

H. C. BLUE & CO.

48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.
Knife-Edge Treadle.
Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Conn.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

Try a Pair of

THOMPSON'S

PATENT



ELASTIC TIPS,

FOR BICYCLE HANDLES.

Just the thing to

PROTECT YOUR HANDS,

Also your nice polished handles, in case of a header. They are made of

PURE PARA RUBBER

And will FIT YOUR REGULAR HANDLES.

Sent by mail to any address on receipt of price, per pair, **$1.00.** Address all orders to

The American Bicycle Company,

DEALERS IN ALL

MAKES OF BICYCLES,

79 ORANGE ST., NEW HAVEN, CONN.

P. O. BOX 810.

☞ Send diameter of Handle at large end.

Sonnet.

BY WOLIVER ENDELL.

THOUGH home is dear, yet oft we needs must sigh,
Longing for what our lifted soles have found,
To shoot beyond the city's narrow bound,
Where slippery stones and bricky sideways lie;
That fair r-ideal form we call the "Bi,"
By youth desired, and by poets crowned,
Whose legs sweep circling in a fervid round,
Where the slow trotter hides his tearful eye.
Frequent to thee our truest hearts return,
Great mover, *alma rota*, noiseless, kind,
Whose little saddle a larger home we find;
And still of thee thy wondering pupils learn,
While with the flying wires thine ardors burn,
Where all our wheeliest melodies are designed.

OUR PORTRAIT GALLERY.

[WE intend, in opening this department, to present to our readers from time to time the portrait of some American wheelman who, by reason of skill as a rider, speed as a racer, or beauty as a man, has become preeminently conspicuous above his associates; and any bicycler who deems himself entitled to the front rank for either of these qualities is respectfully invited to send us his photo-card, with accompanying autobiographical sketch, — for in order to give each a fair chance, we shall allow him to be his own historian.]



THIS is us. We are not a skilful rider. We never won a race — not even a slow one. If we are conspicuous for our beauty, we are too modest to allege that as an excuse for appearing in this department. In fact, we know of no reason why we exhibit ourself, unless it be the necessity of appearing before our readers to introduce our betters to them. This portrait is after a photograph taken with Walker's pocket camera, by the instantaneous process. We admit the figure is slightly out of proportion, but that is owing to the fact that the photographer was "up in a balloon" at the time, which brought the head nearest the lens, and this, of course, left our extremities to dwindle away into the perspective. We are informed that Chicago girls always have their full-length pictures taken in this way and that is why they are enabled to get all on the ordinary cabinet-size card. But we digress. We were born early in the present century, in a little green hamlet where the purling brook warbles soft response to the wooing words of the chicadeedee (whatever that is); and where the warm June sun sprang forth to kiss the bursting heart of the daffodil — and all that sort of thing. Our early life ran quiet as the brook by which we sported, as it were. We think some other author has used that simile similarly, but never mind. We were born with an intuitive love for wheeling. We remember that even as a boy we would rather roll a hoop than saw wood. So when we grew up we left off wood-sawing altogether, and spent five days smashing bicycles in Pope's riding school. Then we bought a machine and at once commenced touring about the back streets and sidewalks of Chelsea, Mass., scoring fifty rods and eleven "headers" the first day; after which our progress was steady and rapid, and in a few weeks we extended our tours to Everett — two miles — seldom taking more than three "headers" on the round trip.

"But why rehearse the common tale,"
Or show how plucky men prevail,
If they but persevere?
For where is he who, when astride
The shining 'cycle, has not tried
And tried till he could fairly ride,
And feel nor shame nor fear?

Enough! Since that time we have done more or less touring than Lemuel Gulliver or the entire Massachusetts club. We have wheeled over all the principal mountains on the continent of New England. We scaled Mount Washington *via* the carriage-road on a 48-inch Excelsior, and went entirely through Crawford Notch with legs over the handles — and sometimes heels over head. In short,

When we were a boy, we bought a bike,
And took lots of spins on the Chelsea pike.
We crammed our head and eyes with dust,
And oft solved the problem of "rub or rust";
Or cut a shine like a morning star
When we polished up the nickel on the handle bar;
And from the saddle we oft were hurled,
But now we are the editor of the BICYCLING WORLD.

THE Boston Bicycle Club's new and revised edition of its by-laws and rules is neat in appearance, handsomely printed, and contains a revised list of membership, to which is added the associate list.

IT would be wisdom for all bicyclers to subscribe for the BICYCLING WORLD. It is chock full o' news and interesting information. — *Bohemian.* It would be wisdom for all patrons of sports to subscribe for the *Bohemian*, of Columbus, Ohio. It is chock full o' news and interesting information.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2 00
Six months " 1.00
Three months " ..... .60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
Pope Manufacturing Co., 597 Washington St., Boston.
American News Co., 39 Chambers St., New York.
Wm. M. Wright, 791 Fifth Avenue, New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 14 APRIL, 1882.

CUTTING THE RECORDS.

THE races held in this city during the past week will mark 6 and 8 April as red-letter days in the bicycling history of America. We have long been compelled to admit that bicycling records in this country were very far above those of English riders, and all efforts to score any times approximating their achievements have been fruitless. Even now in out-door racing they are far ahead of us, and will remain so until we have better tracks than we now are forced to use. Still, it is encouraging to know that we have got down among the two-fifties, even on an in-door track; and what is still more gratifying, we have more than one rider capable of lessening three minutes. Nor is it surprising that W. S. Clark's time should have been lessened, as his 3m. 8⅘s. record was made on a nine-lap track, while Ahl's and Gideon's times were made on a five-lap track with fair corners. It is surprising, however, that the record should have stood so long (over two years) unbroken; and it is still more extraordinary that the record should have been broken so much all at once, and by a young gentleman whose physical appearance would not seem to warrant the opinion that he could be a particularly fast rider. Those who are familiar with the racing men of the country know that what has been needed to develop their best powers is good tracks and proper training. Both these Mr. Ahl has had, which with the ability to ride well have enabled him to reap the reward of his labor. "Whatsoever a man soweth, that shall he also reap," has proven a true axiom and our young champion is entitled to the credit of setting an example to would-be racing men, and those whose speed has hitherto entitled them to position among the leading riders. If the former would win laurels on the racing path, and the latter would maintain their prestige, they must train and put themselves in the best possible physical condition. This reducing of records which have stood so long will do much to increase the interest in bicycle racing, and give it its proper place among competitive sports. The out-door record is still rather slow, and we think there are at least five riders in the country who can beat it; and this we hope they will do, for it is discreditable to the sport to have the best time held by a man who has retired from the path and does not stand ready to defend his position. The racing season opens in a promising manner, and with every prospect of presenting at the close a table of times much lower for every distance raced than last year. The fact that entirely new men are coming to the front convinces us that interest in racing is on the increase, and that "walk-overs" are to be the exception and not the rule. Before we leave this question of records, we would suggest to the managers of special race meetings the necessity of taking such precautions respecting the appointment of judges, scorers, and timers that no question of the accuracy of reported results shall be possible. These officers should be selected and notified, and their acceptances obtained sufficiently in advance of the events to enable them to come prepared for their duties. Although we do not doubt the accuracy of the times taken at the Massachusetts Club races last Saturday afternoon, yet the impromptu appointments of some of the most important officers of those races, and the fact that but one reliable timing watch was in use, might justify in some sort a question as to the correctness of the results; and it was a condition of things that so excellent and generally careful a club ought to be reprimanded for.

RACES

Boston, 6 April, 1882. — The Fast Day Races — A Splendid Series of Events — The One-Mile American Record finally Beaten. The Two and Four Mile Record Lowered, and the best Five-Mile Time also handsomely Wiped Out.

THE third and final winter race meeting of the series which have been held in the New England Manufacturers and Mechanics' Institute building took place, according to announcement, on Fast Day (Thursday, 6 April), and was by far the best managed, best attended, and most satisfactory in general results of either of those preceding it. Since we first broached the project to the "authorities" of the Boston Bicycle Club about the middle of February, and followed up the suggestion by an editorial spur, and it "adopted the recommendation." that lively bicycling organization, under the direction of its special committee, Messrs E. C. Hodges, J. S. Dean, and Frank W. Weston, have worked actively and earnestly to insure both its popular and financial success; and that it has attained the first object is patent to all who attended the culmination of its efforts on Thursday of last week. The weather was remarkably fine, and the roads converging on Boston were in excellent condition for the season; and as we predicted would be the case, many out-of-town wheelmen took advantage of this state of things to visit Boston awheel, while the city clubs, the Bostons, the Massachusetts, and the Crescents, each mustered numerously at headquarters early in the forenoon for extended runs into the suburbs; the first-named — sixteen strong, under Capt. Hodges — proceeding to Roslindale to meet the Providence Club, who had left their city by train to Canton, whence they made the rest of the journey to Boston on bicycles. These visitors numbered fourteen, under Capt. Cross; and although they found much of the road in bad condition, they reached Roslindale in good order and spirits, and were cordially greeted and escorted by the Bostons to the latter's elegant and commodious quarters at 53 Union Park, in this city. Many suburban clubs turned out from half a dozen to a dozen riders each, for runs in various directions; but as the

time for the races approached, these and hundreds of solitary and coupled riders began to make Boston and the Institute their objective point, so that before two o'clock P. M., the immense area of the building presented a lively scene as the numerous bicyclers turned their glittering wheels on to the track, while many of the spectators took the occasion preceding the time set for the races to inspect the exhibition of various wheels and bicycle sundries which occupied the central area, — the Pope Manufacturing Company, the Cunningham Company, C. R. Percival, the BICYCLING WORLD, the Marine Bicycle Company, and others having very attractive displays of their wares.

The number of people, wheelmen and spectators in the building, a large portion of the latter being ladies, was variously estimated at from 3,000 to 5,000, but we think about 4,000 would be nearer the correct figure. The grand stand, the gallery fronts, and the upper ground floor were thronged, and hundreds were moving about the area of the main floor and standing along the track line.

Quite promptly on the hour (two o'clock) the first race was called. This was the first trial heat for the one-mile amateur event, the starters being George D. Gideon of the Germantown Club of Philadelphia (fifty-mile champion) and R. P. Ahl of the Massachusetts Club of Boston. The men got off well and made the contest interesting from the start, as it was evident that both were doing their best, Ahl leading and Gideon hanging close in his rear throughout; and in this order they covered the five laps, in the record-breaking time of 3m. 5⅜s. and 3m. 8s. respectively. The previous American record was 3m 8¼s., by W. S. Clark of New York. The starters in the second trial heat were J. A. R. Underwood of the Roxbury Club and Abram G. Powell of the Germantown Club. Underwood took and held the lead from the start, although Powell, who has the best half-mile American record, was close at his heels, and often at his side, striving hard to pass him; the record standing at the finish 3m. 16s. and 3m. 16⅕s. respectively. J. S. Dean of the Boston Club and C. G. Wright of the Germantown Club contested the third trial heat, the former being second until the fifth and last lap, when he spurted ahead and came in winner of the heat in 3m. 38s., Wright's time being 3m. 49¼s. The fourth trial heat was run by J. L. Ayer of the Boston Club, J. C. Garrood of the English Club, and N. Ethier of the Union Athletic Club, and these came in in the order named, Ayer's time being 3m. 14s. and Garrood's 3m. 15⅜s.

The next event was an exhibition mile by Miss Ida Blackwell, the lady who is training to meet Mlle. Armaindo, the Western bicyclienne, and her endeavor was to beat 4m.; but she was 4m. 51⅜s. doing the mile.

The third and most interesting event of all was the five-mile amateur handicap. This was the special race for which some of the best known riders had been preparing, and much interest in the result was felt by all wheelmen. The contestants were: Underwood, scratch; Gideon, scratch; Powell, 100 yards; A. D. Claflin of the Massachusetts Club, 100 yards; Byron F. Blackinton of the Columbia Club of Attleboro', 120 yards; Garrood, 200 yards; Dean, 280 yards; Ayer, 300 yards. This race proved all that was hoped for it, both in interest and results, the five principals at the finish each handsomely beating the previous American five-mile amateur record, which was 16m 46½s. The track was five laps to the mile, and Ayer, with 300 yards' start, scored the first mile: but Dean took the lead before the next mile was covered, and held this position to the end of the race, none of the others being able to take up the liberal allowance the handicappers had given the Boston representative. The spectators manifested the greatest excitement throughout this contest, their cheers following the various spurters as they, from time to time, made gallant efforts to gain or to hold positions, and it became evident that all previous American times would be beaten, and at the finish this evidence became fact, as the following will show: Dean, 15m. 30½s.; Gideon, 16m. 10⅜s.; Claflin, 16m. 12⅝s.; Underwood, 16m. 12½s.; Powell, 16m. 19⅝s. The best English amateur five-mile time is 14m. 39 2-5s. The best professional (English) is 14m. 59 1-5s.

It will be seen by the above score that Gideon's time is now the five-mile record, with Underwood at second place by 1⅜ seconds. Dean third, Claflin fourth, and Powell fifth; and all five handsomely below the previous best record. On the whole, the handicapping was very fairly arranged, as it proved, for the men all came in close together at the finish. Previous to the race, Dean had lost confidence in himself, and entered the contest more to have his club represented than with any hope of doing it credit, and his performance surprised himself as much as it did his friends; but he will have to start from scratch next time.

The fourth event was the professional race, ten miles straightaway, for three purses of $70, $40, and $20, respectively, and three contestants entered, — John S. Prince, Thomas Harrison, and John Wilson, all of Boston. These got away in good order, Harrison leading, and Wilson second; but before the end of the first mile, Prince took first place, Harrison second and Wilson last, and this order was maintained throughout the race, which was virtually Prince's from the start, and Wilson was constantly losing ground and was more than a mile behind at the finish of the winner. The times were: —

Miles.	Prince.	Harrison.	Wilson.
1	3.28½	3.28⅜	3.35½
2	6.44	6 50½	7.30
3	10.04	10.42½	11.32½
4	13.21¼	14.32¼	15.33⅜
5	16.41½	18.19	19.41½
6	20.03	22.06	23.40
7	23.27	25.44	27.34
8	26.44	29.50	31.35
9	30.06	33.52	36.17
10	33.15	37.20	40.23⅞

Prince's mile times were: 2m. 28⅝s., 3m. 15⅓s., 3m., 3m. 17¼s., 3m 20¾s., 3m. 21⅛s., 3m. 24s., 3m. 17s., 3m. 22s, and 3m. 9s. During the last lap, Wilson was thrown from his machine by the usual man "who did n't know he was coming" attempting to cross the track. The times were not remarkably fast, Prince having, in his race with Keen last January, covered the distance in 33m. 5s., Keen's time being 33m. 3s.

In this race Prince intended to make an effort to lower his own and Keen's 14 January records of 33m. 5s. and 33m. 3s., respectively, but neither of his opponents set a pace sufficient to spur him. He was in excellent condition, and only needed "pushing" to bring it down to an even thirty-three minutes, or less.

The next was the final heat in the one-mile amateur, to be run by the three fastest winners of the trial heats and the second man in the fastest heat. These were Ahl, Gideon, Underwood, and Ayer; but the last two withdrew, and Ahl and Gideon took the track. Both men started well, although Ahl practised the common tactics of holding fire and allowing his opponent to get two or three rods in advance. This, however, was soon made up, and although the Philadelphia man still led the first, second, and third laps, the riders were quite close; and on the fourth Ahl made a splendid spurt for first position, took it amid the most unbounded enthusiasm and excitement from the spectators, and still continuing his splendid pace, widened the gap still more on the last lap and came home winner in the magnificent time of 3m. 1⅞s., Gideon also beating his trial-heat time one second, in 3m 7s.

The fifth event was a "one-legged" race of one mile from scratch, the contestants being Prince, Harrison, Wilson, and A. Alger, the latter having but one leg and the others having each but one pedal to his machine. This race was more amusing than exciting, Prince winning easily in 4m. 8½s., and Harrison second. The prizes in this race were $15 and $10 for first and second. This closed the most interesting of the series of winter races which have been held in the Institute, and was the best and most satisfactory in respect to amateur bicycling events which has taken place in this country. The prizes in the amateur races were: To the winner of each mile trial heat, an "imported pewter tankard"; to the winner of the final mile heat, a split-seconds Auburndale timer; to the winner of the five-mile handicap, a split-seconds Auburndale timer. The following were the officers of the races: Judges, A. L. Woodman, Boston Club; Fred. B. Carpenter, Crescent Club; J. A. Cross, Providence Club. Referee, Charles E. Pratt, Boston Club. Handicappers, the committee of management. E. C. Hodges, J. S. Dean, F. W. Weston, of Boston Bicycle Club. Starter, Frank W. Weston. Clerks of the course, E. C. Hodges and C. L. Clark of the Boston Club. Timekeepers, Fred. Jenkins, editor of the *Wheel*, C. A. Walker of the Auburndale Watch Company, and A. L. Esterbrook of the Boston Club. Scorers, G. B. Woodward of the Boston Club, and E. Norton, Esq. The races were governed by the well-known Wolverhampton rules. During the afternoon music was furnished by the Rhein Brass Band, J. Dick, leader.

The machines ridden were as follows: Gideon, Underwood, Ethier, and Ayer, Harvards; Powell, Blackington, and Claflin, Columbias; Ahl, Wright, Dean, Prince, and Wilson, Yales; Garrood, Garrood; Harrison, Harrison.

In connection with the races was an exhibition of the principal makes of bicycles. This feature of the meeting was not so complete as it would have been had more time been devoted to it. However, it proved interesting to many who had not had before an opportunity to compare the different makes of machines together. The public generally were more interested in the marine bicycles than in the ordinary road vehicle; and between the various races, the boats, as they should be called, were surrounded by those anxious to learn all about them and their capabilities. The manager of the company, Mr. Hazlett, answered all questions and thoroughly explained the workings of the boat and sail. The confidence many have in this new method of locomotion caused the sale of the boats on exhibition, and the booking of several orders from among the spectators. A trial of these boats convinces us that they are as represented, and will open an entirely new field to navigation and aquatics. Rennyson's patent detachable handle bar, for the prevention of headers, was exhibited by A. G. Powell, of Philadelphia, and is an ingenious arrangement working automatically in such a way that the instant the leg touches the handle bar, as it does in taking a header, two levers are pressed up and release the bar from the machine. For elderly and timid riders it seemed, from a practical test, to be a complete safeguard from the falls which render bicycling disagreeable to some. This attachment can be placed on any make of bicycle.

The Cunningham Company showed samples of the machines imported by them, which are so well known that a description of them is unnecessary; but they include the Harvard, Yale, Humber, Rudge, Shadow, Matchless, Club, and Timberlake. The Pope Manufacturing Company exhibited the Standard, Special, and Expert Columbias, the latter being generally admired by the large number of wheelmen who constantly surrounded it and discussed its merits. The Expert is certainly a handsome machine, use alone being necessary to prove its stability. Chas. R. Percival's exhibit was praised by many, as it showed machines not as yet much used in this vicinity, but which sustain a good reputation abroad, and in other parts of the country. The Boston, made specially for Mr. Percival by Hillman, Herbert & Cooper, is well worth the price, which is very low. The single-fork Premier was also shown, and created a favorable impression. The handsomest machine of the exhibition was a full-nickelled D. H. F. Premier, built for Mr. Burt of the Boston Club. A. M. Gooch of Newton placed on the floor a well-made and serviceable machine of excellent finish. Director C. H. Lamson of Portland was found with a large number of League badges, ranging in price from $2.25 to $75, and made up into pins, lockets, fobs, and compasses; also his famous luggage carrier. The BICYCLING WORLD freely dispensed sample copies to the crowds which surrounded its stand. For the first attempt at anything of this kind the exhibition was a success, and an honor to the club which promoted it. Lack of time and the small number of dealers prevented a larger variety. The affair was an experiment, but will no doubt become a fixture with the Boston Club.

BOSTON, 8 APRIL. — THE MASSACHUSETTS BICYCLE CLUB RACES. — THE FIRST RACES OF THE SECOND AND THIRD SERIES CONTESTED LAST SATURDAY. — THE ONE-MILE AND TWO-MILE RECORDS AGAIN LOWERED.

LAST Saturday, 8 April, the Massachusetts Bicycle Club inaugurated their racing season with the first races of their second and third series of this season's events, at the Institute Fair Building. It being a strictly club affair, no special public announcement was made, and therefore the attendance was confined to but a few outside of their own membership, nor was the latter largely represented. The events, however, proved unusually interesting, and resulted in reducing the one and two mile times of the Fast Day races. The judges were Abbott Bassett, Esq., and W. H. Ames and H. W. Williams of the Massachusetts Club; scorers, Fred. B. Carpenter of the Crescent and J. S. Dean of the Boston; timers, Edward W. Pope of the Massachusetts and Louis Harrison of the Boston; starter, Capt. C. P. Shillaber of the Massachusetts. Soon after three o'clock P. M., the first heat of the one-mile race was called, the contestants being Ralph P. Ahl and Harry N. Pope, the latter being allowed 150 yards start. The men got off well and rode finely, but Pope's handicap was insufficient, as was very soon evident, for Ahl rapidly overhauled and passed him on the fourth lap, coming in winner in 2m. 58¾s.; Pope's time being 3m. 5s. The next race was the first heat of the two-mile contest, A. D. Claflin at scratch, and H. G. Waters at 250 yards. Claflin easily overcame Waters's handicap taking the lead in the fourth lap, and finishing in 6m. 21¾s., thus beating Gideon's two-mile time in the Fast Day race just ¾ of a second. The second heat of the one-mile race was now run, Pope's handicap as before, and Ahl starting from scratch. The latter caught and passed his opponent in the third lap, and spurting handsomely, came home in the splendid time of 2m. 58⅝s. thus lowering his Fast Day performance 2⅛s. Claflin and Waters closed the day's programme with the second heat of the two-mile race, the latter's handicap as before. Claflin overtook and passed Waters on the fourth lap, winning the heat in 6m. 26⅝s., Waters's time being 7m. 33s. The gold medals won in these heats by Ahl and Claflin are only held by them subject to conditions previously published.

A SIX-DAYS' race for the championship of Australia was held at Melbourne, in which Rolfe was victorious, making nine hundred and ten miles. The prize was £50, a gold medal, and the title of champion.

AT Toronto, Ont., 1 April, Rollinson and Mlle. Armaindo gave a ten-mile racing exhibition at the Horticultural Gardens, the lady having half a mile start. Rollinson, as usual, was beaten by Miss Armaindo, her time being 41m 7s. The track had nine laps and Rollinson had three to cover at the finish. Messrs. Meyers and McDaniel rode a mile in 4.37 and 4.26 respectively.

J. S. PRINCE is arranging another series of races to be run at the Institute building the 22d inst., to include a five-mile scratch race and a one-mile handicap, and several other interesting events. Underwood, Dean, Claflin, Corey, and one or two others have signified their intentions of entering. Entries fifty cents, to close Tuesday noon, 18 April, may be made with the editor of the BICYCLING WORLD. All desiring to compete are requested to enter as soon as possible.

IN the bicycle slow race at the Union Athletic Club Exhibition in Music Hall, Tuesday evening, A. H. Baldwin and C. S. Howard, of the Union Athletic club, and P. T. Lovell, of the Crescent Bicycle Club, appeared as contestants, but the latter dropped out soon after the start. The other two accomplished the turn with the chances in favor of Howard, when he fell out, leaving Baldwin the winner of the race. Mr. A. L. Atkins, of the Massachusetts Bicycle Club, performed with ease and grace a number of very difficult feats on the bicycle.

ALTHOUGH Gideon's time for five miles 16m. 10⅜s., is now the lowest American record, yet Dean's performance really surpassed it; for instead of the scratch men overtaking and capturing his handicap at any point in the race, he actually overtook them in the second lap, and so gained the seventy-two yards intervening between him and their backs, — or, as he was about twenty yards behind them at the finish, say he added fifty-two yards to his handicap. As he

finished only twenty yards — that is, about two seconds — behind them, his actual time from scratch was about 16m. 4s.

In the *Herald* man's report of the Fast Day races, he says: "The fastest mile previously made in this country was by Gideon, in New York, in 3m. 8½s." Man and time both wrong. Clark was the man, and the time was 3m. 8¼s. Speaking of the five-mile handicap, he says: "In fact, up to the last moment, it was anybody's race as regards second place, Dean having overcome his 280-yard handicap and secured first place by swift and graceful riding." It was not after this manner when Kempton reported bicycling for the *Herald*. Evidently its new man needs a little coaching on bicycling history and handicaps.

The Bicycle Club Wedding.

BY PRESIDENT BATES.

The club were debating a trivial proposition made by the vice-president, under the order of miscellaneous business. The next meeting would bring our semi-annual election; hence the vice-president considered it necessary to propose something. Mr. Cubb, whose great virtue is unswerving loyalty to the vice-president, was very earnest in support of the proposition; while Mr. High, who expects to be himself elected vice-president, was sarcastically opposing it; and Mr. Lowe, whose eloquence has gained for him such a wide reputation, was making some vivid remarks, — exactly on which side was rather doubtful. They were all talking at once. The president, who appreciates the policy of permitting mild infractions of the rules just before a re-election, was appearing to listen with an expression of benign interest, while he was secretly reading a note which a messenger boy had just handed in at the door.

Whack!

Down came the president's gavel on the desk, with a resounding slap. (The president really used a flat ruler, borrowed from the secretary. A flat ruler is a great deal the handiest; besides, it makes a much louder slap when you rap on the desk. But calling it a "gavel" sounds more imposing.) This was a tremendous whack. The secretary hastily scrambled his legs down from his table. Mr. Lowe, whose eloquence was punctuated, so to speak, in the middle of a lofty gesture, started back, stumbled over Mr. Condor's feet, and sat down hard in the club spittoon. Mr. High and Mr. Cubb slowly subsided into their chairs, glaring at each other.

The club was astonished. There was an extraordinary silence.

The president arose and looked upon the club with great official dignity. The club looked upon the president with amazed expectancy.

"Gentlemen of the club," said the president, impressively, "the Chair fully recognizes the importance of the proposition made by our very worthy vice-ident. But the Chair has received a communication of such great interest to the club, the proper consideration of which will consume all our remaining time this evening, that the Chair feels constrained to ask of the courtesy of our ever gentlemanly vice-president that he will consent to withdraw his proposition, subject to renewal at any future meeting."

The vice-president, having already seen that his proposition would probably be defeated, quite eagerly withdrew it. The president then directed the secretary to read the communication, which ran as follows: —

DETROIT, Dec. 20, 1881.

Dear Mr. President: — Mr. Bumps unites with me in urging a request which we are sure you will approve, and the club will grant.

Our marriage is fixed for the afternoon of New Year's in the Rev. Dr. Ample's church, at 4 o'clock; reception at eight o'clock; we take the train at eleven o'clock.

As the acquaintance which has led to our union began with the New-Year's call on wheels of the club, we both feel that we owe much of our happiness to your kind interest and to the bicycle club; and we desire (if you and the club consent) that the club shall attend our wedding and reception in uniform, and escort us, on wheels, to and from the church, and to the train.

While this will confer upon our wedding a unique distinction, you know us too well to suppose that any such consideration inspires our request. It is rather because I shall feel more entirely happy if the club, to whom we owe the beginning of our affection, shall be with us at its consummation.

With affectionate regard, your ever-faithful friend, MARIETTA TONISH.

This letter was greeted with unprecedented applause. The entire club gave three cheers and a tiger for Bumps, and nine cheers and a tame bear for Miss Tonish. The tiger is an Eastern animal, which everybody understands. The tame bear is a Detroit Bicycle Club invention. The members grasp each other's arms in pairs, and indulge in an uncouth dance, flinging the legs in unison to the right at right angles with the body, and then to the left, and then jump up and come down hard on their heels, with a simultaneous whoop. As an expression of unbounded enthusiasm, this is the most effective performance ever invented. The president and the secretary performed it on top of the secretary's table. I recommend its adoption by the L. A. W. President Pratt and Col. Pope could do it together with extraordinary effect.

After this Mr. Cubb stood on his head in a chair. Mr. High grabbed Condor's hat, and kicked it clear up to the ceiling. Condor manifested his delight by jabbing his finger into the vice president's side, making him double up like a jack-knife. Twiddle stood upon the backs of two chairs and swung his hat, till Mr. Tripp jerked one of the chairs away and let him down. Mr. Lowe remarked, as soon as he could be heard, that "the h'eclaw of this h'occasion would h'eclipse anything ever known in the West."

The president rapped sharply for order, and recalled the club to business. By a formal resolution, the president was authorized to accept the invitation. A committee was appointed to act with the captain in arranging a programme. A special meeting was ordered for the 27th, to receive the report and programme from the committee, and the club adjourned in the jolliest spirits ever heard of.

Every experienced president knows how the special meeting got on. It required all the president's tact, authority, and parliamentary knowledge to hold the club to the direct line of business. On matters of this sort in all clubs, nearly every member makes some proposition, which he regards as of vast importance, but which the rest regard as trivial, because they did n't think of it first. Questions of dress, deportment, parade drill, and such lofty themes always bring out all the small fry of debate. Twiddle proposed that the members should be required to wear white kid gloves. The Chair choked the discussion by ruling the proposition out of order, without first rescinding the acceptance of the invitation, which distinctly specified that the club should appear in its regular uniform; and it was now too late to rescind that action, after the formal acceptance had been delivered to Miss Tonish, thus binding the club. Skillett proposed that every member should wear a rosebud and an orange blossom on his left breast. The Chair cut short much eloquence by stating that courtesy would require the club to wear just such bridal favors as the groom and bride should see fit to select. Spanker proposed that the club should ride in column at the head of the bridal procession. The Chair nipped a wrangle in the bud by reading the rule which provides that the captain shall have the order and control of all parades and rides. Gallup said the club could not dance in their club riding shoes, and proposed that all wear dancing shoes during the parade. The Chair turned off the faucet of oratory by repeating that the club must wear its regular uniform; but members could change their shoes in the dressing-room when dancing should begin. Mr. Lowe said that perhaps the club would be toasted; and he proposed that a club orator should be appointed to respond. Mr. Tripp moved that Mr. Lowe be appointed club orator; Mr. High at once sat down upon this evident scheme by declaring that the wheelmen of the country, as well as the members of this club, would be disappointed if any other than their illustrious president should speak for the club upon an occasion when his widely renowned humor and pathos would be so signally appropriate and delightful to all his hearers. Mr. High's remarks were greeted with such general applause that Messrs. Lowe and Tripp immediately subsided. Finally the long session was closed by the adoption and thorough understanding of the programme presented by the captain and committee.

For almost the first time in the history of the club, every member was on hand and punctual at the Meet, New-Year's afternoon. We mounted and rode to the Tonish house exactly at the time agreed upon. We were received with much impressiveness. Mr. and Mrs. Tonish came together to the door to welcome us. Our machines were stacked in pairs on the lawn, and a servant was specially detailed to guard them. Mrs. Tonish, with large condescension, said she was honored by our presence. Mr. Tonish inquired the prices of our machines, and wondered if there was not money in the manufacturers' stocks. The house was full of pretty bridesmaids, who kept flitting back and forth between the bride's room and the parlors. The club immediately began several promising flirtations with them.

Presently there was a soft rustle of laces, and the bride came in, attended by a bevy of her girl friends, dressed for church. How lovely she was! How charming they all were! But we had barely time to note how enchanting the bride appeared before she saw us; whereupon she immediately broke out of the circle of girls and came forward, all smiles, dimples, blushes, and eyes shining happy welcome, and gave me both her pretty hands, saying how kind it was in us to comply with her request. And then she shook hands warmly with each member of the club, and said something pleasant to each. Her mother cried out warningly, "My dear, you will rumple your dress!" But she only laughed, and replied, "Never mind, mother; I think a great deal more of my friends than of my dress" But the bridesmaids seized her, and put the finishing touches on her toilet, and carried her off to the carriage.

And Bumps! Bumps looked just as much like a resigned, happy frightened, brave, trembling, but desperate idiot as bridegrooms always do He was as clean, as unwrinkled, as shiny, and wooden-jointed looking as barbers and tailors, hatters and glovers could make him. And like all men in such circumstances, he did n't know exactly what to do with himself; so he just stood still and wore a sort of apprehensive grin, just like a novice the first time he rides the wheel in public, and tries to look as though he were used to it.

The procession to the church was a grand success. The carriages containing the bride and groom, the bridesmaids and groomsmen, and the parents, were escorted by a line of wheelmen on each side, while two wheelmen rode ahead to clear the way. Every machine was polished till it shone; every rider's uniform was clean, natty, and neatly fitting. A handsomer lot of fine, athletic, manly fellows could not be collected. Every man wore upon his left breast a bridal favor of flowers, fastened with a true-lover's knot in narrow white ribbon. The line they kept was perfect, the riding erect, easy, and graceful. The people along the streets watched their passage with evident admiration, and the street gamins all hi-hied with delight.

Arrived at the church, the club formed in double lines from the carriages to the door, each man standing by his wheel, while the bridal party passed between Then we stacked our wheels in front of the church and left them under guard of a policeman, and marched in to the seats allotted us, in column of twos.

After the impressive and beautiful ceremony, we escorted the carriages back to the house. Cubb got so interested talking with one of the bridesmaids that he took the only header of the occasion. When he arose, Twiddle advised him to hurry into the saddle, whispering as he passed that Cubb's knickerbockers were muddy on a conspicuous place. Cubb was so startled that he fairly jumped into the saddle, nearly taking another header. But when he dismounted at the house, Mr. Graves, who never takes or helps a joke, assured Cubb that it was a false alarm.

At the house the bride was kissed; and in the enthusiasm of the moment, the bridesmaids were also kissed. Such mistakes will occur sometimes. Bumps, who had not recovered from his panic at the church, was so awfully confused that he actually kissed his mother-in-law, the stately Mrs. Tonish. That lady looked haughtily astonished; but after a moment's reflection, she allowed an expression of sweet contentment to steal over her features, as though she rather liked being astonished. She kissed her daughter, the bride, so warmly and tenderly that she astonished all of us. Mr. Tonish forgot all about stocks and bonds and markets, and was as pleasant and natural a host, and as loving and tender a father, as you ever saw. He was evidently rather proud of Bumps, who is a successful business young man, and a large, manly fellow, while Mr. Tonish is a rather small-sized man. Then we all sat down to a lunch, during which various little congratulatory remarks were made. When the lunch was nearly finished, the bride lifted her glass and proposed the toast, "The Detroit Bicycle Club." This toast was received with great applause, whereupon the president of the club responded as follows: —

"Ladies and Gentlemen: The bicycle club was never so proud of its achievements as at this moment. It has won many distinctions. The breasts of its champions glitter with medals taken in many honorable contests, which have tested their manly strength, speed, skill, and judgment. But our happy brother, Hyperion Bumps, has won the choicest prize of all; and we celebrate his good fortune with all our hearts, and with our best good wishes. Doubtless he has felt during his race all the usual anxieties, doubts, and fears which harass a champion amid the uncertainties of the start, the varying fortunes of the back stretch, the grim determination of the grand struggle on the third quarter; and all the exulting joy of assured victory when coming down the home stretch. It is the highest possible praise to say that we all heartily believe him worthy of the lovely prize which has rewarded his gallant effort. With his brilliant example before us, the club cannot fail to do and be better than ever.

"There are prizes which capture their captors. Thus, we say when a saint has won the joy of the blessed, not that our dear one has taken heaven, but that heaven has taken our dear one. And so we give our brother to that prize which has taken him. We, who know his frailties, charge you to cherish him dearly, admonish him gently, guide him lovingly, and improve him carefully Of late he has been often absent at evening roll call. Take especial care to correct this grievous fault. Cure his absent-mindedness; restore his wind, which has become broken by frequent sighing: relieve those palpitations of the heart which have made him wobble in his riding whenever the club rode by this house; break him of the habit of gazing abstractedly at the portrait in the locket attached to his watch chain when the president is making interesting remarks; and restore him to the club that perfect gentleman in outward observances which the club knows him to be in inward quality.

"You were told at the altar that 'whom God hath joined together let not man put asunder.' Let me speak what I know you feel to be true, and say that those who have been really joined of God, man *cannot* put asunder. Genuine love is an immortal bond of union. As we ride through the journey of life, we shall find no other enduring oneness than this.

"On the path upon which you have now entered, the wheel for the single rider cannot run; but the companion tricycle is the proper carriage. Its pedals must move in unison; its steering bar must be guided by one united will. Let its tires be of pure affection; its cranks of loving industry; its bearings be oiled with never-varying kindness; its cushions be mutual forbearance; its lamps shed the clear light of honor; and be ever careful that there shall be no fallings out by the way. And may Heaven grant you a clear and easy road to that peaceful ending which should be found only in the quiet valley of a serene and happy old age."

After the applause which followed the president's address had subsided, the club retired, to return at eight o'clock and attend the reception.

There was a great jam at the reception. All the best society of the city

was there. I need not describe the rich and elegant presents, nor the beautiful costumes; for all these are reported in the columns of the daily papers. The club, being in uniform, appeared well, enjoyed themselves greatly, and attracted general attention. Everybody said that their presence and escort was an unique and admirable distinction at the wedding. But in this jam there was little opportunity for any special fun.

At half past ten o'clock the club escorted the happy pair to the train. Before the train started, the bride shook hands with us, and kissed the president good by, saying, with happy tears in her eyes, that she should count the bicycle club among her dearest friends as long as she lived.

Then the club returned to the house, and found that most of the elder people had retired after the departure of the bridal party, leaving plenty of room for the young people to dance and enjoy themselves. The club at once went enthusiastically into the business of having a good time. The club danced; the club played games of all sorts with the pretty girls; the club flirted decorously but with pronounced *aplomb;* the club was the life and soul of the proceedings

Tommy Littleweed, who is one of the new members of the club, discovered that Grace Flash, who is his best girl, was present; and the way that pair flirted was too audacious for anything. The president noticed that Miss Flash wore a dress of the same color as that worn by Miss Daggar, the severely dignified principal of the young lady's seminary at which the bride's education was finished. Miss Flash was seventeen and pretty; Miss Daggar was forty, and strikingly correct, dignified, and severe of aspect and manners. But they were of about the same height. Miss Daggar was keeping a sort of guardian eye upon such of her charges as were present. Tommy Littleweed and Miss Flash, the president observed, apparently liked to promenade in the dimly lighted hall leading to the stairway. The president casually mentioned these facts in the hearing of High, Lowe, and Condor.

How it happened it was not the president's official duty to inquire; but by some accident, Miss Daggar shortly thereafter went into the dimly lighted hall just at a moment when Tommy Littleweed was anxiously waiting for the reappearance of Miss Flash, who had been called away by one of the other young ladies. Miss Daggar had proceeded only a few steps down the hall when she was suddenly seized about the waist from behind, clasped to a manly bosom, and kissed squarely upon her lips. Probably Miss Daggar had never before experienced anything like such an outrage; but instinct taught her instantly the proper course to pursue. She shrieked shrilly; she wrenched herself free instantly; she towered like a bridling fury above the appalled and shrinking form of Tommy Littleweed; she pronounced the word "Sir-r-r!" in a tragic tone which would be a grand success for a Lady Macbeth on the stage. Tommy's knees knocked together. He stood for a moment staring like an idiot, with his mouth open.

"What does this mean?" said Miss Daggar, advancing towards him.

"I — I did n't mean to — I — I thought it was some one else!" blurted out Tommy.

This was adding insult to injury. The only thing that could possibly be worse than to tell a lady, after kissing her, that you did n't mean it, would be to add that you thought she was somebody else!

Miss Daggar's indignation was something awful to see; and by a singular coincidence, nearly everybody was in the hall at the very first shriek of alarm. just as though that was an expected signal to bring them there. What might have happened nobody knows; but at this critical moment. Mr. High came gallantly forward, took little Tommy by the arm and headed him for the stairway, whispering in his ear the single word, "Scoot!" Then Mr. High, with the most profound air of respect and chivalrous admiration, turned to Miss Daggar. as little Tommy disappeared, took her hand reverentially; and very gently stealing his arm about her, so as most deferentially to support her agitated steps, he led her back into the room, to a seat, saying softly, "Dear Miss Daggar, let me assist you. You have been cruelly distressed." And he got a glass of water for the agitated fair, and soothed her in such an admirably simulated manner that half the girls in the room almost wished they were in Miss Daggar's place; for High is a tall, fine-looking man, with very gentlemanly manners — when he tries. Courtesy to ladies is one of the virtues which bicycling invariably promotes.

Presently I thought it best to go and look after our wheels. They had been left stacked beside the house, near the kitchen, in charge of a servant; and I had sent Cubb to look after them, but he had not returned to report. I found the machines all right, with the servant leaning against the house, half asleep Certain sounds like the popping of beer bottles, mingled with German words, drew my attention to the kitchen steps. There I found Mr. Cubb kissing a pretty German kitchen maid. who repulsed him very feebly, exclaiming, not loud enough to be heard by anybody inside the kitchen, "*Ach! weh! Geh wet!*" and other language to that effect. Retiring a few steps, I called Mr. Cubb's name, and he appeared instantly saying that he had been in the back-yard to smoke a cigar. I transfixed Mr. Cubb with one of my most official looks, and asked him severely if he had any of those cigars left. He immediately produced his cigar case, and positively insisted on my accepting three cigars, — all he had, — merely observing, "Don't mention this to the boys." The respect and affection which generous youth pays to age and virtue, as shown in little gifts like this, touch the finer chords of the human soul, and make sweet and mellow the gentle ripening of the autumn of life. Despite Mr. Cubb's commendable modesty in desiring me not to mention it, I cannot forbear to remark that few presidents of clubs are honored by such unsolicited kindly tokens of loving regard from their admiring constituents.

Returning into the house, we found Tommy Littleweed and Grace Flash down-stairs, in the library, with some other young people. They had recovered their spirits, and were happy again.

How the club danced with all the pretty girls, and flirted with the prettiest; how the captain sang the "Mary Tonish" serenade song to the air of Robin Adair, and was greatly applauded; how the president led the Virginia reel with the beautiful and witty Widow Sparkler; how Mr. Blower, our bugler, ate ice cream four times with Miss Olive Dimple, and it made him feel sick; and how the club generally enjoyed itself hugely, I need not write. All happiness is transitory; and at exactly two o'clock in the morning, the club drew up in line in front of the Tonish house, mounted its wheels in unison at the signal from the bugler, and rode merrily away through the crisp and frosty night. One by one said good night at various corners, to take their nearest routes home, until finally the president and Tommy Littleweed were left riding together alone. Then Mr. Littleweed, after sighing heavily, asked the president, "Now, really, was n't that a put-up job on me?" "Which?" said the president, innocently, trying to look puzzled. "That Daggar business," said Mr. Littleweed. The president solemnly assured Brother Littleweed that it was impossible: the members of the club never put up jobs on each other — never. Mr. Littleweed said that well, *he* hardly thought they would do such a thing; but Grace had suspected Mr. High and Mr. Lowe. I again assured Mr. Littleweed that it was impossible, — that Mr. High and Mr. Lowe were too high-minded to perform so low a trick. Whereupon Mr. Littleweed was so much relieved in his feelings that he got down from his wheel to shake hands with me at my door, which I entered and closed behind me in good humor with myself. For there is no higher pleasure to the virtuous mind than to check the growth of mistrust in the innocent soul of ingenuous youth, and so preserve as long as possible the sweet and tender bloom of confidence, which stern experience will wither all too soon with a frosty knowledge of how hollow and deceitful are the friendships of this wicked world.

And so altogether it was the happiest Happy New Year in all the wide continent; and the last thought of the president, before he sank into the peaceful slumber of the just and good, was a fervent wish that the whole L. A. W. might go and do likewise.

The Keystone Bicycle Club.

K issing the smoke clouds that wreath their rough brow,
E choing shrieks of the imprisoned steam,
Y ielding their treasures the land to endow,
S tand the grim mountains by Allegheny's stream.
T here in the vale, where the bright waters meet,
O n whose green banks once the Indian did dwell,
N estles a city, whose every street
E choes the bicycler's musical bell.

B right through the "smoky town" flashes his wheel;
I nto the valleys his courser is run;
C lear sounds the bugle call, — see how his steel
Y ields gleam for gleam to the glance of the sun,
C leaving the air like a meteor of light:
L o! not the trained steed surpasses his flight.
E qual, if possible, such a delight.

C rowned with success be ye, champions of speed;
L aurels of fame may your foreheads entwine;
U plift the wheel standard! Let all men read:
B icyclers' glory can never decline.

MINNIE F. MOSHER.

PITTSBURG, 31 March, 1882.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

Mondays and Fridays, Boston Bicycle Club, "Whist" and "Chess" nights, respectively.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

THE secretaries of the following clubs have responded to the above: San Diego, Lone Star, Pawtucket, Rockingham, New York, Champion City, Buffalo, Charleston, Scranton, Abington, Star, Nashua Wheel, Æolus Wheel, Sparta, Missouri, San Francisco, Seaside, Chicago Rutland, Brooklyn, Bay State Wheel, Albany, Nutmeg, Crescent (Boston), Philadelphia, Cleveland, Kings County Wheelmen, Cincinnati, Marlboro', Montreal, Frankford, Quebec, Marblehead, Amherst, Rochester, Dorchester, Mount Vernon, Manchester, Dubuque, Buckeye, Brunswick, Syracuse, Providence, Keokuk, Capital, Hartford Wheel, Holyoke, Cortlandt, Columbia (Attleboro'), Manchester, New Britain.

DUNKIRK BI. CLUB. — *Editor Bicycling World:* — A meeting of Dunkirk wheelmen was held Friday evening, 31 March, which resulted in the organization of the Dunkirk Bicycle Club, with the following officers and members: President, G. E. Blackham; vice-president, R. H. Smith; secretary, Avery McDougall; treasurer, N. J. Bartholomew; captain, R. H. Smith; bugler, N. J. Bartholomew; T. D. Vandevort. E. Keller, Jr., H. F. Probart, O. U. Kimball, H. K. Williams, E. C. Perry.

AVERY MCDOUGALL, *Sec.*

DUNKIRK, N. Y., 3 April, 1882.

MILWAUKEE BI. CLUB. — The annual meeting was held Monday evening, 3 April, at H. C. Haskins's office on Broadway, for the election of officers, who are as follows: President, Albert C. Jones; vice-president, H. C. Haskins; secretary, Angus S. Hibbard; treasurer, Frank G. Stark. Road officers: Captain, Andrew A. Hathaway; sub-captain, Harry C. Reed; first lieutenant, Adolph Meinecke, Jr.; second lieutenant, Henry W. Rogers; third lieutenant, Howard J. Gilson; fourth lieutenant, Fred. L. Pierce; color bearer, Samuel Marshall. Directors, H. C. Reed, A. A. Hathaway, Samuel Marshall. W. A. FRIESE.

MISSOURI BI. CLUB. — *Editor Bicycling World:* — At the first annual meeting of the Missouri Bicycle Club, held Tuesday evening, 4 April, at the residence of John D. Perry, Esq., of Vandeventer place, the following were elected officers for the ensuing year: President, Richard Garvey (re-elected); vice-president, H. C. Cranz; secretary and treasurer, Geo. C. Oeters (re-elected); captain, C. E. Stone; lieutenant, R. E. Perry.

GEO. C. OETERS, *Sec.*

ST. LOUIS, 7 April, 1882.

CLEVELAND BI. CLUB — *Editor Bicycling World:* — At a meeting of the Cleveland Bicycle Club, held in the riding school Wednesday, 5 April, the following officers were elected for one year: President, J. H. Wade, Jr.; captain, Fred. T. Sholes; sub-captain, Frank Douglas; secretary, J. H. Collister; treasurer, J. D. Climo; directors, Fred. T. Sholes, Sterling Brewer, Harry Avery; bugler, Harry Glidden. Five new members were admitted, with indications for an increase in membership at each coming meeting. It was decided to commence our club runs, and have them twice a week from this time forward. SECRETARY.

CLEVELAND, OHIO, 7 April, 1882.

ALBANY BI. CLUB. — At our regular annual meeting, held 6 April, the following officers were elected: President, R. S. Oliver; vice-president, James Maher; secretary and treasurer, E. D. Mix; captain. A. H. Scattergood; sub-captain, Fred. B. Hubbard; bugler, E. D. Mix; standard bearer, G. S. Weaver, Jr. We elected eleven new members, and expelled six owing to delinquency in payment of assessments and dues. Our club now numbers thirty enthusiastic men, and as more are coming in, we expect to have a fine a club as there is before long. Our uniform is full blue, and *not* blue and gray as printed in the Year Book.

SECRETARY.

ALBANY, N. Y., 7 April, 1882.

NEW BRITAIN WHEEL CLUB — The annual meeting of this club resulted in the election of the following officers for the ensuing year: President, Geo. W. Corbin; captain, Wm. A. Dwight; sub-captain, George Stearns; directors, Henry Eddy, F. H. Arnold, F. H. Johnston; sec. and treas.. R. C. Pearsons. The club has twelve members, and two applications to act upon next meeting. RANDOLPH C. PEARSONS.

NEW BRITAIN, 10 April, 1882.

AT a meeting of the Lawrence (Mass.) Bicycle Club, held 3 April. the following officers were elected for the ensuing year: President, M. D. Currier; captain, T. S. Webb; senior sub-captain, H. A. Emmons; junior sub-captain, A. M. Tacy; secretary and treasurer, F. Cogswell; bugler, J. L. Tacy; directors, E. E. Branch, D. M. Spooner, and N. M. Cogswell. The club now has a membership of about thirty, and is in a flourishing condition. — *Spirit of the Times.*

CAPT. T. S. MILLER, of the Chicago Bicycle Club, has issued the following orders to his command: Active members of the Chicago Bicycle Club must be provided with a uniform by the first day of May, 1882. No man will be allowed to parade with the L. A. W., 30 May, who has not a full uniform, barring polo caps. Of the regular club drills called between now and 30 May, members failing to attend one half of them may be excluded from the L. A. W. parade.

CORRESPONDENCE

[*This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.*]

Beach Riding.

Editor Bicycling World: — In answer to "Ontari's" query, would say that only a few of the beaches on this part of the coast afford good riding for bicyclers. Heavy storms frequently change the compactness of the sand, and there 's no certainty of a beach remaining in good riding order throughout the season. A part of Old Orchard last August was excellent. but nearly one half of it had occasional innocent-looking soft spots near which several of our club members' heads found the sand full hard enough. Should he visit York Beach he must not fail to bring his wheel, for it has the hardest surface of any beach I have ridden on, and entirely free of rocks and soft places; at low tide the long and very gentle slope to the water makes an excellent floor for fancy or fast riding. The wheel leaves no impression, though it requires more force to ride on even this splendid beach than on a solid gravel road. Wallis Sands at Rye is generally poor. Foss's Beach to the south is short and stony, though the fastest riding I ever had was when I was blown across this beach by a terrible wind so rapidly that I feared to dismount until forced off at the end of the beach; and my companion only jumped off when a big wave struck him, completely drenching his wheel. Rye Beach I have rarely found worth riding on. Hampton Beach affords fair riding,

though it was a little loose when visited by our club last August. However, if report be true, the actions of some of the officers were ditto; for there are rumors of their attempts to ride their bicycles when clothed only in bathing trunks, excelling in scantiness the English reports of American club uniforms, and bearing strong resemblance to Wright's Mercury-al trade-mark. Lynn and Nantasket Beaches were fair, and Coney Island poor, when I tried them. I should advise "Ontari" and other visiting wheelmen to take their bicycles with them when going to the New Hampshire beaches, as the roads are excellent in the vicinity of all of them, and the novelty and coolness of a ride close to the waves worth trying, especially if their wheels are painted instead of bright or nickelled. TELZAH.

PORTSMOUTH, N. H., 25 March, 1882.

Milwaukee.

Editor Bicycling World: — Wheelmen in this city are quite jubilant over the decision of the L. A.W. Directors in selecting Chicago as the most suitable centre for the Annual Meet, 30 May, and are consequently making great preparations for the event. Capt. Hathaway will drill the club every week during April, and twice during the week in May. The club is strong in numbers, and members are very enthusiastic; and at the annual election, twenty-four of the tried and true answered to their names. Members of the club are agitating once more the subject of renting rooms in the centre of the city to be used as general headquarters and storing room for wheels during business hours, and a committee consisting of Messrs. Mann, Stark, and Haskins were selected to look up a suitable site and report at the next meeting of the club.....At last *the* wheel has arrived, — a full-nickelled 60-inch D. H. F. Premier, fitted with ball bearings to both wheels and double ball pedals. It is a model of beauty and symmetry, and admired by all. The curved handle bar is a splendid scheme, and while the curved outlines add to the beauty, additional ease and power are given to the rider; and after a thorough trial on the road last Sunday, it proved a roadster without an equal. It has eighty direct spokes, 5-inch gun-metal hubs, 1⅛-inch tire to the driving wheel, and ⅞-inch to the rear wheel. The front wheel bearings are Hillman, Herbert & Cooper's double ball, and the rear wheel is fitted with Bown's Æolus single ball bearings The weather is now fine, and country roads are excellent. SCRIBE.

MILWAUKEE, 4 April, 1882.

Wheeling Tactics and Insignia of Rank.

Editor Bicycling World: — Now that the directors of the L. A. W. have voted for Chicago as the place for the Meet this year, it befalls upon me to see to it that the Chicago Bicycle Club is properly drilled and dressed. First, drill. Now, I know of some clubs who have adopted *exclusively the* — or rather *a* — "whistle code," and another club that uses the bugle. If the bugle is to be used generally, all clubs should understand its calls; and if a whistle code, *one* code should be settled upon and adopted to the exclusion of all others. The various League clubs in America should be a part and portion of a whole, — viz., the L. A. W. I have given this subject much attention for the past three months (since elected as captain), and have written up a little work, entitled "Wheeling Tactics. The system is thus: Whistle or bugle calls the men together; the men are brought up into line by verbal commands. Thus: "Fall in," "Right dress," "Front," "Attention," etc., to "Mount." After mounting, the whistle, — two whistles, ride in twos; three, in threes; four, in fours; a quick succession of short whistles, Quicken speed. Nothing is simpler. One long whistle means "Prepare to dismount." That is simply a "word of caution." Short whistle means, Obey the order all together. Then come the verbal commands again. I should like very much to see this subject agitated through the columns of the BICYCLING WORLD, and the matter brought before the L. A. W., and some set of tactics adopted and printed in the L. A. W. Hand-Book as official, perhaps. Whatever system is adopted, let it be to the exclusion of all others.

Insignia of rank. — I would like to hear, through the columns of the BICYCLING WORLD, from all the captains of all the clubs in America, explaining what they have adopted as insignia of rank for the road officers of their clubs. I will lead off by saying that the Chicago Bicycle Club has for captain, shoulder straps like the regular army, worked with gold on black; lieutenants, same as regular army, silver on black; bugler has a bugle worked on black in gold, and fastened to arms or shoulder. Captain wears a helmet with gold trimmings.

F. S. MILLER, *Capt. C. Bi. C.*

CHICAGO, ILL., 4 April, 1882.

Professionals under Compulsion.

Editor Bicycling World: — The exclusion of teachers in bicycle riding schools from the ranks of amateurs by the L. A. W. seems to me frivolous, unjust, and impolitic; and I wish to state briefly my reasons for so thinking, with a view to having the principles that should guide the League in dealing with this subject more carefully considered. I have no personal interest, present or prospective, in the matter; have no connection with bicycles, — further than to be an exceedingly bad rider of one; shall never race with anything faster than a wheelbarrow or the woman-suffrage movement; and the League could not by any ingenuity less than supernatural devise a definition of "amateur" that would exclude me. I have at heart only the general good of bicycle riders as a class, and I do not think it is likely to be much advanced by forcing this small group of men, willy-nilly, into the ranks of professionals.

To begin with, I think it frivolous. The chief objection to classing them as amateurs, as I understand it, is that their occupation gives them opportunities for practice and training that others lack, and would enable them to compete at an unfair advantage in races with outsiders. It seems to me this is what the Sunday-school boy called "straining at a gate and swallowing a saw-mill." There are hundreds of unemployed youths who have far more leisure and just as ample opportunity for effective training as these teachers, who indeed have, as such, no special advantage over others. There is nothing in the act of holding a shivering novice on a wheel and teaching him the bicycle alphabet as he painfully pedals himself around the room, tumbling off now and then, that of itself fits a man to make good time on the race track, or avoid snags or steer deftly or keep his wind. It is true, as I can sorrowfully testify, that sufficient practice in busy hours in a hall like the Pope Company's, microscopic anyway and picturesquely decorated with close-set pillars down the centre, will enable a man (if he survives) to save a header under any circumstances, and steer away from any conceivable obstruction at the smallest notice; but obviously this is a kind of experience the teacher gets almost no advantage of, because the time when novices are strewing themselves around the floor under each other's wheels is just the time when he is busy and cannot avail himself of it. For the rest, his chance of training comes simply from the fact that he has a bicycle and some leisure to ride it, — wherein many others are much better off than he, as having less work to do. The truth is, such a criterion cannot be applied without absurdity. The range both of natural aptitude and of combined opportunity and desire for training among unquestionable amateurs is infinite, and any one with gifts for speed or bottom or dexterity is quite as likely to become an expert out of such employment as in it. As a matter of fact, *are* the teachers in these schools our best racers? *Has* their occupation given them such expertness as is feared? And of those who are fine racers, what proportion were so before they became trainers at all? Facts are of some value as well as argument, in this as in other matters.

That the exclusion is unjust will follow if the first proposition is sustained. It is not just that a man who wishes to be classed with gentlemen should be forced to class himself with jockeys (no offence to Messrs. Stall, Johnson, and other professional gentlemen), without good reason; and I know there are those who feel the exclusion as keenly as Capt. Hodges or the editor would. Witness, among other things, the feeling excited by the technical violation of the L. A. W. rule, and the proposed punishment of the offender, detailed in the last report. It is evident that the exclusion must be felt as an indignity, or the subjects would not "kick" so hard.

Lastly, as to the policy of the rule. It is difficult to compress this part of the discussion into a few words, because it involves the whole subject of the aim and purpose of the League. One side of this purpose has, of course, no connection with the argument, and is purely temporary, — that is, to save bicyclers from legal or illegal persecution and obstruction, and to inform them of roads and conveniences. If nobody objected to bicycling, and bicycles would run up-hill, through sand or mud, or over stones, there would be no use for the League on this head. But another portion of its usefulness, which here concerns us, is to keep the sport clean as far as possible; and as no human power can keep men from racing who think they can make money by it, or other men from betting on the result, the League wisely tries to keep the goats separate from the sheep by drawing a line between the professional racing and those who take part in it (sure sooner or later to have all the unsavory and disreputable associations of horse-jockeying), and the class who are content to use the wheel for amusement and exercise, and whose competitions can offer little temptation to sports and sharpers. So far, I am heartily in accord with its action. But the business of a teacher of bicycling has no necessary connection with the taint of the race-course; and if any teacher wishes to keep clear of it, why should he be perfumed with it whether or no, and held as an *ex officio* sport? And if he is not one, and does not wish to be one, is it wise to make him one perforce? Such a course, to my mind, will help on the very evil it is desired to avoid, by driving all *gentlemen* (L. A. W. gentlemen, of course) out of that employment, and making the practice-room simply a tag to the race-track. The teachers will *all* be sports; and if the spirit of the new accessions to our ranks does not become distinctly meaner and more sordid, it will be a solitary exception to the rule that men are influenced by the character of their surroundings and the tone of their companions. There are very distinct premonitions of it now, in the growing fractiousness of skilful amateurs under the rule of giving only medals for prizes, and the proposition to make them convertible into merchandise, — the thinnest disguise of racing for money I ever heard of. If dry goods, what is to prevent selling them for what they will bring, and why not give money prizes at once? The League would be crazy to give away its whole cause in any such fashion. But why go deliberately to work to make it worse? Moreover, this very complaint shows that the interests of amateur racers are not going to be prejudiced by competition with trainers, even if they were more skilful than they are; for they will tire as soon as others of having only a bushel or so of medals to show for racing, and either become professionals outright, or stop racing in great measure, or race only with first-class competitors. Personally, I incline to agree with "Cyclos," that the League has racing on the brain much too strongly; but perhaps I should feel differently on the subject if I had either taste or capacity in that line myself, and it is certain that there are more rocks ahead in that direction than any other.

I do not intend to elevate this matter into a factitious importance, or pretend that the future of the League or the decency of bicycling hinges on it; but if it is worth while to draw the line at all, it is worth while to draw it in the right place, and if the League thinks it worth while to give time to one man's case, it is surely worth while to speak for a whole class. F. M.

BOSTON, 7 April, 1882.

Manchester.

Editor Bicycling World: — The Manchester Bicycle Club opened the season yesterday, — Fast Day. Light rain in the forenoon left the streets rather sticky, so we held the sidewalks outside of the business part of the city. Our captain and president were "left," owing to the Pope Company's failure to deliver their new Experts, and Lieut. Brooks led the party with his "54." We wheeled it from two till five, and scored about twenty-five miles, over concrete, brick, gravel, sand, and mud, up and down hill. The "raw recruit" had a monopoly of the hydrants, fence posts, etc; but being plump, no bones were broken, and he came up smiling every time. Our uniforms, which will be ready in a few days, will consist of dark-gray hat, shirt, and breeches, with light-blue trimmings, navy-blue hose and necktie, and low black shoes.

C. H. WILKINS, *Sec.*

MANCHESTER, N. H., 8 April, 1882.

Dropped, Cowhorn, and Straight Handle Bars.

BALL bearings and hollow forks are considered necessities at the present day to every first-class bicycle. Although many objections have been urged against them by conservative wheelmen; their advantages have been finally appreciated, and many riders would almost as willingly give up the rubber tire as to relinquish these famous improvements. But there are yet two other introductions that are by no means firmly established, especially in this country, although both are making such rapid strides towards unanimous approval in England as to soon place them in the front rank with balls and tubular forks. These are hollow rims and lowered handles. Of the first of these, the writer will now merely say that the two or three patterns known in America (notably the Invincible) have a few enthusiastic advocates, who feel that their general adoption is only a matter of time.

Lowered handles are obtained generally by one of three methods: first, by shortening the head; second, by dropping the bar near the handles; and third, by the cow-horn bar, which partakes somewhat of the form of a Cupid's bow held to shoot vertically upwards. The Special Club, Light Roadster Harvard, and Yale represent these three forms respectively, and are probably better known to the readers of the WORLD than any other machines possessing them. Of the immense advantages in comfort and power of low-placed handles, it is not necessary to speak further than to suggest to all doubting wheelmen the experiment of lifting themselves on a health lift with the handles raised so as to bend the arms when ready to lift, and then to lower them so that the legs only are bent, and the pull on the arms is straight from the shoulder, through the elbow, to the hand.

Which of these three methods of obtaining this object is the best? Which gives the greatest comfort to the rider without interfering with the proper construction of the machine? Obviously the first does not, on both counts; for if a straight bar is *one half* low enough, it bruises the thighs, and short heads are not compatible with steady steering or reasonable wear. There are two or three exceptions to the necessity of short centres in this class, as exemplified in the Defiance and Andrews's head patterns, but in these the first objection still holds good: the rider registers each half-revolution on his sore muscles.

Dropped handles are better in several respects. The steering head may be of proper length, and the handles placed lower than is possible with a straight bar. But no head is used upon any first-class bicycle that is high enough to carry a horizontal bar entirely clear of the thighs. Such heads are neither handsome nor necessary; so, while the second point, that of proper construction, is gained in this form of bar, the comfort of the rider is still incomplete. The third method, that of bending the bars to the cow-horn shape, enables the most approved form of head to be combined with perfect immunity from contact on the part of the rider's thighs, thus giving the two *desiderata*, perfect steering and perfect comfort. The handles are generally placed lower by this method than in the second. There have been two objections urged against the cow-horn bars: first that they are "unsightly"; second, that they render "legs-over" uncomfortable. That they give a peculiar appearance to a bicycle after the eye has become accustomed to the straight bar, cannot be denied; but the harmony of their graceful curves with the sweep of the backbone and the wheel circles inevitably brings over the most prejudiced to their better effect. I found that the irrepressible urchin was crediting my new Yale with *terrible headers* when it first rolled before the public gaze. With reference to coasting: Cross the feet, letting the thighs slip down into the inner curve; then lean well back, and the

coaster will have a position of perfect comfort, and of far greater security than by hanging them over a straight bar, as the legs are held directly over the centre of the wheel, and involuntary shifting is impossible.

Low handles are a great boon in mounting, as the traction on them is more nearly horizontal, and the hopping easier and more effective.

A most decided novelty in handle bars has appeared recently in England, in one the construction of which is designed to obviate the dangers of headers on the racing path; accidents that have resulted seriously frequently, and with occasional fatality on English cinders. The bars are attached to the front forks below the head, then run back horizontally, curve around in the form of a ∪, and terminate in good position for the handles. The thighs work *in front of* the bars, and the steering head is so modified that everything is clear in case of a tumble.

IXION.

Bicycle Clothes.

IN the selection of a uniform a bicycle club has ample opportunity for the exercise of good taste. There is a desire to appear well dressed, and to wear colors that will attain this end, and at the same time fill all the requirements of utility. Perhaps no other class of clothing is so roundly abused as a bicycle suit. It has to stand the fading of the sun, the shrinking influence of dampness and perspiration, the soiling of dust and creasing of wear, all in a great degree, and yet must look dressy and neat, — a combination filling at once the requirements of a pair of overalls and a full-dress suit. To select upon a color that will possess all these desirable features is well-nigh impossible. You cannot make blue, though quite rich-looking in a suit, cease to attract the dust and heat of the sun. Gray, possessing the ability to hold all the dust in the road without showing it, looks to some to be too plain Perhaps the happiest combination in a bicycle uniform is the dress adopted by the Milwaukee bicycle club. Their coat is of dark green, with knee-breeches and stockings of yellowish drab. — a combination quite elegant but not at all loud. The shirt is of white flannel. On a run the coat is dispensed with, the wearer then being clad in light dust-proof and sun-proof garments. At the end of the journey the coat is donned, and the effect is quite dressy enough for any in-door wear. Perhaps the finest color to resist showing dust is this yellowish drab, at the same time not being of a nondescript or mongrel hue. Of course the standard of uniform is gray, depending for its appearance mostly upon the quality of material and make-up. The Chicago club is an exponent of gray, — gray stockings, gray knee-breeches, gray short sack-coat with narrow standing collar and white flannel shirt; exactly similar to the Milwaukee uniform in cut. The first order of our uniform was not liked very well, but since the club have been getting its clothes made from a finer piece of cloth, and made up by an artistic tailor, the color has grown very much in favor. Gray is a lasting tint; one never grows tired of it. Perhaps its first impression may be too mild but a closer and more intimate acquaintance agreeably impresses one with its true beauty, that of a quiet elegance combined with utility. Hitherto our belt has been of blue to harmonize with the gray, producing a "scheme of color," as Oscar Wilde says; but the acquisition, lately, of members having a taste for color, has led to the adoption of a red belt with red-silk stitching in the shirt. The effect is a lively one, the amount of color not being sufficient to be gaudy. A very narrow cording of black running down the seam of the pants, is also voted for this season. Our polo will have a gold and silver monogram embroidered in the front. The captain will wear a neat touch of gold lace on black background around the collar, with gold-embroidered shoulder straps on black, both detachable so as not to show when used for a private run. The lieutenants will wear silver and black shoulder-straps. These are little trifles. not at all conspicuous, but they lend a neat effect on a run, and in our exposition drills. For a real striking uniform one must see the clothes of the Oshkosh club: seal-brown stockings of fine cotton; light-gray corduroy knee-breeches, with a slash of seal-brown corduroy sewed in the outside seams, running up about three inches from bottom. Seal-brown corduroy coat, with folding collar, lappels and ends of sleeves faced with the light gray; blue shirt. The first glance at this splendid combination strikes one forcibly with its elegance, but the first impression is not a lasting one. One soon tires of the effect; and while not inclined to pronounce the suit loud, a transfer of the glance to the quiet garb of the Chicago boys does rest the eye. Corduroy is a rich-looking fabric when made up well and when it is old enough to get rid of the peculiar odor that seems inherent to corduroy, it is quite agreeable to wear. The Ariels, of Chicago, have adopted the corduroy in gray, with fine black stockings, and they seem to think a good deal of it. Having a greater eye for color than the staid Chicagos, they have adopted a red and black striped jersey in place of the white flannel shirt which is so deservedly popular with bicycle clubs. Perhaps the most striking uniform in a line of bicyclers is this Ariel combination. Its effect is quite pleasing, but the jerseys call forth so much of the sun's rays on a hot summer day that it is quite cool to be in their vicinity, — they take all the heat! The finest uniform, to our notion, is white duck, with white flannel shirt; light, cool, and pleasing to look at, but requiring too much laundrying. This is what ails the white flannel shirt, though one would be willing to give it all the washing it requires if it would not shrink so. On this account the flannel shirt is only fit to wear in its middle age. When new it has to be much too large to allow for shrinkage. It soon takes this allowance, and after its second washing is a perfect fit. After third, fourth, and fifth washings it begins to get quite seldom; and there are members in our club who think the thing would go clean out of sight if washed enough! At this stage it is at its best, — soft, heavy, and of an agreeable creamy whiteness, apparently without any seams at all; but it has to be relegated to the rag-bag. Our club, thoroughly disgusted with its retrograding tendencies, have resolved to find a means to check it or find a substitute. There is a white cassimere shirt made which answers almost the same purpose without having the shrinking tendency so bad. Its only fault is that it combines a little gray with the white, which produces a dirty-white effect. Furnishing goods stores carry large lines of woollen shirts this year of various colors, made up after the style of the regulation bicycle shirt, and from these stocks one can make a good selection. It was the notion of a large minority to change the color of the Chicago Bi. Club shirt to old gold or snuff color, but the majority hung to the white, hoping for the discovery of some receipt whereby white flannel can be washed without shrinking.

STENO.

CHICAGO, 18 March, 1882.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

O. A., LOUISVILLE, KY. — Not at all. Always glad to accommodate.

FRED. PATEE, PEORIA, ILL. — Your favor from La Harpe received, and did intend to publish; but it has been crowded out so long that it is now too late to be of interest.

H. E. M., FOSTORIA, O. — Your communication of 28 February was mislaid, and is now too old for use. Let us hear from your section again.

BADGER, MILWAUKEE, WIS. — Your letter recommending Chicago for the Annual Meet was unavoidably laid over until too late to be of use; but as Chicago is chosen, it is as just well so.

CONSUL H. A. B., BRIDGEPORT, CONN. — We do not see that we can do anything special to reawaken interest in your district; we think the remedy lies more directly with you.

Editor Bicycling World: — Will some one having used the "Burley adjustable skeleton saddle" say if he has found it comfortable, and decidedly preferable to the "suspension" as furnished with Special Columbias?

POUGHKEEPSIE, N. Y., 31 March. T. C.

THERE is every prospect that there will be a great increase of wheels and wheeling the coming season, and dealers in bicycles report an unprecedented demand. The price of machines restrains many would-be wheelmen who would otherwise engage in the sport; but this objection has been removed in a measure by the offer of bicycles on the instalment plan by I. P. Lord & Co. The firm have been appointed agents by the Pope Manufacturing Company, and they offer wheels on very easy terms of payment. There are many persons who can get a bicycle in no other way than this, and these will find Messrs. Lord & Co. a very fair firm to have dealings with.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD It is important that every member should be familiar with these rules.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary L. A. W.

RUTLAND BI. CLUB (new): Albert S. Marshall, Frank W. Knapp, William Ross (secretary), Cornele G. Ross, Fred. T. Tyrrell, Ellsworth E. Morgan, George D. Tuttle, William J. Bagley, — all of Rutland, Vt.

KEOKUK BI. CLUB (active membership): Harry Pond, Henry C. Huiskamp-Will E. Pagett, Charles L. Stewart, Charles Bisbee, Geo. W. Delaplaine, Joe. G. Delaplaine, A. P. Barnett, Fred. P. Barnett. H. M. Lourie, G. B. Lourie, Edward Burgman, Lennie Matlers, John Van Den Berg, John Gibbons. F. A. French, E. H. Fuller, Will Craig; D. R. Craig, secretary, already a member L. A. W.

UNATTACHED. — Wm. Turkington, 140 Wabash avenue; D. M. Stevens, 477 W. Madison street; J. O. Blake, 77 State street; Harry Hamlin, Grand Opera House, — all of Chicago, Ill.; Dr. H. J. Wilcox, 81 Aisquith street, Baltimore, Md.; Arthur B. Holt. Kankakee, Ill.; Henry Schimpeler, 230 W. Market street, Louisville. Ky.; Willard O. Speakman, 833 Washington street, Wilmington, Del; F W. Davis, A. H. Overman, both of Hartford, Conn.

CONSULS APPOINTED. — MARYLAND, Baltimore: R. F. Foster, 229, 1 S. Calvert street.

MASSACHUSETTS. — Haverhill: J. F. Adams, 230, 85 Merrimack street.

NEW YORK — Shawangunk: Waldo P. Johnson, 231; Syracuse: Will. H. Olmstead, 232, 7⅛ Clinton street.

OHIO — Xenia: S. H. Livingston, 233, Xenia Bicycle Club.

General Order No. 1 for L. A. W. Meet.

To Captains of League Clubs:

Gentlemen: The officers of the L. A. W., at the last meeting, held in New York, 27 March, voted to hold the next League Meet in Chicago, Ill., on Tuesday, 30 May. It is only necessary that each of us should put our shoulder to the wheel and do all in our power to create an enthusiasm in our respective clubs and districts to make the coming Meet a grand success. You are earnestly requested to use your influence to induce as many members of your club as possible to be present on that occasion. Please report to me at your earliest convenience the number of riders from your club who will probably be with us at the Meet. Also inform me when you expect to arrive in Chicago, and at what hotel you prefer to stop. If your club is not to be represented, please advise me of the fact, and state reason why. Particulars as to special railroad and hotel rates will be given as soon as possible.

All reports should be in by 20 May, to assure the success of our undertaking. Per order,

S. ARTHUR MARSDEN,
Commander L. A. W.

NEW HAVEN, CONN.

To Unattached Members L. A. W.:

Gentlemen: — You are cordially invited to join in the parade and other pleasures of the League Meet to be held in Chicago, on 30 May. Please report to me by mail as soon as convenient, and before 20 May, if you can arrange to be present. Per order,

S. ARTHUR MARSDEN,
Commander L. A. W.

To the Captains of Bicycle Clubs not members of L. A. W.:

Gentlemen: The members of your club are hereby invited to be present and participate in the parade in connection with Meet of the L. A. W. to be held in Chicago on the 30th of May next. Please inform me as early as possible how many of the members of your club decide to be present at that time. Very truly yours,

S. ARTHUR MARSDEN,
Commander L. A. W.

To all Unattached Wheelmen not Members of the L. A. W.:

You are cordially invited and earnestly requested to at once send in your application for membership to L. A. W. All names sent in by 10 May will be acted on in time to assure election before the Meet. Wheelmen who are not members will at the Meet, however, be welcome in the line, but will be expected to appear in bicycle uniform, and must not appear in citizens' dress.

Very respectfully yours,

S. ARTHUR MARSDEN,
Commander L. A. W.

CURRENTE CALAMO

AMERICAN 1-mile time: 2m. 58⅘s.

AMERICAN 2-mile time: 6m. 21¾s.

AMERICAN 5-mile time: 16m. 10⅘s.

"WHY! ain't you ashamed of yourself," Colonel!

THE New York 7th Regiment are to have a bicycle club.

AHL is pronounced all, awl, or orl, — as you choose.

W. M. WRIGHT has a marine bicycle. — *Courier.* That's right.

A CORRESPONDENT of Lincoln, Neb., informs us that wheelmen in that city are about to form a bicycle club.

GIDEON deserves a complimentary medal for his handsome work on Fast Day.

SUNDAY was an elegant day, "aloft and alow," and the wheelmen in this vicinity were almost unanimously awheel.

A MINNESOTA subscriber discontinues the BICYCLING WORLD because, having married, he "had to go out of wheeling, you know."

PRESIDENT AYER, of the Solus Bicycle Club, has avowed his intention of riding 5,000 miles during the current year, and also of training to lower the one-mile race record.

NINETEEN of the Crescent Club, under Capt. Carpenter. rode to Waltham and took dinner at the Prospect House, Fast Day, returning in time to attend the Boston Club race meeting.

THE crescent of wild flowers on the elegant banner recently presented to the Crescent Bicycle Club. in recognition of their attractive participation in the January games of the Union Athletic Club, was painted by a lady of this city.

MR. JOHN GREGORY, the W. U. telegraph agent at Anderson, Ind., has dispensed with the services of an assistant, and delivers the messages himself in the liveliest manner possible by the use of a 50-inch Columbia bicycle; receiving a message, taking it to its destination a mile away, and arriving at his office in the space of twelve minutes.

THE New York *Sunday Courier* tells of two bicyclers riding in Woodlawn cemetery until after nightfall, and finding themselves locked in, they climbed a hawthorn hedge to gain the highway, but fell into the hands of a mounted patrol, who, hearing them talk about "lifting it over by the backbone," supposed he had secured a gang of body-snatchers, and was somewhat disgusted to find they were only honest men.

THAT excellent record and exponent of gentlemanly sports and reputable entertainments, *Turf, Field and Farm*, whose offices at 37 Park row, New York, where they had been located for sixteen years. were recently destroyed by fire, and with them a library of many valuable and rare works relating to sports, some of which can never be replaced, has secured new and handsome quarters at 39 and 40 Park row, where we trust it will long continue its useful and successful career.

SAN FRANCISCO NOTES. — The regular monthly meeting of the San Francisco Club, was held 9 March, Capt. Butler presiding; the attendance of members being up to the average. A special committee was appointed to wait upon the park commissioners, with the object of securing additional privileges for members who ride through the park; and the club committee was appointed to wait upon Gen. McDowell to request permission for the club to ride over the roads of the Presidio Reservation. When the formal business had been disposed of, Mr. J. W. Gibson presented the captain of the club with a handsome badge, in the form of a gold star, with the word "Captain" engraved upon it. Mr. Gibson had previously presented the lieutenants and secretary with appropriate insignia of office, and was warmly thanked for his generous and well-timed gifts..... Messrs. Butler and Eggers expect to make their tour through Sonoma and

Napa Counties about the middle of the month if the roads are in proper condition .... The Oakland Bicycle Club has amended the rules to increase the officers of the club, and the list now stands: President and captain, George H. Strong; vice-president, W. C. Gibbs; first, second, and third lieutenants, Messrs. Lowden, Taylor, and King, in the order named. .... Our bicycle readers will read with regret that Mr. H. C. Finkler, lieutenant of the San Francisco Bicycle Club, recently met with a painful accident. In passing down the steps of the Supreme Court room, he slipped and fell upon his right hand, which was so badly injured that he will be unable to mount his bicycle for several weeks. — *Olympian.*

Prince vs. Mlle. Armaindo.

Editor Bicycling World: — Seeing Mr. J. S. Prince has accepted my challenge to a fifty-mile race, Prince allowing me a start of six miles, I will accept, and will be in Boston this month, and will race him on or about the 13th day of May, if convenient to him, for $200; articles of agreement to be drawn up, and the editor of the BICYCLING WORLD to be referee and stakeholder.

MLLE. LOUISE ARMAINDO,
Champion Bicyclienne of the World.

MONTREAL, 10 April, 1882.

Boston Amusement Record.

BOSTON THEATRE. — "The World."....BOSTON MUSEUM. — Lester Wallack in "Rosedale."..... GAIETY THEATRE. — Rice's Evangeline Company..... GLOBE THEATRE. — Haverly's Minstrels.....HOWARD ATHENÆUM. — Buffalo Bill.....PARK THEATRE. — "Lights o' London."

ST. LOUIS, MO. Garvey's Bicycle Agency, 407 Chestnut Street, Agency of the Pope Mfg. Co., The Cunningham Co., Chas. R. Percival, and The John Wilkinson Co. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles and Marine Bicycles bought, sold and exchanged. Free stabling for visiting wheelmen. Write for circular.

WANTED. — A 54 or 56-inch Roadster Bicycle cheap for cash. Address W. C. H., 227 State Street, Boston.

$75 ENGLISH TRICYCLE, SPECIAL Centaur Ball-Bearing Tricycle, new in 1881, strap brake, front steering. In good condition. Cost $40. L. H. JOHNSON, Orange, N. J.

WANTED. — To exchange, a 48-inch Excelsior Cyclometer, warranted in perfect order, for a 50-inch, same make; or will trade for a good hub lantern. PEDAL PUSHER, Box 190, Salem, Mass.



L. A. W. Badges Pat. Sept. 13, 1881. Fine gold, plated, and silver, set with ruby, garnet, sapphire or diamond. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

THE

MARINE BICYCLE CO.

Of Portsmouth, N. H.

Have ready for delivery a limited number of

Standard Marines.

Only an early order will secure one, as nearly all of the first lot have been sold to Director Lamson, Hill & Tolman, Consul Gilman, and other prominent wheelmen, yachtmen, and hotel proprietors who tried them last year. They are not an experiment, as hundreds of ladies and gentlemen will testify that they are safe, easily managed, speedy, and comfortable.

C. A. Jackson, yachting editor of the *South Boston Inquirer*, writes: "The more I think of our six hours' ride in the snow squalls, against head winds and over the heavy waves off Lynn beach, and our dry landing through the waves at Nahant beach, the better pleased I am with the crafts. The sail I can hardly praise sufficiently; it proved its strength and durability fully."

Lewis T. Frye writes: "I was astonished to find what little exertion it took to run the Marine"

President Philbrick, of the Rockingham Bi. Club, says: "It is a splendid success. You have added many improvements this year."

Agencies have been established at Portland, Nashua, South Boston, Worcester, New York, Baltimore, Rochester, Erie, and other principal cities.

Large Photographs 11 x 14 in. will be mailed for 35 cents.

Send stamps for circular and price list of Marines.

Address

C. A. HAZLETT, Manager,
Portsmouth, N. H.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — 58-inch Harvard, full nickel, $110 60-inch Yale racer; weight, thirty-six pounds, an elegant machine, in perfect condition, $135. Full nickel. Both machines have been ridden only on the track. A. J. EDDY, Flint, Mich.

WANTED. — A 54 or 55-inch ball-bearing Bicycle in good condition. Yale machine preferred. Address Box 502, Marlboro', Mass.

WANTED. — A 50 or 52-inch Bicycle. Send full particulars, and lowest cash price. Address E. F., P. O. 1,308, Boston.

A 52-INCH FULL NICKELLED HARVARD for sale Double ball bearings to front wheel, single to rear. In perfect condition. Lowest price, $115. With stamp, address W. S. LANGLEY, Newport, R. I.

MISCELLANEOUS.

4-line Addresses in this department, $6 per year.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

ST. LOUIS, MO. — Richard Garvey, agent Pope Manufacturing Company. New and second-hand Bicycles bought and sold, 407 Chestnut street. Write for circular.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H, P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00: Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co for Brighton, Newton, and Waltham. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Highlandville, Mass.

RUBBER TIRE STEEL WHEEL BICYCLES.



A fine 44 and 46-inch wheel at $45 and $50. Rubber Tire Steel Wheel Velocipedes.

Rubber Tire Steel Wheels for Baby Carriages. They are noiseless.

Latest novelty. Send stamp for Catalogue.

ST. NICHOLAS TOY CO.
784 to 794 Madison Street, Chicago.

N. B. We make an excellent 48 and 50-inch Rubber Tire Bicycle at $55 and $60, which we can furnish for export trade *only.*

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable.*

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new 'Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

AMERICAN AND ENGLISH

Bicycle and Tricycle Repairing,

NICKEL-PLATING AND PAINTING.

HARRY D. HEDGER,

28 1-2 Piedmont St., cor. Church St.,

Opposite the Boston and Providence Depot, late machinist to the Pope Mfg. Co., Boston, Mass., and several years with the Coventry Machinist Company, Coventry, England, makers of the famous CLUB and other BICYCLES.

Having had some ten years' experience in bicycle and tricycle making and repairing, I have opened at the above address, and hope by my personal attention to all matters regarding bicycle and tricycle repairing, I shall be favored by your patronage and support.

Bicycle and tricycle supplies, ordered by mail or express, will receive immediate attention. Orders taken for any make of bicycles, American or English.

A. J. PHILBRICK & CO.

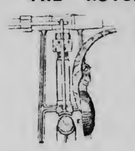
MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

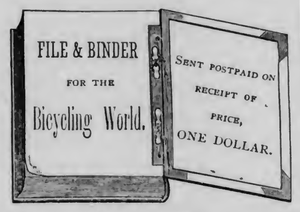
EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.



THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

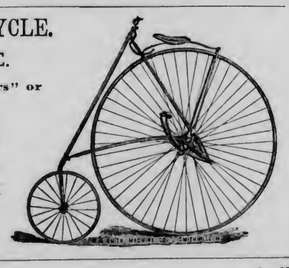
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for..... $41 00
From 50 to 56 inch..... 43 00



Our No. 2 Bicycle is fitted with our patent double row Ball Bearings Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50
From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26 00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

The Cheapest High-class Bicycle made IN or OUT of England.

WM. FORD & CO. - - - - - - Wolverhampton, England.

LIVINGSTON'S PERFECTION CYCLOMETER

GUARANTEED CORRECT

Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.

H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, **CINCINNATI, OHIO.**

WHEEL PERIODICALS.

WHEELS are beginning to turn, and you should turn in your dimes at once if you wish to secure a copy of the *Wheelman's Annual* for 1882. Three fourths of the edition has already been sold.

LE SPORT VELOCIPEDIQUE. — Weekly. L. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1.00; six months, 50 cents *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Iliffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 200 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1871, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling* Just received. Price 50 cents, postpaid. E. C. HODGES & CO., 8 Pemberton square, Boston.

THE STANDARD, 1882.



THE STANDARD COLUMBIA BICYCLE

Has become the most popu'ar and has gone into largest use. Every lot shows at sight, or will show in use, a constant improvement in excellence. The best choice in the world for beginners, and for all-around road use. Prices range from $75 to $132.50, including extras; cone bearings, parallel bearings, or ball bearings. Different styles of finish; rubber or horn handles, etc.

Notwithstanding the marked excellence of our Columbia ball bearing, approved by two seasons' use as the best bearing of its class, the success of our Columbia PARALLEL bearing for the STANDARD has exceeded all expectations. They are less expensive, require no adjustment, and are so constructed and tempered that they do not wear loose, and are remarkably even and easy running. Although many hundreds of them have gone out, and they are interchangeable at small expense for ball bearings, we know of no case where any have been changed. They go far to confirm the judgment of many mechanics and good riders that well-made and fitted parallel bearings and solid steel forgings, well proportioned, are the best for bicycles.

WHATEVER ELSE we make or sell, THE STANDARD Columbia is our machine FOR THE MANY.

CALL and examine our stock, or SEND stamps for 36 pp. new Illustrated Catalogue and price lists of our machines and goods for 1882.

Standard Columbias, *Mustangs,*
Special Columbias, *Tricycles,*
Expert Columbias, *Accessories.*

The Pope M'f'g Co. - - 597 Washington Street, Boston, Mass.

COLUMBIA BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.
Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

COLUMBIA BICYCLES.

C. H. ROBINSON - - - - Manager.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles & Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,
BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings; Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**: John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy. | BOSTON, 21 APRIL, 1882. | Volume IV. Number 24.

[VOL. IV. CONTENTS. No. 24]

Early Awheel 282
Our Portrait Gallery: C. A. T. Telzah . . 282
Notes, Queries, etc. 282
Editorial: Professional and Amateur Again; The N. A. A. A. A. 283
Wheel Club Doings: Melrose; Brooklyn; Portland; Maryland 283
Correspondence: Bremen; Albany; Answer to F. M., by Practical; Wanted, —Bicycles; Newburyport; Cream City 284
To Western Wheelmen 285
Tour through Ireland. IV. 286
Currente Calamo 287
L. A. W.: Applications; Notice to Directors; Notice to Eastern Clubs; To Wheelmen; Consuls for Massachusetts; L. A. W. Meet, 289
Glances Abroad 280

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

GOY, the Athletic Outfitter, 21 and 22 Leadenhall street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

AMATEUR PHOTOGRAPHY.



The most delightful, instructive and profitable of the arts, for ladies or gentlemen, is easily mastered by use of the **complete Dry Plate Outfit,** and full instructions furnished with

WALKER'S POCKET CAMERAS.

Accurate, compact, weighing but *two pounds.* Invaluable for tourists. An Essay on Modern Photography, beautifully illustrated, with sample photograph produced by this instrument in the hands of amateurs, sent on receipt of Ten Cents. Circulars Free. Wm. H. Walker & Co., Rochester, N. Y.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

H. C. BLUE & CO.
48 Summer Street,
BICYCLE & LAWN TENNIS SUIT
SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.
Knife-Edge Treadle.
Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.
Capitol Avenue, Hartford, Conn.
MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

Try a Pair of
THOMPSON'S
PATENT
ELASTIC TIPS,
FOR BICYCLE HANDLES.

Just the thing to
PROTECT YOUR HANDS,

Also your nice polished handles, in case of a header. They are made of
PURE PARA RUBBER
And will FIT YOUR REGULAR HANDLES.

Sent by mail to any address on receipt of price, per pair, **$1.00.** Address all orders to

The American Bicycle Company,
DEALERS IN ALL
MAKES OF BICYCLES,
79 ORANGE ST., NEW HAVEN, CONN.
P. O. BOX 810.

☞ Send diameter of Handle at large end.

Early Awheel.

ONE morning early, in the twilight gray,
When all the city slumbered, save a few,
Into the country I had wheeled my way
Amid bright scenes of beauty, ever new.

The shaded road, down through a valley fair,
Followed the windings of a sinuous stream;
Whose liquid music sweetly filled the air,
And soothed the soul with quiet, as a dream.

Sleek-looking cows in verdant pastures stood,
Eating the dew-bathed grass with solemn mien;
While in the trees that edged the neighboring wood
The chattering squirrel through the leaves was seen.

From out some farm-house chimney-top the smoke
Curled upward, kissing the fresh air of morn;
And from the yard near by, the fowls loud woke
The echoes with their welcome to the dawn.

The leaves, soft rustling in the gentle breeze,
The fields, rich laden with the new-mown hay,
And birds, sweet singing in the swaying trees,
Gave grateful tribute to a new-born day.

. . . . . .

How sweet the fancies of these waking dreams!
The calm contentment of such peaceful hours,
When nature wears her brightest robes, and seems
To strew our pathway with her fairest flowers!

WORCESTER, MASS. F. W. B.

OUR PORTRAIT GALLERY.



THIS is C. A. T. Telzah, who under the assumed name of C. A. Hazlett is propelling himself about the Portsmouth Ocean on a catamarine bicycle. He sent his own account of his life and works; but as we were afraid the *Spirit of the Times* would n't swallow all his statements, we have taken the liberty to rewrite it. He began life as a crier, and when he was a little felloe he wore a cotton tire, had a spoon brake, with clutch handle to everything he could reach. He never wore knee-breeches, but often came home with breaches in his trousers, — as many an unattached wheelman has done since. Although a brilliant talker, and an advocate for many spokes, he is still unmarried, having "never spoke to her of love." He is yet a handsome man, and is always ready to do the handsome thing. He is too modest to say this for himself, so we say it for him. His genius is eminently versatile, — that is, his genius for being everything at once; being an L. A. W. director, a B. T. C., No. 5,263, champion roller skater, bank teller, story teller (an awful one), a tachygrapher, a botanist, a pioneer bicycler, an insurance agent, etc., etc., etc., etc., etc., and lastly a catamarine. And what 's more, he neglects none of them. He also claims priority in the use of bawl bearings and cradle springs, in recognition of which the Pope pays him a royalty of a quart of peanuts for every one applied to a bicycle. He also invented Georgie Girard, the infant bicycling phenomenon, and conquered the American Star; thereby imitating the Dutch, who took Holland. He also claims the rousing road-riding record of 7,000 miles, which we privately believe, but decline to publicly indorse until we hear what the New York papers say about it. Since he invented the catamarine bicycle by purchase, he has become an explorer and purposes to traverse every sea, where — to use his own words, which he acquired in a recent piratical expedition among the poets —

"The green wave-buds
Burst in white froth flowers."

What he will try to do next we cannot say; but the new comet will soon be visible, and we can look at that while we are waiting for Telzah to be something else.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

Answers to Correspondents.

IF "Yours," of Greencastle, Ind., will send his real name, we will be happy to respond to his request.

Editor Bicycling World: — In answer to "T. C." of Poughkeepsie, I would say, I have used the Burley skeleton saddle for about six months, and consider it the most comfortable saddle now in the market. A rider once getting accustomed to the skeleton will never adopt any other kind of saddle. Now, I would like to get the opinion of some riders who have tried the Pope Manufacturing Company's new machine, the Expert. How do they like it? P. O. Box 500.
WILLIMANTIC, CONN., 14 April, 1882.

Editor Bicycling World: — In response to inquiry of "T. C." in your last issue, would say that the Burley saddle is more "comfortable and *decidedly* preferable" to any of the saddles in common use. Mine was in daily use the greater part of last season, and is at present as great a comfort to me as ever. The plate of the usual saddle was not fitted to my bones. Ventilation is also secured, and that is a great comfort in hot weather. "869."
HAVERHILL, MASS., 15 April, 1882.

Editor Bicycling World: — In reply to "T. C." of Poughkeepsie, in regard to the Burley adjustable saddle, I would say I have one in use on my Harvard in connection with the cradle spring, and have found it much more comfortable than the suspension. I can say candidly that I would not be without these improvements under any consideration, as I consider them the perfection of comfort. F. C. HAND.
SCRANTON, PA., 15 April, 1882.

THE prizes for the amateur events in the races at the Institute Fair Building, next week Saturday, 29 April, will be L. A. W. badges of the new design. The race between Prince and Rollinson will be for the professional championship, and a stake of, probably, $200. The doors open at 6 30 P. M., and the first race will start at 7 30.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
Pope Manufacturing Co., 597 Washington St., Boston.
American News Co., 39 Chambers St., New York.
Wm. M. Wright, 791 Fifth Avenue, New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 21 APRIL, 1882.

PROFESSIONAL AND AMATEUR AGAIN.

THE action of the League in adjudging a teacher of the art of bicycling a professional has called forth a communication from one who, having no personal interest in the matter, on general principles thinks it unwise, impolitic, and unjust to exclude from its membership, and consequently from the amateur ranks, one making it his profession to ride the bicycle, and impart his knowledge thereof to others for a remuneration. For over twenty years it has been deemed expedient to make some sort of distinction between those following athletics as a means of livelihood, and for gain, and those who engage in a sport purely for the honor and love of it. It is no argument against the rule that one follows his profession in a small riding school, closely studded with dangerous posts and obstructions, and another plies his vocation on a five-lap track. Neither is it an argument that one is incapable of speed, while another is a marvel of quickness and endurance; and yet some do so argue, and would have a rule which would admit into the amateur ranks, teachers of a certain stamp, and under certain circumstances, but exclude those who were really an honor to the profession. A very sensible rule that, — to inflict all the poor professionals on to the amateurs, and protect and keep the real professional ranks clean and pure. It is impossible to make any distinction between a teacher of slow and fancy riding, and the trainer of races; both make bicycling their business, their profession, their means of livelihood, and the rules adopted by the League are such as afford the best protection to amateurs, who form the majority of riders. The League was not formed in the interests of bicycle dealers, or their professors, and as an association has no interest in any particular individual, but makes its rules to meet the wants and necessities of the greatest number. The person who engages in any sport for gain is not so careful of his methods of securing the best pecuniary results, and one does not want them placed side by side with a strict amateur. Would the League succeed if it should abrogate the rules which other associations of a like character adopt and recognize? Would League members be recognized as amateurs by the Bicycle Touring Club and Bicycle Union if its rules are not as strict as theirs? Would members of the N. A. A. A. and Union Athletic Club compete against members of the League without the latter first established their amateurship? We opine not, and think the League would lose many of its best members by changing its rules to allow teachers of bicycle riding to stand on the same footing with strict amateurs. Even the Bicycle Touring Club, which has nothing whatever to do with racing, adopts the strictest of amateur rules; although to the casual observer it would be difficult to see why a professional should not have the same privileges when off the track as one who never raced. We admit that every professional is not more speedy than an amateur, but the theory is that one who devotes his whole time to any particular business will become more proficient in it than a person who gives it a portion of his time only. The L. A. W., by its action in enforcing its rules, has shown its strength and developed the fact that membership in it is of some value; and where is the wheelman who is not willing to pay the yearly stipend of $1 to know that he is a gentleman amateur in good standing, and can remain so until he infringes its rules?

THE N. A. A. A. A. has been reiterating its iron-clad rule about amateurs and professionals, and the exclusion of those competing in games disapproved of or unauthorized by them. Under these rules, all those who competed in the series of Boston races during the winter are excluded, on account of the professional races in connection with the events. Of course, to bicyclers this is of little moment; but to such as are members of the Union Athletic Club it is of much consequence, — certainly in the case of Mr. Ethier, and if the rules are to be applied strictly, we cannot see how any of those who participated in the postponed races of the Union games of 25 January can escape the penalty of violation of the rules.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

22 April. Louisville bicycle races.
26 April. St. Louis. I. O. O. F. anniversary. Fair grounds. Five-mile race for gold medal, valued at $25; three-mile race for gold medal, valued at $17; one-mile race for gold medal, valued at $8; slow race, 100 yards, for plate valued at $5.00.
Boston Bicycle Club, April fixtures, 1882: 22. Headquarters, 1.30 P. M. *Via* Union square, Beacon street, Watertown, to Waltham (ten miles). Visit Waltham Watch Company. Home 4.30 P. M. *ad. lib.*—23. Headquarters, 2.30 P. M. Forest Hills station, 3.10, *via* Warren street, Walnut avenue, Hyde Park (ten miles). Mattapan, Lower Mills, Meeting House Hill *via* Adams street, home. (Total, twenty miles.)—26. Headquarters, 1 P. M. To Quincy Granite Quarries (ten miles), *via* Meeting House Hill, 1 45, thence *via* Bowdoin street, Washington street, Milton. Home, 4 P. M. *ad. lib.*—30. Headquarters, 11 A. M. To Taft's Tavern, West Roxbury. Lunch and rendezvous at 2.30 P. M. and return. Notice. Starts will be made punctually. Associate members are invited to participate in the April runs.
6 May. Stenton, Pa. Germantown Bicycling Club Race Meeting.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how

many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

MELROSE BI. CLUB. — At the annual meeting of the Melrose Bicycle Club, held on Monday evening, the following officers were elected for the ensuing year: President, F. H. Bosson; captain, George P. Merrill; secretary and treasurer, Frank M. Souther; bugler, C. D. Jefferson. Four new members were admitted, and the club voted to have weekly runs on Monday evenings, between May and October. F. H. BOSSON.

MELROSE, MASS., 11 April, 1882.

BROOKLYN BI. CLUB. — The third annual meeting of the Brooklyn Bicycle Club was held on Tuesday, 11 April. The officers elected for the ensuing year are as follows: President, S. C. Scott; captain, W. F. Gullen; lieutenant, Harry Wreaks; secretary and treasurer, E. A. Caner, P. O. Box 2,806, New York. John Lee and W. T. Wintringham are on the committee, and W. T. Wintringham is club bugler. One or two members will be present at the League Meet. William Carl, of 98 6th avenue, Brooklyn, was admitted a member of the club. W. F. G.

PORTLAND BI. CLUB. — At the annual meeting of the Portland Bicycle Club, the following officers were elected: President, J. H. Lamson; secretary and treasurer, F. A. Elwell; captain, A. W. Pierce; first lieutenant, F. N. Weeks; second lieutenant, E. O. Hawkes.

F. A. ELWELL, *Sec.*

PORTLAND, 15 April, 1882.

MARYLAND BI. CLUB. — *Editor Bicycling World:* — I have refrained from writing you of the formation of the Maryland Bicycle Club, on March 14, until I could have something more substantial than plans and promises to tell you about. Having first secured the names of fourteen to an agreement, on the above date the organization was effected, and the following gentlemen elected officers for the ensuing year: President, Edward A. Griffith; captain, Albert Trego; first lieutenant, Harry E. Brown; second lieutenant, John D. Lord, Jr.; secretary and treasurer, E. F. LeCato. The club and house committee were appointed, and the work pushed vigorously on, so that on Monday night, the 10th inst., our first monthly meeting was held in the club headquarters. We have secured a house on Boundary avenue, and have a reading and smoking room, pool-room, meeting-room, wash-room, bath-room, machine-room, etc.; and in point of location it is all that could be desired, being only a short square from the entrance to Druid Hill Park (the use of which has just been granted to bicyclers, with but one slight restriction), and in easy access of all the roads leading from the city. The club uniform is dark blue throughout; parole jacket, knee-breeches, stockings, and small cap with visor; the club color is cardinal, and the badge a crescent suspended from the lower points of a star. We now have twenty-one members, and feel no doubt that the present limit of thirty-five for active membership will soon be filled. We have also an associate membership, the limit of which is twenty-five. I enclose a copy of by-laws and rules of the club, from which you can see that we are established on a firm basis.

E. F. LECATO, *Sec.*

105 SOUTH STREET, BALTIMORE, MD., 14 April, 1882.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Bremen.

Editor Bicycling World: — One of our members went out to Lilienthal *via* Borgfeldt, Sunday, 19 March, on a beautiful morning, where we met two unattached, the former riding a 56-inch Invincible, the latter a 52-inch German make. (On inspection it proved to be from F. A. Dissel, in Dortmund; the machine is built with great care, and shows good quality, and although it can be improved upon, Mr. Dissel is to be congratulated on turning out such a fair bicycle with but one year's experience.) The route was then taken on to Obernenland, where No. 3 left for Hemelingen, his home; the two Bremenites returned and scored eighteen miles for the morning. Also one member out to Vegesack and back; roads dry but fair.

Last Friday an article appeared in one of the daily papers, written by some sour-tempered and crabbed old gent, protesting against our riding in the "Bürgerpark" as annoying to foot passengers in general; he further states: "The public hailed with joy the expulsion of all bicycle riders from the Wall and Contrescarpes," and that "it would be a boon to see them removed altogether." Three very polite and well-worded answers appeared and somewhat appeased the old gentleman's wrath. People here are of the mistaken opinion that our bells, when sounded, are meant to command them to give us the whole road, instead of a warning that we are coming; the stolid Teuton loves his quiet walk, but not so the swiftly flying wheel. *Talis est Germanorum tranquillitas.*

PUMPERNICKEL.

BREMEN, 22 March, 1882.

Albany.

Editor Bicycling World: — The prejudice of the public is relaxing, and we hope soon to have our rights respected to a greater extent than formerly.... Our genial president has ordered a marine bicycle, which we are all anxiously waiting to see; and as we have the fine old Hudson flowing by our city, he will have a fine place to use it.... There is some talk of a tricycle making its appearance among us, which, if true, will make a very pleasant addition to our number. ....Indorsing Chicago as the place for the Meet, and assuring brother wheelmen a hearty welcome should any turn their tiller this way, SEC.

ALBANY, N. Y., 7 April, 1882.

Answer to F. M., by Practical.

Editor Bicycling World: — As my name is included with Mr. Johnson's in an apparent slur, I must ask "F. M.," as an honorable gentleman, to come out and substantiate his insinuation of professionalism, or apologize; otherwise I affirm him guilty of gross and malicious misrepresentation. In regard to where he says "There are very distinct premonitions of it now, in the growing fractiousness of skilful amateurs under the rule of giving only medals as prizes, and the proposition to make them convertible into merchandise,— the thinnest disguise of racing for money I ever heard of. If dry goods, what is to prevent selling them for what they will bring, and why not give money prizes at once?" If "F. M." is the gentleman he probably pretends to be, perhaps he might understand that the same reason would prevent a man selling a useful prize as will cause him to retain a valuable gold medal which can as readily be disposed of. Possibly he can allow that a gentleman can race, be successful with the powers nature has given him and which he has preserved by judicious use and care, and still be honest enough to be trusted with the value of his prize won, even in more useful shape than that of a medal or cup. Human nature is jealous, and cannot bear to see another get ahead; consequently when a rider as a racing man is successful, he will find many who will take part against him on principle. Instead of congratulations, he receives from these insinuations which are a disgrace to those who make them. How can the path be kept clear and clean if every man who races is maligned and insulted, and credited with doing what he has been most careful to avoid? This is not a subject to be handled under influence of personal feeling or envy, but must be considered carefully and impartially. Heed ye the Golden Rule: Do as thou wouldst be done by.

W. W. STALL,
Boston Bicycle Club.

BOSTON, 15 April, 1882.

[We have received the following note from the writer of the article animadverted upon, which may appease Mr. Stall's justly incensed feelings, and save further misunderstanding. — ED.]

Editor Bicycling World: — I have to apologize, and do so most sincerely, for my stupid blunder of last week in classing Messrs. Stall and Johnson among professionals. It was inexcusable, and I can only plead in extenuation the reason Dr. Johnson gave to the lady who asked him why he defined a certain word wrong in his dictionary: "Ignorance, madam, pure ignorance." I wanted to disclaim any intention of treading on any one's toes, or aspersing the character of any class of men, and took the most familiar racing names known to me, without stopping to think whether they were professionals or not. Their racing repute quite overshadowed the fact of amateurship in my mind, and I did not discover my mistake till too late for correction in that issue. The error was really, therefore, a complimentary one; but it must have been a very offensive compliment to these gentlemen, and I hasten to make the fullest retraction, for fear my careless slip may be mistaken for an intentional insult, — the last thing I should wish to utter concerning strangers and honorable men. E. M.

Wanted, — Bicycles.

Editor Bicycling World: — There certainly is a "boom" in bicycle-buying this spring. At any rate, if dealers cannot sell machines it is because they have not got them to sell. A visit to the manufacturers reveals the fact that they cannot assure a customer of a machine before 1 June, and the importers are not much better prepared to supply the demand. This is the harvest time to dealers; and if they desire to build up a business and become popular they must have their wares on hand when the demand comes. There are in America certain standard machines which are always inquired for; and after spending a goodly amount in advertising them, the dealers should, in justice to their customers, be able to supply the demand. How long will it be before bicycling firms will be forced to do business in a business-like manner? There is certainly a large field for improvement in this direction, and by and by some one will take advantage of the situation, and their reward will, to say the least, be profitable. Honorable business competition is what we need here, to encourage and support the bicycling interest; and when we arrive at that point, then will we have good machines, and for a fair price. * * *

Notes from Newburyport.

Editor Bicycling World: — The first run of the season of any consequence from this city was taken on Saturday afternoon by a chum and myself, 50 and 52 inch respectively. The place visited was Ipswich, of course, for that is the first place a Newburyport wheelman thinks of visiting when taking a run. We left the city about 4.30 with a strong head wind blowing, and reached Ipswich a little after six, with about one hour and forty minutes' running time.

The roads were not in as good condition as one would wish for, or as we expected, not being sufficiently worn to insure safe and comfortable wheeling. In most places there are two wheel ruts, which, if once got into, are apt to prove dangerous, and in fact one of them was the means of causing a tumble on my part while returning. On our way over, we stopped to chat awhile with the gentlemanly old flagman at the Eastern Railroad crossing, in Rowley woods, and found him as lively and chipper as ever. No wheelman from this city would think of passing the house of the old gentleman without dismounting and exchanging a few words with him, and perhaps to take a glass of ginger beer, or some other light drink, of which he is preparing to lay in his summer stock. We also tarried a few moments at the green in Rowley, to speak to Landlord Smith, of the Eagle House, and to refresh ourselves from the pump standing near. Bull Brook Hill, just out of Ipswich, proved too much for us, out of practice as we were; and so dismounting, we toiled up the tiresome ascent. The town reached, we stabled our machines and sallied out on a tour of inspection. We found the young ladies of the place as entertaining and pretty as ever, — for which they are noted; and meeting two of them, former acquaintances, we managed to while away the evening very pleasantly. We stopped at the hotel, and returned home the following morning. I am sorry to say that the mile of oyster-shell road is getting somewhat worn, and is returning to its natural condition of gravel. The shells on Gravel Hill have not as yet got worn enough to warrant an easy ascent or a safe coast.....Haverhill, Lawrence, and Marblehead have been heard from on the "Newburyport idea," and all in favor. But where are Lynn and Salem, the banner cities of the county? Our Lawrence brethren have taken hold of the thing in good earnest, and have generously extended their hospitality and city for the first meet; which invitation it is to be hoped every wheelman in the county will accept. "869," of Haverhill, asks me to "stir 'em up." I do all I can, dear fellow, and accordingly I began at home, and endeavored to form a club; but not possessing the tact and enterprise of the Buffalo pioneers, who started with three, we were unable to organize, with even such a large number as six. At the close of the meeting, I found I was unanimously elected captain, president, secretary, treasurer, and to all the other offices. In some future letter I hope to describe the scene, and inform the readers of the WORLD how a club (?) meeting is conducted in Newburyport. I hope to hear from Lynn and Salem in regard to the "idea," soon, whether for or against; but, however, I trust that the 30th of May next will witness the organization of the E. C. A. of W., an association which will be a credit to the county and to the sport which we represent..... F. A. Mild of this city has sold his 46-inch wheel to George Meinerth, also of this city, and is to purchase a new 48-inch Harvard. We have also had another accession to our ranks. The machine is one of Philbrick's make, 51-inch, painted red. It is on a somewhat larger scale than a Columbia, but is quite a good looking wheel. The owner is Mr. Chauncy Dodge; and from his first lesson, which took place Monday evening, I should judge he would make a good wheelman. I fear I have already taken too much of your space, so I will dismount from the wheel of thought.

ELLSWORTH.

NEWBURYPORT, MASS., April, 1882.

CREAM CITY CURRENTE. — John M Fairfield was a visitor in this city Sunday, and enjoyed a ride with a few of his many friends here. He expects to have his new cyclometer in the market this week. The few in use in Chicago are pronounced the simplest, most accurate, and compact instruments yet placed before wheelmen. ...A local wheelman has perfected a new suspension saddle which gives entire satisfaction. ...The regular weekly club run which was called for Saturday was adjourned until the following week on account of rain.....The WORLD is eagerly looked for every Saturday afternoon, and every reader is disappointed should it be delayed until Monday.....Secretary Hibbard is in the city for a short visit. SCRIBE.

MILWAUKEE, 10 April, 1882.

To Western Wheelmen.

Now that the L. A. W. has decided upon Chicago for the next Meet, it behooves Western wheelmen to show due appreciation of the fact that in so doing the League has shown itself to be not at all an organization confining itself to the East only. It is to be regretted that in the past the West has not given the L. A. W. the support it should: but this is owing mostly to the general feeling that in so doing they would be contributing to an Eastern institution, purely local in character, and without any present or prospective benefit to the West. The fact that Western men have had no hope for L. A. W. benefits has bred an indifference to its interests and hence the returns in Western memberships have been very small. It has perhaps surprised Western bicyclers not a little that Chicago has been selected for the Meet, — surprised because an organization hitherto thought to be practically Eastern in membership and disposition should favor the minority and vote the chief event of the association to be held in that part of the country from whence it derived its most meagre support. To say that Western wheelmen will fail to recognize the true meaning of this concession would be to accuse them of dulness. The Meet is not voted to Chicago alone; it is to the whole West, and to Chicago as its metropolis, and is a voluntary concession on the part of the majority of the membership, Eastern men, that the League is what it claims to be, — one of American wheelmen, and not one local only in the cause which it claims to champion. As such it must have the unreserved support of the West as well as the East; of every State in the Union, for in so far

as it fails to have its agents in any part of the country where there are bicyclers, and consequently necessity for the performance of its offices, just so far is the organization incomplete. That part of the country, city, or club which withdraws its support from the League because it sees no benefit to be derived therefrom retards just so much the development of resources by which these benefits are to be secured. If, instead of waiting for the consummation of the League's projects before giving it their allegiance, they put their shoulder to the wheel and help it reach that end, they will find it will come sooner. The League of American Wheelmen cannot perform perfectly the offices for which it is organized without a full representation all over the country. Until this representation is complete, then, whatever benefits it may have the ability to confer will be confined to that part of the country in which its membership is the more complete and active. That the benefits to be derived from association with the League are conferred equally upon every member we cannot say. It is not reasonable to suppose that the single unattached member residing alone in the interior of some far western Territory can enjoy its benefits the same way as the New England man, so far as the mitigation of his condition as respects the liberty of his wheel in his immediate neighborhood is concerned. But let that individual make a tour farther east or west, or go where there are a body of wheelmen gathered together in the name of the L. A. W., and he will then discover the value of his membership ticket.

That the West must "brace up" is a fact. If there was no reason for the organization of such an institution as the L. A. W. it would not have been organised. The reason for that organization, if not apparent, will be found by perusing the League Hand-Book, which is open to all who take the trouble to get one. That the organization is effected, and that its object is for the benefit of wheelmen at large, is sufficient evidence that it should be thoroughly supported. If Western bicyclers who are not already members will consult their own interest, they will join the League at once. We know there is a disposition to wait until the present League year has expired, that they may have the benefit of a year of membership for the fee. This may be a nice little piece of financial management, but it certainly will not look well to have our parade composed of more non-Leaguers than League members. In the Meet in May there will be, without doubt, a majority who are unattached. It cannot be expected otherwise; but as for the insinuation of Eastern bicyclers that they will be a motley crowd, we beg to differ. All our little Western towns have more or less bicyclers in them, and they are generally organized in clubs, — non-Leaguers. In point of make-up these clubs can put on a good front, if they are not so unfortunate as to be mounted on machines too small for them, which is generally the case. But we can name Western cities who can and will send us delegations mounted on wheels of diameter which will be a revelation to Eastern folks, and presenting a handsome military front. Western bicyclers will bear in mind that to a certain extent the East will come here to criticise us. It is natural they should. In turn we will criticise them. It will be the meeting of two branches of an order, each having different ideas and customs, but one in the idea upon which the organization is based. Chicago and Milwaukee will form the groundwork, and on the skill and good appearance of the representatives from other Western cities and towns will depend the beauty of the parade, which will not rely so much upon numbers as upon the individual expertness and uniformity of the clubs participating.

That the L. A. W. will benefit by the Chicago Meet we have no doubt. While the unattached element may be out of proportion in the parade, their names will undoubtedly grace the membership roll before the year has expired.

STENO.

CHICAGO, 8 April, 1882.

A Tour through Ireland. IV.

HOW IRISHMEN RIDE. BY ONE OF THEM.

NEXT morning the only difficulty which presented itself to our minds was what road we should take: there were several recommended to us, and it was hard to decide on one of them. Jerry was anxious to visit the celebrated lake of Gougane Barra. This, however, was a most difficult route. Then there was Glengariff, and of course we must see Killarney, and if possible the ocean-battered coast of Kilkee; so on that morning

> We argued the thing at breakfast,
> But we didn't again at tea,
> For ere then we had seen Glengariff,
> And rattled through Keim-an-eigh, —

two places the recollection of which I shall carry with me as long as I live or am possessed of that faculty so potent for pleasure or pain, memory. We decided on Glengariff for our first stopping place, and indeed every one agreed in recommending it, as we could from thence strike straight up to Killarney. Now, I am not going to give a detailed account of this portion of our ride; if I did, it would fill volumes, and after all I do not think I could do justice to it: it passes beyond the power of my pen to describe the scenery from Macroom to Glengariff. We left at nine o'clock, taking the road through Inchygeelagh. This was the grandest and most rugged scenery which we had as yet witnessed. As we progressed the country got wilder and wilder; rocks crept down to the roadside, heaping themselves above it; hills behind them rose barren and wild, their only covering the heath, their only ornaments the scattered bowlders and yellow furze. At the back of all towered the mountains, massive and silent; they seemed keeping guard over this wild scene of savage grandeur, where the rock and the stream appeared monarchs of all. One could not help calling to mind the well-known lines of the last of the Irish bards, when he sang of this beautiful portion of his native land: —

> "In deep-valleyed Desmond a thousand wild fountains
> Come down to the lake from their homes in the mountains."

Callanan lies in his far-off Iberian grave, but the music of his words still lives in lone Gougane Barra, Desmond's Valley, and Keim-an-eigh. Crossing the Lee at Inchygeelagh we followed the Glengariff road; and if the former portion of our ride had been through rugged and grand scenery, this part of the road we were now entering upon was savage and terrible in the extreme. Huge rocks closed round us on every side, clothed with their wild growth of heath and ivy; they seemed to shut us in and bar the passage on every hand. Round one rock we went, but to find the road apparently shut in beyond. On we walked (we had dismounted) amid a solitude and silence which I should fancy might well typify the loneliness and solemnity of a country graveyard, only in the latter you would be pretty certain to hear the voices of birds; here we noticed none, everything was silent grandeur. It needed no voice of man to tell us we were in the pass of Keim-an-eigh. Its name we had often heard, its history had just been recounted to us, and we looked round on this wild spot of nature's fanciful construction with mingled feelings of awe and admiration. This pass of Keim-an-eigh, of about two miles in length, is one of the sights of this part of Ireland; and I recommend any tourist who desires to see "Old Nature" in her most angry mood, when she only wants a good scolding voice to scare the devil himself, to take the road from Macroom to Glengariff. But a treat of a different kind was in store for us, when we left the "pass" behind, and rode on towards the sea. "God save Ireland," said Jerry Maxwell, as Bantry Bay spread its broad bosom out before us; and "Amen," said I. It was really magnificent. "There are the Reeks; that must be Mangerton away to the right," said Jerry, as we sprang down from our steeds to gaze on the picture which spread itself out before us at seven o'clock on Saturday evening, 9 July. Bantry Bay need not be described by me: any tourist's guide-book no doubt dwells on its beauties, and gives them in detail better than I could. But the view of this beautiful sheet of water, with its islands and its hills, seen on a warm summer evening, with the sun sinking towards the west, is worth any toil or trouble that the tourist, be he bicycler or non-bicycler, may encounter in reaching it. I have heard it said that there is not a finer bay in the British Islands than

that of Bantry, and I am willing to believe the statement. We got into Glengariff at eight o'clock, and our first attentions after supper were given to the machines; for they had not got a decent cleaning since leaving Dublin, and it was time to see that they were not anything the worse for their unusually long peregrination. All was satisfactory, — not a nut loose, and everything in first-class order; so leaving them to their well-merited repose, we retired to ours, with the comforting expectation of having all the next day Sunday to rest ourselves, and to inspect the neighborhood of Glengariff. Next morning we were up bright and early, and our first bolt was for the shore, where we had what was to us the tremendous luxury of a swim. Then breakfast interested us, and a ramble round the country was the next item of the programme. I have taken a good many walks, with pleasant companions, through almost every kind of scenery; but I can safely say that I never experienced greater pleasure from any pedestrian excursion than from this stroll through the beautiful scenery round Glengariff. Speaking for myself, I almost prefer it to the much-vaunted beauty of "the Lakes," and I have met several parties who were also inclined to give the preference to this magic valley by the sea The glen is magnificent: it is a deep valley encircled all round by mountains and rocks, and extending for about three miles. Below in the vale all is soft and beautiful: trees of every size and shape, streams running down from the hills in endless numbers to join the river, which, plunging down the side of Hungry Mountain, bursts into a magnificent cataract of nearly eight hundred feet in height. Words fail to describe the varied beauties of the panorama spread before the eye from various vantage points in this charming locality. We had the whole day to rest ourselves, and rest we did, beneath the luxuriant foliage and the cool shade of the rocks. The woods, the streams, the hills all combine to make up a picture which can never be forgotten; and when to the beauty of the land the broad bosom of old ocean — represented in the glittering waves of Bantry Bay — is added, you have a portion of the earth's surface where one might well dwell forever, and still find some new beauties of nature to awaken their sympathies. This was the most enjoyable day of our whole trip, and we returned to our hotel feeling thoroughly invigorated for our next day's work. Next morning, bidding farewell to Glengariff, we took the road to Kenmare. What a comfort it was to have the machines clean and trim! The sun shone as brightly as ever, the weather was warm, without being inconvenient for riding, and the road was as fine a one as we had ever travelled, and ran through magnificent scenery; giant rocks and mountains all round. It appeared strange to be bowling merrily along a road smooth as a board, amid the wildest scenery one could well imagine; indeed, the roads through this portion of the country are splendid, and I would have no hesitation in recommending them to the most effeminate or lazy of wheelmen. This day, Monday, was the hardest riding day we had up to then experienced. Leaving Glengariff at eight o'clock, by ten we were in Kenmare, and without halting, proceeded on to Killarney. The road for several miles beyond Kenmare lacked the interest which had characterized it from Glengariff to that place, but on approaching Killarney the scenery gradually returned to its old attractiveness. We were riding at a tremendous rate, and at half past eleven the front view of the upper lake burst upon our gaze. Its appearance is stern and grand. Surrounded by the high summits of the Reeks, it appears cut off from the associations of the surrounding country, and is in every respect different in appearance from the lower, or Lake Lene. The road led round the lake for several miles, and as recommended, we inquired for Mucross Abbey; for by taking the various points of interest as they came, we could see more during our limited stay than by going straight to the town, and starting round from them. And now you will ask why, after riding so far, we should be contented with but a superficial view of the beauties of Killarney. Jerry Maxwell's remark ten miles outside of Glengariff will explain the matter. We were riding at a sharp rate, and discussing the length of road before us, and the anything but satisfactory length of our common purse, when Jerry, turning round to me, said with a sorrowful shake of the head, "I 've heard the saying that money makes the mare go; but by the rock of Cashel, Jack, it 's the want of it that is making us go." Now you have the secret of the haste which characterized all our movements after leaving Glengariff. After passing the Upper Lake and its magnificent mountains, we ran down by the Middle Lake, and consigning our machines to the care of a cottager, and taking one of his "gossoons" with us, we were by this youthful Hibernian shown the glories of the abbey. It is a grand old ruin, and consists principally of two large masses of old masonry, at the end of one of which there is the remains of a fine old window. We were favored with a few stories of the place by our youthful guide, the matter of which the young scamp must have altered to suit his own fancy; for they bore very little resemblance to the tales of Crofton Croker, which I looked up after returning home. Tipping the youngster for his trouble and his stories, we next went round the lower lake to Killarney. This lake is different in appearance from the other two. The upper one is stern and wild, the middle one is small and less rugged, and the lower one, the largest of the three, is quiet and serene compared with the upper lake, and is dotted with beautiful islands. We had lunch at the town, and then started for the Gap of Dunloe. This celebrated pass is about three or four miles from the town, and extends for about three miles in length. The view of the gap breaks upon you suddenly at the entrance, and it is one of the grandest sights about Killarney: at least it appeared so to us. Jerry said it licked the lakes completely. It is wild in the extreme, and looks like an immense gash through the mountains, which rise on either side, and with the rocks and the river give the place an air of stern grandeur which cannot easily be forgotten. We got back to Killarney by four o'clock, and started immediately for Tralee, having seen the best part of the celebrated touring place of Ireland in one day. And now commenced the real working part of the ride. Tralee was sixteen miles distant and had to be reached that evening. We had ridden already during the day nearly thirty miles, and had walked for three hours, which would alone have constituted a a fair day's work; but Tralee had to be made, in order that we might reach the Shannon by midday on Tuesday, to catch the boat which leaves Tarbert daily for Kilrush, on the opposite side of the river, for of course we could not be expected to bicycle across the largest river of the British Islands, and at its widest part too. The road appeared tame to us after the glorious ride during the former part of the day, and when we got into Tralee at 7 P. M. we were pretty fairly tired out, and were glad to retire to bed sharp at nine o'clock. Here I may remark that when on a bicycle tour, I have always found it pays best to knock off work about seven o'clock, and leg off to bed as soon after nine as possible.

CURRENTE CALAMO

THE Kentucky Bicycle Club will soon have a fine race track in Louisville.

THE Ohio wheelmen are making arrangements for the August meet of their State League.

THE Montreal wheelmen are projecting a bicycle run to Boston some time during the summer.

A CUSTOMS official of Tientsin, China, has purchased a Columbia bicycle for use on the Celestial highways.

PRESIDENT MILLER, of the Buckeye Bicycle Club of Columbus, O., is convalescing from a recent serious illness.

CAPT. C. P. SHILLABER of the Massachusetts Bicycle Club has started on a trip South for his health; says he shall keep on in that direction till he finds warmer weather.

THE first bicycle purchased and owned by Uncle Sam is a Columbia, on the requisition of the health officer of the ports of Georgia. Agent Mason of New York furnished it.

MR. W. W. STALL invites his friends to call upon him next Sunday, 23d inst., between two and five o'clock P. M., to inspect and try the marine bicycle on Charles River, at Faneuil Station.

CONSUL C. L. CLARK, of Newton, has issued a request to unattached Leaguers of his district to communicate with him in regard to attending the Chicago Meet. His address is Box 169, West Newton.

On Tuesday, 25 April, twenty members of the Boston Bicycle Club will run to West Newton to attend the minstrel entertainment of the Newton Boat Club. Leave headquarters, 53 Union Park, at 6.30 P. M.

FRED. JENKINS, editor of the *Wheel*, has assumed the control of the bicycle agency, 791 5th avenue, New York, formerly W. M. Wright's, and he will, we doubt not, put new life into the Gotham bicycle market.

SMITH, the two-mile American champion, is, according to English advices, on his way to this country again, and proposes to contest some of our races the coming season. Well, he must do something better than 6.33⅓ for two miles this time.

IN the Institute Fair races, the 29th inst., it is probable that Prince and Rollinson will race for a stake; but should not Rollinson come to time, Prince will race against time for five miles, and endeavor to beat the best American record, amateur or professfonal.

ELSA VON BLUMEN covered eight hundred and fifty and two thirds miles in her last week's ride in Detroit, which was fifty more than she agreed to and one hundred and fifty less than she tried to; at least it is so reported, although the New York sporting press probably won't believe it.

MR. E. L. DAVENPORT, son of the eminent actor, and himself a knight of the buskin, is in Boston, with Curtis's "Sam'l of Posen" company, now performing at the Globe. Mr. Davenport is an enthusiastic wheelman, and has contributed to the WORLD and other wheel papers articles of interest to bicyclers.

THE *Bohemian* says C. O. Meyers is the only wheelman in Logan, but intimates that another man has the fever. The same paper says Canal Winchester has a six feet five and one half inches young man who measures for a 62-inch wheel. As stories usually grow in proportion as they near the setting sun, we are surprised at this.

THE sporting press are still parading around the country the erroneous daily newspaper reports of J. S. Prince's 22 February exhibition five-mile time in the Institute Fair building. The time-watch used gave the time as 16m. 28½s.: but as the watch gained just three quarters of a second per minute, the corrected time was, as reported by us at the time, 16m. 16½s., as near as it can be figured.

MARBLEHEAD wheelmen have been having hard lines recently. One had a tire strip while he was coasting, and was thrown off and received a severe cut in the leg from some part of the machine; another, the same day, was thrown and badly injured his knee; and still another had all the conceit instaneously shaken out of him by a violent Marbleheader. Bad roads, or very careless boys, or both, in Marblehead.

THE Boston Bicycle Club has arranged for a series of splendid suburban runs during the present month the first of which was a trip to Maplewood for dinner last Sunday, *via* Cambridge, Medford, and Malden; the second was on Wednesday, to Chestnut Hill; and a third is to take place to-morrow, leaving headquarters at 1.30 P. M., *via* Watertown and Waltham, and will include a visit to the Waltham Watch Company's works.

IF any of our tall riders wants a first-class wheel, a chance to get one is offered in our advertising columns, by President Miller, of the Susquehanna Bicycle Club. It is a good bargain, without question, and no better machine is made in England than the Premier. Mr Miller says he will deliver it free of charge to any Chicago purchaser immediately after the League Meet, as he intends to take it there with him, if not sold before then.

ATTENTION is called to a second request for consuls' reports for Massachusetts, in another column. It appears that out of thirty-five consuls in Massachusetts, only twelve have complied with the request and forwarded reports. This is bringing to the surface several significant points If the consuls of the L. A. W. will not take the trouble to even send in a report, can it be supposed that any amount of work by the officers will bring better results?

MLLE. ARMAINDO throws down the gauntlet at the feet of those sporting journals who have expressed doubts of her having actually wheeled 617½ miles in seventy-two hours, and offers to stake $500 she will do it again, and in New York, and let the doubters appoint referee and judges, survey the track, etc. She also offer to race any woman twenty-five to one hundred miles for the same amount. Where's Elsa, who claims 1,000 miles a week as her record?

AT the Fast Day morning run through the Newtons, the Massachusetts Club turned out thirty members and three visitors, and rode the entire distance in "form" The new shoulder-straps of the officers were much admired. For the captain, each strap had a dark-blue ground of velvet, trimmed with gold bullion, and having in its center a silver wheel flanked on each side by two silver bars. The first lieutenant had one bar, and the second lieutenant the wheel alone.

ST. LOUIS wheelmen are experiencing a new sensation, the Missouri Club having imported a tricycle, Royal Salvo pattern; and recently President Garvey of the Missouri Bicycle Club, accompanied by Capt Young and Louis Lueders, took a ten-mile run to Forest Park and vicinity, Mr. Garvey on the tricycle and the escort on bicycles. A two-headed elephant would not have attracted more attention than "the new-fangled do-funny," as one of the park police called it. The new departure behaved well, mounting Lindell Hill without a stop, and gave evidence conclusive of its utility and value as a roadster.

THE Cunningham Company have abandoned the Institute Fair riding school, which has been carried on under charge of J. S. Prince during the winter, and the Pope Manufacturing Company is making arrangements with Messrs. Atkinson and Gilbert to run a rink on an extensive scale in connection with their Casino during the summer. Mr. Weston of the Cunningham Company is entitled to great credit, not only for his enterprise in inaugurating the series of interesting winter events at this place, but for having procured the floor and laid out the best in-door course in the country; and it is to be regretted that he is unable to continue his control of it.

WE mistook the date in announcing Mr. J. S. Prince's forthcoming races at the Institute Fair building for 22 April. The races are to be held 29 April, and the entries will close at noon of Tuesday, the 25th. The riders in this vicinity are still training, and several new men are proposing to compete. Mr. Prince directed the training of Underwood, Ahl, Dean, Claflin, and other Boston contestants in the late racing; and it will be worth while to see these men try conclusions once more against each other. Dean will receive no handicap this time. Corey of the Meteors proposes to participate in the one-mile race, and would be glad to meet Faulkner of the Stars again.

TEN of the Boston Bicycle Club, under command of Lieut. Woodman, rode to Cliftondale and Maplewood *via* Cambridge, Medford, and Malden, Sunday, the round trip about thirty-two miles. The Massachusetts, Chelsea, Crescent, Roxbury, Bay State Wheel, and other local clubs had lots of men on the road, the weather being the most spring-like and salubrious of the season, and the roads, except that they were dusty, were in very fair condition. Bicycles were about as frequently seen in the suburbs as other vehicles; but why will riders so discredit the pastime and themselves by sprawling through the air in long trousers when out specially for a ride, and not on their way to church or for the doctor?

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary L. A. W.

LANCASTER BI. CLUB. — C. Longenecker, president; John E. Snyder, vice-president; Walter Boardman, captain; W. Frank Gorrecht, secretary and treasurer; Joseph L. Cogley, bugler; Martin Rudy, Lemuel Mills, Michael Gray, George Sullivan, Fred. Achey, Hector Rohrer, William Lebzelter.

FALLS CITY BI. CLUB. — Wm. Francke, captain; Geo. A. Francke, Orville Anderson, H. Haupt; A. S. Dietzman, secretary; H. Helburn, — all of Louisville, Ky.

CENTAUR BI. CLUB. — Arthur J. Richmond, 46 Angell street; A. Lockwood Danielsson, J. De Forest Danielsson, 66 Angell street; Henry B. Dorrance, 127 Waterman street; George O. Dexter, care Lewis Dexter, Esq.; Walter B. Taft, 12 Franklin street; J. Wanton Dunnell, care E. F. Child, Esq., 4 Westminster street; William A. Robinson, 37 Angell steet; Henry T. Guild, already a member L. A. W., 101 Waterman street, — all of Providence, R. I.

NEW YORK BI. CLUB. — Additional: Edward J. Shriver, 64 Wall street; E. C. Delevan, Jr., 33 Nassau street; Walter Lambert, Nassau and Wall streets; P. J. Ronaldi, Jr., 54 Cliff street; Clarkson Cowl, 18 South street, — all of New York.

MASSACHUSETTS BI. CLUB. — Additional: Darwin J. Smith, care Mason & Hamlin Organ Co., Cambridgeport, Mass.; Wm. Willis Clark, care H. F. Miller, 611 Washington street, Boston, Mass.; Charles F. Hopkins, Waltham, Mass.; Ralph P. Ahl, 90 Chester square, Boston, Mass.

MARBLEHEAD BI. CLUB. — Additional: Wm. A. Lindsey, care Charles D. Wheeler, Marblehead, Mass.

UNATTACHED. — Herbert Weatherby, Valparaiso, Ind.; W. R. Crawford, 2,000 Calumet avenue, Chicago, Ill.; Arthur W. Ballou, Needham, Mass.; Otis J. Young, Needham, Mass.; Charles H. Moore, 3,419 Race street, Philadelphia, Pa.

Notice to Directors.

MR. E. J. WARING, director L. A. W. for Pennsylvania, having removed from the State, Mr. Alfred Ely, Jr., of Erie, Pa., has been appointed acting director to fill the vacancy until 30 May.

KINGMAN N. PUTNAM, *Cor. Sec.*

Notice to Eastern Clubs of League of American Wheelmen.

THE annual business meeting of the League will be held at Chicago on 30 May, at the time of the Meet. At this meeting, besides a great deal of important business in connection with alteration of rules, etc., which will then come before the League, the election of officers for the ensuing year will be held.

Under the rules of the League no voting by proxy is permitted, each member present being entitled to one vote, — excepting that clubs whose entire membership has joined the League are entitled to be represented by delegates, one delegate for each ten members; and such delegates, upon presentation of credentials signed by the president and secretary of the club, authorizing them to do so, may cast ten votes each in all proceedings of the meeting.

The minimum expense of attending the Meet from New York will be about $40; this sum, including fare and sleeping berth from New York to Chicago and return, at the most favorable rates that have yet been offered. And as this will make it rather an expensive trip for individuals to bear, each for himself, all clubs who have the best interests of the League at heart, and desire to assist in the selection of an able corps of officers, and take part in the important discussion of the meeting, are earnestly requested to *select* and *send* delegates in such cases where they would otherwise not be represented to the full extent of their suffrages, and to furnish these delegates with credentials addressed to President Pratt and signed by the president and secretary of the club.

Secretaries of clubs in the Eastern States are requested to send to the undersigned as soon as possible their estimates of the number of wheelmen from their club who will probably attend the Meet; and to send as soon as practicable the names of such delegates, stating whether they will go *via* New York, and about what date they will start. The undersigned is in communication with railroad ticket agents; and if a number of wheelmen start together, or go by the same line, he thinks that he can obtain more favorable rates than those at present offered.

The Western members of the League are doing their best to insure the success of the Meet; and it remains for the Eastern wheelmen to show that these efforts are appreciated, by making the Meet not only successful in number, but what is more important, representative in character. Yours fraternally,

KINGMAN N. PUTNAM,
Corresponding Secretary L. A. W.

To Wheelmen.

THE following rates have been offered by one of the trunk-line railroads to wheelmen visiting Chicago for the League Meet, 30 May: — Excursion tickets from New York to Chicago and return, $32. Special care provided for wheels, free. Sleeping-car berths, $8.00 per section, holding two; or a special sleeper with fourteen full sections, accommodating fifty-six men, for $110. The train leaves this city at 7 P. M., *via* Philadelphia, Baltimore, and Washington, arriving at Chicago in thirty-six hours. In order to secure the above rates, the wheelman's application must be indorsed by the undersigned.

Please send to the corresponding secretary's address as soon as possible the names of wheelmen of your club and your vicinity who will probably attend the Meet, and the date on which they expect to start. If a large number go together, these rates will probably be considerably reduced, and it is highly important to have these estimates on file by 1 May. Full instructions and all further details will be sent to every wheelman who signifies his intention of going. Yours fraternally,

KINGMAN N. PUTNAM,
Corresponding Secretary L. A. W.

Consuls for Massachusetts.

CONSULS' reports, as requested in the BICYCLING WORLD, are wanted from the following consuls without delay:— F. H Johnson, Brockton; Chas. A. Pitkin, Braintree; A. J. Philbrick, Salem; Wm. H. Ames; North Easton; Chas. H. Currier, Roxbury; A. E. Wood, Northboro'; Amos B. Ashcroft, Chicopee; Walter O. Faulkner, Lynn; Geo. E. Whittaker, Hudson; Lewis T. Frye, Marlboro'; Arthur Whittaker, Needham; Byron P. Blackinton, North Attleboro'; E. Stanley, Attleboro'; Geo. H. Shattuck, Pepperell; L. H. Shepard, Sharon; Chas. E. Beach, Amherst; Theo. S. Harold, Pittsfield; Oro. O. Davis, South Framingham; Geo. Harr, Lawrence; Orlando H. Burleigh, Natick; Frank H. Messer, Stoneham. Only twelve consuls out of thirty-five have sent in reports. It is necessary that the above-named consuls should submit their reports immediately. Reports should reach the undersigned before 10 May. Consuls not making returns before that date need not look for a reappointment. Very fraternally,

EDWARD C. HODGES,
FRED. S. PRATT,
Directors L. A. W. for Massachusetts.
28 STATE STREET, BOSTON, MASS.

L. A. W. Meet, 1882.

To any Bicycler: Dear Sir, — The second annual Meet of the League of American Wheelmen will be held in Chicago, 29 and 30 May, 1882. It is the intention of Chicago wheelmen to make the occasion worthy of the League in point of entertainment and numbers. We propose to send an invitation to every bicycler in the United States and Canada, accompanied with a map of Chicago, upon which will be traced the route of the parade, drives, headquarters, hotels, and railway depots, with general information relating to the Meet, that intending visitors may be at once well acquainted with the situation. A reply from each will be requested as to whether we may expect him to be present, so that by the first of May we will have an idea of the number of wheelmen it will be our pleasure to entertain. Will you have the kindness to return to me, at the earliest moment, a list of all bicyclers in your vicinity, with addresses, both club members and unattached? Your prompt action will help our plans greatly, for which we shall be very much obliged to you.

BURLEY B. AYERS,
Secretary Entertainment Committee.
CHICAGO, 1 April, 1882, 114 So. Hoyne avenue.

GLANCES ABROAD.

THE Speedwell Bicycle Club held a very successful exhibition, similar to the Stanley show, although of course not as large, at Bingley Hall, Birmingham, 22, 23, and 24 March, the total number of entrance-paying visitors for each day being 799, 2,253, and 3,914, respectively. ....The Bicycle Union and the Tricycle Association appear to amalgamate very harmoniously, and consequently satisfactorily.....The great bicycle meet to take place 20 May, at Hampton, bids fair to surpass its predecessors in point of members and character. ...Three bicyclists were fined for riding on the footpath at Little Coates parish, recently. ....A cyclists' union has been formed in Australia. A slow race was lately won in Melbourne, in the snail's pace of 4m. 21s. for 14⅛ yards.....Bicycling Mile Champion Howell offers to ride against Fred. Cooper a five or ten mile tricycle race, either at Surbiton or on the road, for £25 or £50 a side; or will bet either amounts that he will beat the latter's five-mile record, 19m. 9s. Howell says he prefers the rider to the record, but to prevent argument will give Cooper his choice. ...At the spring meeting of the London Athletic Club, at Stamford Bridge, 25 March, J. F. Griffiths, of the London Bicycle Club, with ten yards' start, won a mile race in 2m. 55⅘s..... Jockey caps are rapidly taking the place of polos among the English wheelmen. ....At Trinity College, Cambridge, races, 11 March, J. S. Whatton, from scratch, got second place in the mile race in 2m. 58s.....The royal family, at Kensington Place, has ordered another tricycle, — a 50-inch Premier. ...An English manufacturer has produced a three-wheeler for use in India to convey one or two passengers, the propelling power to be supplied by coolies on saddles at the rear of the carriage.....The *Cyclist* says: "From the way the American papers describe Mlle. Armaindo, of Chicago, it makes one long to have a look at her." What one of our contemporaries has been guying our English cousins?.... All old French bicyclists ride square oblong saddles, wider than they are long, without a pommel; and if Lamplugh would make a suspension, with as little pommel as possible, I am sure they would be found comfortable. Hills are ridden without the use of arms at all, the thighs being pressed against the saddle,

and one has plenty to sit upon going down hill. — *Cyclist*.....The latest received English papers show that the Revell fiasco has been heard of over there, and the *Cyclist* says: "We really ought to petition 'Jarge' (George L. Hillier), or some thoroughly representative man, to cross the 'herrin' pond' for a week or two, to remove bad impressions."

THE English 100-mile professional championship was to be contested the 8th inst., with Waller (present champion), Keen, DeCivry, Higham, Derkinderen, and several more of the same sort in the cast. The first winner gets the title and £25. The place is the Leicestershire Cricket Ground. The Easter professional handicap at Wolverhampton is also decided, probably, by this time. Keen, DeCivry, Duncan, Garrard, and Howell were the scratch men.

Boston Amusement Record.

BOSTON THEATRE. — "The World."....BOSTON MUSEUM. — "Rosedale."....GAIETY THEATRE. — Mrs. Partington Comedy Company.....GLOBE THEATRE — "Sam'l of Posen."....HOWARD ATHENÆUM. — "Uncle Tom's Cabin."....PARK THEATRE. — French Opera.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

$75 ENGLISH TRICYCLE, SPECIAL Centaur Ball-Bearing Tricycle, new in 1881, strap brake, front steering. In good condition. Cost $140. L. H. JOHNSON, Orange, N. J.

BALL-BEARING STANDARD COLUMBIA, 50-inch, for sale. New last spring. In excellent condition. Not been ridden 100 miles. Price $85, cash. Address 'Cycle, 8 Pemberton square, Room 12, Boston.

WANTED. — A good 48-inch second-hand Bicycle, at a low price. Address, giving *full* particulars and *lowest price*, A. S. PARSONS, Cambridgeport, Mass.

WANTED. — A 54-inch English bicycle. Must be cheap, for cash. Address, stating condition of machine, W. H. C., 4 Central street, Boston.

FOR SALE. — 54-inch English bicycle, ball bearings, in excellent condition. Address M. C. E., 32 Park Place, New York.

FOR SALE, CHEAP. — 52-inch Columbia Special of 1881, full-nickelled, and in perfect order. Price, $110. A 46-inch Standard Columbia, in good order. Price, $45. A 36-inch Columbia Mustang for $35. P. O. Box 284, Portsmouth, N. H.



L. A. W. Badges Pat. Sept. 13, 1881. Fine gold, plated, and silver, set with ruby, garnet, sapphire or diamond. Send orders to C. H. LAMSON, Portland, Me., Director L. A. W.

THE

MARINE BICYCLE CO.

Of Portsmouth, N. H.

Have ready for delivery a limited number of

Standard Marines.

Only an early order will secure one, as nearly all of the first lot have been sold to Director Lamson, Hill & Tolman, Consul Gilman, and other prominent wheelmen, yachtmen, and hotel proprietors who tried them last year. They are not an experiment, as hundreds of ladies and gentlemen will testify that they are safe, easily managed, speedy, and comfortable.

C. A. Jackson, yachting editor of the *South Boston Inquirer*, writes: "The more I think of our six hours' ride in the snow squalls, against head winds and over the heavy waves off Lynn beach, and our dry landing through the waves at Nahant beach, the better pleased I am with the crafts. The sail I can hardly praise sufficiently; it proved its strength and durability fully."

Lewis T. Frye writes: "I was astonished to find what little exertion it took to run the Marine."

President Philbrick, of the Rockingham Bi. Club, says: "It is a splendid success. You have added many improvements this year."

Agencies have been established at Portland, Nashua, South Boston, Worcester, New York, Baltimore, Rochester, Erie, and other principal cities.

Large Photographs 11 x 14 in. will be mailed for 35 cents.

Send stamps for circular and price list of Marines.

Address

C. A. HAZLETT, Manager,
Portsmouth, N. H.

ANNOUNCEMENT.

I WILL sell my 56-INCH **D. H. F. PREMIER**, close built, full-nickelled (except felloes, which are painted scarlet with narrow gold stripe), Bown's ball bearings to front and back wheels, H. H. & C.'s ball pedals, cradle spring, lace insertion saddle, two adjustable steps, Cooper's No. 2 Hub Lamp, nickelled.

It was built specially to my order, and is a perfect bicycle. My only reason for selling is that it is too large to ride comfortably over our hilly roads.

The price at port of Boston was $190; I will sell for **$165.**

The machine has not been roaded one mile.

F. A. MILLER,
SUSQUEHANNA, PA.

MISCELLANEOUS.

4-line Addresses in this department, $6 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival, and the John Wilson Co. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Free stabling for visiting wheelmen. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Highlandville, Mass.

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new 'Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

A. J. PHILBRICK & CO.

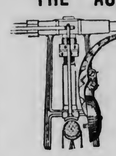
MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

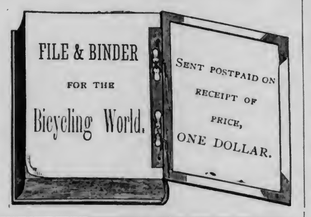
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.



THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

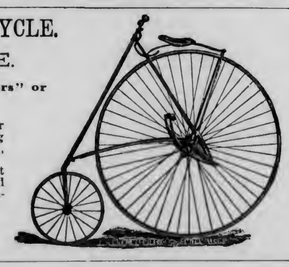
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.

Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for..... $41 00
From 50 to 56 inch..... 43 00



The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings, Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50
From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - Wolverhampton, England.

WHEEL PERIODICALS.

WHEELS are beginning to turn, and you should turn in your dimes at once if you wish to secure a copy of the *Wheelman's Annual* for 1882. Three fourths of the edition has already been sold.

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1.00; six months, 50 cents. *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Iliffe & Son, Coventry, Eng. Contains: Nearly 200 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1871, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881: with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Just received. Price 50 cents, postpaid. E. C. HODGES & CO., 8 Pemberton square, Boston.

LIVINGSTON'S PERFECTION CYCLOMETER

GUARANTEED CORRECT

Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.

H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, **CINCINNATI, OHIO.**

THE STANDARD, 1882.



THE STANDARD COLUMBIA BICYCLE

Has become the most popular and has gone into largest use. Every lot shows at sight, or will show in use, a constant improvement in excellence. The best choice in the world for beginners, and for all-around road use. Prices range from $75 to $132.50, including extras; cone bearings, parallel bearings, or ball bearings. Different styles of finish; rubber or horn handles, etc.

Notwithstanding the marked excellence of our Columbia ball bearing, approved by two seasons' use as the best bearing of its class, the success of our Columbia PARALLEL bearing for the STANDARD has exceeded all expectations. They are less expensive, require no adjustment, and are so constructed and tempered that they do not wear loose, and are remarkably even and easy running. Although many hundreds of them have gone out, and they are interchangeable at small expense for ball bearings, we know of no case where any have been changed. They go far to confirm the judgment of many mechanics and good riders that well-made and fitted parallel bearings and solid steel forgings, well proportioned, are the best for bicycles.

WHATEVER ELSE we make or sell, THE STANDARD Columbia is our machine FOR THE MANY.

CALL and examine our stock, or SEND stamps for 36 pp. new Illustrated Catalogue and price lists of our machines and goods for 1882.

Standard Columbias, *Mustangs,*
Special Columbias, *Tricycles,*
Expert Columbias, *Accessories.*

The Pope M'f'g Co. - - 597 Washington Street, Boston, Mass.

COLUMBIA BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.
Send for Circular to
I. P. LORD & CO., 48 Union Street, Boston.
C. H. ROBINSON - - - - Manager.

COLUMBIA BICYCLES.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,
BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps**. Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 28 APRIL, 1882.

Volume IV. Number 25.

[VOL. IV. **CONTENTS.** No. 25]

Editorial: The Handicapping 295
Wheel Club Doings: Kings County; Falls City; Troy; Atlantic; Bristol Wheel; St. Thomas; Newton; Toronto; Keystone; Hill City . 295
Correspondence: The League; The Essence of Professionalism 297
Rochester Club Exhibition 298
L. O. W. 299
Races: New York 22d Regt.; Prince-Rollinson Agreement 299
Tour through Ireland 300
Better Pennsylvania Roads 300
L. A. W.: Applications 301
Currente Calamo 301
St. Louis Notes 302
Books and Pages: Bicycle Tour in England and Wales; The Century 302

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

GOY, the Athletic Outfitter, 21 and 22 Leadenhall street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.



L. A. W. Badges Pat. Sept. 13, 1881. Fine gold, set with garnet, ruby, sapphire, or diamond. Prices from $5.00 upwards, according to finish and stone. Suitable also to be worn as scarf-pins. The same design also mounted as watch charms, sleeve buttons, etc. Smaller gold and enamel badges, $2.50 to $3.50. Send orders to C. H. LAMSON, Director L. A. W., Portland, Me.

SCHUYLER & DUANE,
189 BROADWAY . . . . NEW YORK.
Sole U. S. Agents for
THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to above address for largest and most complete Illustrated Catalogue yet issued in this country.

AMATEUR PHOTOGRAPHY

How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA.



Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L, Rochester, N. Y.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.
Knife-Edge Treadle.
Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.
Capitol Avenue, Hartford, Conn.
MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

Grand Series of Exciting
BICYCLE RACES
AT THE
NEW ENGLAND INSTITUTE BUILDING,
HUNTINGTON AVENUE,
SATURDAY EVENING, APRIL 29.

☞ The Fastest and Most Skilful Bicyclists of the World will participate, and all previous records will no doubt be broken.

The contests are as follows: —

AMATEUR EVENTS.

ONE MILE RACE — Handicap.
FIVE MILE RACE — Scratch.
ONE MILE BOYS' RACE (for boys under 15 years of age). Post Entry.

PROFESSIONAL EVENTS.

10 MILE RACE for the Professional Championship of America and a Purse of $400 ($200 a side), between JOHN S. PRINCE of Boston, and FRED. S. ROLLINSON of New York.

This Race will be open to any other riders who will deposit the amount and subscribe to the conditions before the day of the race, to W. E. GILMAN, BICYCLING WORLD, 8 Pemberton Square, Boston.

5 MILE LADIES' RACE,
For a Purse of $100.

M'lle LOUISE ARMAINDO, Champion Lady Bicyclist of the World, against Miss IDA BLACKWELL of Boston. The latter is allowed a start of one lap (352 yards.)

Admission 25 cts. Reserved parts 50 cts.

Doors open at 6.30 P. M. Commence first race at 7.30 P. M.

Try a Pair of
THOMPSON'S
PATENT
ELASTIC TIPS,
FOR BICYCLE HANDLES.
Just the thing to
PROTECT YOUR HANDS,

Also your nice polished handles, in case of a header. They are made of

PURE PARA RUBBER

And will FIT YOUR REGULAR HANDLES.

Sent by mail to any address on receipt of price, per pair, **$1.00.** Address all orders to

The American Bicycle Company,
DEALERS IN ALL
MAKES OF BICYCLES,
79 ORANGE ST., NEW HAVEN, CONN.
P. O. BOX 810.

☞ Send diameter of Handle at large end.



THE "UNION BICYCLE"
IMPROVED

With the cranks projecting both in the same direction, insuring greater power on

Rough Roads and Hill Riding.

Made of the very best Material and perfectly fitted by workmen brought from England.

VERY HIGHLY FINISHED AND ORNAMENTED.

Price, 50-inch, half bright - - - - $90.00 less 10%.
" " full Nickel - - - - 115.00 " "

McKEE & HARRINGTON,
MAKERS,
177 Grand Street - - NEW YORK.

BICYCLE LAMPS, 1-2 Nickel.....$2.00 net.

☞ SEND FOR CATALOGUE.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
Pope Manufacturing Co., 597 Washington St., Boston.
American News Co., 39 Chambers St., New York.
Wm. M. Wright, 791 Fifth Avenue, New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 28 APRIL, 1882.

THE HANDICAPPING.

A CORRESPONDENT of *Turf, Field and Farm* says, concerning the recent five-mile handicap race: —

"Mr. Gideon was treated most shabbily in this manner: Mr. Dean was one of the handicappers; also a rider in the race. Of course he placed himself some 280 yards on the start. A handicapper has no business to race, nor is any one allowed to handicap who has money staked on a race. This is the English rule. I may be wrong; but I have a notice where a dispute arose, and was decided against the handicapper."

In this connection it is but justice to state that while Mr. Dean was nominally one of the handicappers, that gentleman, practically, had nothing to do with arranging the handicaps, nor was he even consulted by the other members of the committee, who went to work almost entirely on the basis of the practice time of the contestants during training, and yielded largely to the knowledge and recommendations of Mr. Prince, the trainer of the men, and who was naturally supposed to be the best judge of the capabilities of each. Mr. Gideon was put at scratch at his own desire, and Messrs. Underwood and Claflin were put at scratch at 100 yards, respectively, solely on their practice merits, they having invariably distanced Mr. Dean, and the former repeatedly scoring the five miles in the neighborhood of 16 minutes. While it is admitted that Mr. Dean's handicap was a mistake, and no one feels worse about it than the gentleman himself, he is in no wise to blame for it, and knew nothing of it until he saw the printed programme. Mr. Prince recommended his handicap at 300 yards, and the chairman of the committee favored 200 yards; and the figure was finally placed at 280 yards on the former's insistance. The fact that the four other principals came in close together at the finish showed that excepting in Dean's case the handicapping was just. While in respect to some of those contestants whose practice on the Institute track was insufficient to form a basis and handicaps were allowed on their previous records, had this basis been followed in the cases of Messrs. Claflin and Dean, their allowances should have far exceeded those given, — Mr. Claflin's especially; but taking as they did the actual practice of Underwood, Claflin, and Dean during the fortnight preceding the race, the committee made as fair an allotment as was possible. Both the former gentlemen should have made a better showing at the race; but Mr. Underwood was admittedly out of condition from a slight illness, and Mr. Claflin had not, we understand, fully recovered from the effects of a sprain received a few days previously. In view of these various considerations, we think that comments such as are quoted at the beginning of this article, as well as intimations we have elsewhere heard of unfairness on the part of the committee, are hardly just.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

29 April. The Massachusetts Bicycle Club will meet at headquarters at three P. M. for a run to Mattapan. Route as follows: Columbus avenue, West Chester park, Huntington avenue, Parker street, Centre street (Jamaica Plain), South, Morton, Austin, and River streets, to Mattapan; return *via* River and Washington streets, Dorchester.

Boston Bicycle Club, April fixtures, 1882: 30. Headquarters, 11 A. M. To Taft's Tavern, West Roxbury. Lunch and rendezvous at 2.30 P. M. and return. Notice. Starts will be made punctually. Associate members are invited to participate in the April runs.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed: how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

KINGS COUNTY WHEELMEN. — At the annual meeting, held 23 March, the officers elected for the year were as follows: President, G. T. Brown; captain, John Clark; sub-captain, Ed. F. Fisk; secretary and treasurer, F. H. Douglass; buglar, Wm. H. Austin. The club has now twenty-two active members, and proposes to obtain new headquarters and club rooms. D. H. F.

FALLS CITY BI. CLUB. — At the meeting of the Falls City Bicycle Club, held 12 April, the following were elected officers for the ensuing term: President, Henry Haupt; captain, William T. Francke; secretary and treasurer, Albert S. Dietzman.

TROY BI. CLUB. — At the annual meeting of the Troy Bicycle Club, held 13 April, the following officers were elected for the ensuing term: President, R. D. Cook; secretary, L. J. Thiessen; treasurer, T. B. Way; captain, J. R. Torrance; lieutenant, J. B. De Golyer; bugler, A. P. Edmans; club committee, R. D. Cook, L. J. Thiessen, J. R. Torrance, J. B. De Golyer, Wm. M. Edmans; room committee, D. L. Hamill, F. P. Edmans, C. M. Grant. The club uniform will be adopted at our next meeting, which occurs the first Thursday in May. The uniform will probably consist of gray corduroy breeches, navy-blue stockings, blue canvas lace shoes, and dust-color shirts, polo cap same material as breeches. A club monogram has been chosen, and to us it is very pretty and tasty. We also decided to have weekly meets every Thursday afternoon at five o'clock. Our Albany friends are invited to join us, as well as all bicyclers who may honor our Trojan City with a visit.

We have some splendid roads, level as a billiard table for fifteen or more miles, extending northward in the country. Occasionally a few of our members can be seen encased in regimentals *à la* Oscar Wilde, all over mud (sometimes), spinning their wheels on a ten-mile run before breakfast or after supper. The roads that we frequent are dotted with

half-way inns (I state this fact as an inducement for our Albany friends); and the rain water, etc., kept in those inns, are as healthy as any kept in the Dutch town six miles below Troy. The entire club membership have been nicknamed. Wishing all bicyclers as many joys as there are ends to the hind wheel of a bike, I close. L. J. THIESSEN, *Sec.*
TROY, N. Y., 17 April, 1882.

ATLANTIC BI. CLUB. — A new club has been formed in this city, named the Atlantic Bicycle Club, and having a membership of fourteen. The organization is as follows: President, Clarence H. Millett; captain, Charles H. Odell; sub-captain, Samnel A. Goodhue; secretary and treasurer, Daniel L. Jewett. Sometime ago there was a club formed here under the same name, but it was disbanded.

DANIEL L. JEWETT, *Sec.*, Box 262.
SALEM, MASS., 20 April, 1882.

BRISTOL WHEEL CLUB. — A club was formed in Bristol, Conn., 20 April, with the following official organization: President, H. N. Gale; captain, E. F. Dwight; sub-captain, L. B. Norton; secretary and treasurer, W. Stauts; directors, A. H. Bradley, C. E. Dunbar, F. P. Spring.

ST. THOMAS BI. CLUB. — *Editor Bicycling World:* — At a meeting of the wheelmen of St. Thomas, Ont., 19 April, a club was organized, and the following officers elected: Captain, C. H. Hepinstall; sub-captain, A. Wood; secretary and treasurer, Jas. S. Brierley. The color of uniform decided upon was blue. About twelve active members were enrolled, with prospects of a rapid increase. Roads are good in this vicinity; and we hope to receive visits from some of our American cousins ere the season closes.
JAS. S. BRIERLEY.
ST. THOMAS, ONT., 20 April.

NEWTON BI. CLUB. — At the last meeting of the Newton Bicycle Club the following officers were elected: President, J. C. Elms, Jr.; secretary and treasurer, F. H. Whitin; captain, Herbert Pratt; first lieutenant, Robert W. Bush; second lieutenant, W. H. Noyes. The club now comprises sixteen members, and the prospects are that this number will soon be largely increased. The members propose to apply for membership to the League at the next meeting, adopt a uniform, and organize runs, excursions, races, etc. A committee has been appointed to select a suitable club-room, and we may congratulate the club for its energy and enterprise.
CHAS. L. CLARK,
Consul for Newton.

TORONTO BI. CLUB. — *Editor Bicycling World:* — We have just entered upon the second year of our club existence, and have no reason to be ashamed of our record. In April, 1881, the club was organized with a membership, nominally of twelve members, but really of eight. Four who were present at the inception of the club never afterwards identified themselves with us. We now number about thirty-five active members, and every meeting shows an increase. The sport, or recreation, or exercise, or whatever you choose to call it, is taking hold of the young men here, and the result is that we consider ourselves entitled to the first rank in the Canadian list of bicycle clubs. Some of our members have been lost to us by removal to the great Northwest, but their places are quickly filled up by new recruits. The annual meeting was held on the 14th inst., at the residence of Mr. H. Goulding, who tendered a supper to the club on the occasion of his retiring from the captaincy, some twenty-eight members accepting the invitation, and thoroughly enjoying themselves. The following officers were elected for the ensuing year: President, Alderman Jas. B. Bonstead; vice-president, H. Goulding; captain, Ewing Buchan; first lieutenant, R. H. McBride; second lieutenant, F. A. Howland (late of Boston Bicycle Club); third lieutenant, P. K. Stern; secretary, W. E. Carswell; treasurer and statistical secretary, Geo. Edwards; bugler, G. C. Clark. The whole affair passed off very pleasantly and harmoniously, and every one seemed pleased with the elections, — the defeated candidates, of course, excepted. On the following day a run was taken by several members to a village some nine miles distant, which was reached in an hour and one quarter from the start. In returning, some difficulty was experienced with the farmers' horses, dismounts having to be made in one or two instances, while the drivers objurgated the riders, and expressed the opinion that this thing would have to be stopped; and so say we, but it must be by the horses getting used to it. Our city is to have some eighteen miles of cedar block paving done this year, and we are in treaty with the Industrial Exhibition people to have a cinder path laid down inside the horse track at the exhibition grounds, so that the outlook for bicycling in Toronto is very encouraging. Several of the club are discussing the pros and cons of attending the L. A. W. Meet in Chicago; and if satisfactory arrangements can be made with the railways, I have no doubt Toronto and other parts of Canada will be well represented. CHALLENGE.
TORONTO, CAN., 20 April, 1882.

KEYSTONE CLUB GOSSIP. — *Editor Bicycling World:* — About eight or nine of the club are going to the L. A W. Meet.... The Keystone Bicycle Club took a club run on Thursday evening last, and covered twenty-eight miles by cyclometer.... While Brown was going to club meet some wretch threw a half-brick and struck him on the left shoulder, which caused him to take a "header," and falling on his handle bar snapped it in two, and he was allee-brokee-uppee-allee-samee for a day or two.... The club has the Yale fever.... Thomas Owens has a 49-inch.... Tom Wood has a 58-inch.... Frank Hoover has a 52-inch.... George Wilson has ordered a 56-inch.... James Denniston has ordered a 55-inch, and is now haunting the express office morning and afternoon.... Brown is going to get a 60-inch.... French, McCollough, Pears, and Woodwell will all buy Yales as soon as they dispose of their present wheels. .. William Dick has been elected to full membership of the club.... The by-laws for new members and old ones read as follows: "Each member must have a club suit within six weeks after his admission to the club; $1.00 fine is imposed for each week until three months will have elapsed. If he gets his suit within that time his money is refunded; if not, he is expelled from the club, and his name published in the BICYCLING WORLD."... The club is going to take an excursion to Lake Chautauqua, a distance of two hundred miles, riding the whole of the distance on their wheels (no crabbing).... We are going to have a series of races on 27 May, at Exposition grounds; course, one half mile.... Hoping we will meet you and all the L. A. W. members, we are 1847.

THE Hill City Bicycle Club, of Hillsboro', Ohio, were treated to a complimentary banquet on the occasion of their April business meeting, the 11th inst., by L. A. W. Consul George Bowers, of that city. The affair was a surprise, but after the club recovered from its immediate effects, they testified their appreciative satisfaction by making their jaws do the double duty of devouring the dinner and congratulating their entertainer and each other.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The League.

Editor Bicycling World: — Circumstances have lately obliged me to withdraw my attention, temporarily, not only from practical wheeling, but also from all matters connected therewith, so that I have hardly been able to even so much as read my BICYCLING WORLD with the attention it deserves. I note, however, that some correspondent suggests that "Cyclos" ought to become an active and energetic member of the League, and to labor for its extension and improvement, instead of merely standing aside and finding fault. These are not the words, but convey the idea. To this I would simply reply that "Cyclos" *is* a member of the L. A. W.; that he does labor for its extension and improvement, and has just induced his club to make it a rule that the club initiation fee shall include that for admission to the League, and that the names of all new members of the club shall be sent by the secretary to the League as soon as their club initiation fee has been paid. If this rule were adopted by all clubs, it would probably greatly strengthen the League. If, on the other hand, the League wishes to strengthen the clubs, it seems to me that expulsion from a local club should carry with it expulsion from the League without further ceremony.

The question of amateurship has come up in a shape which seems to justify some remarks I have made elsewhere. This is simply one of the many unpleasant things inseparably associated with the official recognition of racing. But if we must recognize this business, let us be both just and sensible. Let us make our definition brief and unmistakable; viz, 'An amateur is one who has never taken part in any bicycle race or other athletic exhibition for pay, or for a money prize, or with a professional." That seems to cover it, and it does not shut out Col. Pope, or Mr. Weston, or any of their employees.

The idea that a gentleman at the head of a large bicycle business, and drawing therefrom, it is to be hoped, a liberal income, is eligible as an amateur, while one of his employees, engaged in the same business, for, it is to be presumed, a smaller income, is thereby rendered ineligible, is as absurd as it is unjust.

The old law maxim, "*Qui facit per alium facit per se*," holds good here as elsewhere. Every man is responsible for the acts of his authorized agents or employees, if performed in accordance with his instructions; so that when an employee of a bicycle manufacturing firm or agency teaches riding, either for pay or as an aid in selling machines, he does not act for himself, but for his employer, who takes whatever profit may arise from the transaction, and so really teaches bicycling for pay. Though he does not do it himself, he does it by another, and legally and justly it becomes his act.

This logical pursuit of the League definition of an amateur would exclude every stockholder in the Pope Manufacturing Company or the Cunningham Company. It is a clear case of *reductio ad absurdum;* and the sooner this and other rules of the L. A. W. are revised by some one who can write good plain English, the better.

And this reminds me that Director Smillie of New Jersey has proposed an entirely new constitution for the L. A. W., which should receive careful consideration at Chicago. The general principle of *subordinate* State organizations must sooner or later be adopted, or we shall find the League breaking up into *independent* Eastern and Western, Northern and Southern Leagues, and so on, and the chief value of the organization as a union of *all* wheelmen in the country will be lost. I would personally prefer to have the legislative body of the League consist of the State commanders, who could meet yearly, at the time and place of the League Meet, and transact such business as might be necessary. Appeals from decisions of individual State commanders might be taken to the board of directors for that State, from thence to the executive committee, and as a last resort to the annual meeting or congress of the State commanders, which should be presided over by the L. A. W. president, and at which it should be the privilege and duty of all members of the executive committee to be present and to speak on all questions, but *not to vote*, except in case of a tie, when the president should have the casting vote.

Some such republican form of government must take the place of the simple democracy of our present organization, which, by confining legislation to those present at each Annual Meet, puts the government of the League into the hands of the few who, by reason of their geographical nearness to the place of meeting, or their wealth and leisure permitting them to travel, can attend the Meet and control its action; while the many who for various reasons can *not* attend in person have no voice whatever.

My plan of reorganization would be, in general terms: —

1. Each State to be districted. One State director to be elected by the votes of the members in his district.

2. Directors so elected to organize by electing State commander, vice-commander, secretary, and treasurer.

3. State commanders so elected to attend the Annual Meet of the League, and to form the League congress.

4. This congress to elect the League president, vice president, secretary, treasurer, marshal, and editor, who should form the executive committee.

In electing State officers, the State directors need not confine themselves to their *own* number. Any member of the League to be eligible for executive committee. The first apportionment of each State into districts should be made by the League at the general Meet, on the basis of one director for each one hundred members, or fraction thereof over fifty. Reapportionments to be made *annually* by the State board, subject to the approval of the League congress. *Consuls* to be appointed by each director in his own district, subject to confirmation by the State board of directors at its quarterly meetings.

Even as it is, the L. A. W. is a good thing for the wheelmen of America, but is has evidently outgrown its present form of organization; and while I propose to be loyal to it under *any* form of organization, I offer these suggestions for an improved organization, in the hope of stimulating discussion and bringing out the general sense of the members, and thus influencing to some extent the action of the respectable minority who must legislate for us at Chicago next month. CYCLOS.

P. S. Excellent suggestion that of Capt. Miller, of the Chicago Bicycle Club, in reference to club drills, simplified whistle code, and insignia of rank. I would like to see some book of "Wheeling Tactics" adopted by the L. A. W. The whistle code should certainly be simplified The one we have here is so complex that it needs a telegraph operator to understand it. Capt. Miller's suggested code has the advantage of great simplicity. By all means let us have a uniform tactics and signal code.

The Essence of Professionalism.

Editor Bicycling World: — So far from the discussions in and out of your paper having settled what the test of professionalism ought to be, they seem to me to have left the matter in worse need than ever of a thorough overhauling from the standpoint of facts and commonsense. I hope nobody who differs with me will consider this an insinuation that he lacks that quality; and once for all, I emphatically disclaim holding one spark of ill-will toward any living man in this connection. I will not waste your space or my own time discussing the justice of my "pretensions" to be a gentleman, because it has nothing to do with the subject, and is not important or interesting anyway; but I wish it understood that I accuse no one of fraud or dishonorable conduct, actual or presumptive. The question is one of principles, not of individuals except as they are necessarily affected.

I began (a fortnight ago) by saying that the League rule which excluded bicycle teachers from amateurship was absurd and impolitic. The defence advanced is, first, that other athletic associations do the same thing, and the League must follow their rules or have its members barred out of every competition except those of its own making; secondly, that the rule in itself is just and reasonable. As to the first, very likely it is true under present conditions; but are these conditions likely to be permanent? Certainly not: the relative weight of American bicycling as compared with other sports increases year by year, and it will not be long before the League, if it comprises the mass of bicycling athletes, can dictate its own terms to the other organizations, which are almost stationary. Even now it can stand on its own legs and afford to run its own races, if it must have races; and if "many of its best members" would really desert it, and give up the great bicycle races where they shine to be petty side-shows at a walking match or a football contest, they would in all probability be glad enough to come back before long. I do not see that the League is bound to make itself a tail to the athletic kite, and servilely copy every ironclad rule, just or unjust, that any sporting organization may make; and I honestly believe it could make them modify *their* rules by displaying a little backbone. I hope yet to see the time when it will not feel under the necessity of doing injustice to its own members in order to crawl through the knot-holes in the gates of the athletic kingdom of heaven.

On the second point, the intrinsic justice of the rule, my case is far stronger.

I assert that the line drawn in the League Constitution is not only wrong, but stupidly wrong; that it does not even rise to the dignity of hair-splitting, for it lets in the devil and all his works at one side while it shuts out presumedly honest men at the other. It forbids racing for money, but it does not forbid racing for everything that money will buy; and it is only the self-restraint and sense of decency of wheelmen themselves that has prevented them under this license for making the rule an utter farce. Instead of crediting them with dishonest evasion of moral obligations, as Mr. Stall thinks, I believe them to be far more honest than the average of the community, or they would not have left a rag of the general spirit of the rule to cover the nakedness of the letter. A racer may not take a two-dollar bill for a prize; but he may take a barrel of flour, or a pair of boots or a tea-set, or a cyclometer, or the material for a silk dress, and keep in his pocket or put in the bank the money he had intended to pay out for the article. So far as the effect on his own mind is concerned, where is the difference? It is not the fact of a prize coming in the shape of coin or greenbacks that tempts a man to trickery and the bad odor connected with "professionalism," but the fact of its supplying his necessities or filling his pocket; and why is not this temptation just as strong if he strives for groceries or hardware or dry goods as if he strives for money and then pays his market bills with it? In fact, if the prize is an order on a dealer with whom he has a bill, it simply *is* money and nothing less, for of course it cancels a future bill if not a past one. If this does not place an athlete under the temptation which the League and all o her similar organizations consider liable to end in fraud and "ways that are dark," — in plain English, if it does not make a professional of him, — nothing can Nothing could better show how unintelligently the rule was drawn; and if it was copied from other codes (which I do not know) it shows how little real care has been given to the consideration of the principles which lie at the bottom of these things Yet the same rule which tacitly permits everything that constitutes the essence of professionalism — that is, competing for useful articles that save buying — excludes a set of men who are under no temptation whatever, who could not earn any more money in their employment if they *were* dishonest, who if they do improper things do so out of their employment and not in it, and are not in the slightest degree influenced or aided in so doing by that employment, — because they receive a salary for teaching others how to manage the bicycle! The inconsistency is nothing less than ghastly, and I am ashamed to illustrate it further.

The above considerations do not by any means exhaust this subject; but as I have already taken up as much space as you can afford me, I will with your permission reserve the remainder of the argument for the next issue. F. M.

BOSTON, 24 April, 1882.

An Amherst Student's Trip.

THERE are many people who still doubt the practical usefulness of the bicycle. They say, "It is a pleasant plaything, but will not do the work of the four-footed steed." Boston is a poor place for such doubters. but some may be interested in a ride "Pixie" (the name of my silent steed) and I took last June. We have been good friends for a long time, and have had both pleasant and unpleasant experiences together.

Our first day's exploit consisted in knocking down a colored gentleman and upsetting ourselves on Boston Common. Then we, with two other Centaurs. rode from New Haven to Saratoga Springs in the summer of 1879 which we will perhaps tell you about some time. We had on several occasions recorded eighty miles in a day, but had never reached the summit of our aspirations and used three figures for the miles. We were at Amherst College last June. and expected, barring accidents in the shape of impregnable examinations, to graduate in a few weeks; and we determined to try and ride to Boston in one day before bidding good by to the town which had been our home for four very pleasant years. So we woke bright and early the morning of 6 June, and as the clock struck four, rolled down the concrete walk which makes the first mile of the journey very easy. We are both in good condition: "Pixie" well oiled and tightened, and needing no spur; her rider in good muscular training, weighing one hundred and twenty pounds. We know that the hard pull is to be from Amherst to Worcester, over the hills between Belchertown and Ware, and at Spencer and Leicester. We flew swiftly along our lonely way during the strangely silent hour of dawn, and when we first looked the sun in the face it was five o'clock, and we were just leaving Belchertown, with ten miles behind us. The next ten miles were very hard: the road was hilly, stony, and sandy, and I led "Pixie" more than half the way, while both of us waxed impatient (and here let me say that all bicyclists who have walked from Belchertown to Ware will join me in hoping that among the other improvements of the next ten years will be numbered a cinder path over or a tunnel through the hills); but at last we conquered, and at seven o'clock sat down to breakfast in Ware, and did ample justice to a good beefsteak and griddle cakes, with two glasses of milk. Then we inquired as to our road, and answered numerous questions and excited a great deal of incredulity by saying that we might be expected in Ware the next afternoon on our way back from Boston. At eight o'clock we started again and kept steadily on through West Brookfield, Brookfield, East Brookfield, Spencer, Leicester, and Cherry Valley, reaching Worcester at 11.30 A. M., having made several stops for milk, lemonade, and oil. At Worcester we spent a few moments at the bicycle headquarters, Hill & Tolman's, and consumed a hearty dinner, since we believe in eating and drinking as appetite prompts, when exciting one's self so vigorously and continuously. At half past twelve we again steered seaward, with the hardest work behind us, and the certainty within that we should easily accomplish our task, and perhaps do more. Shrewsbury Hill partially quenched our ardor; but after its summit was reached, "Pixie" asked for no help from her rider, but whirled away over the smooth and hard road swifter and swifter till rider and steed felt emancipated from the laws of gravitation and friction; spirit triumphed and matter was forgotten.

Our way lay through Northboro' and Southboro' to Framingham, where we halted for inquiries and lunch, having the good fortune to there meet a bicyclist who asked us to return and spend the night at Framingham, since our success had made us hope to exceed our hundred miles. Then away over a still smoother and more level road, through the most beautiful suburban villages in America: South Framingham, Natick, Grantville, Wellesley, Newton Lower Falls, Newtonville, West Newton, and Brighton. The spirit is still very willing, but the flesh grows weak, and the muscles begin to ask for more oxygen before Boston is reached. Yet, as we sight the Mill Dam and a young man tries to drive by, "Pixie" is off again, and just wins her race; then turns and we go over Cottage Farm bridge to Cambridgeport, and dismount at a friend's gate at a quarter of six, with one hundred miles behind us, resolved to reach Framingham before night. We have a pleasant half-hour with our friends, who find our appearance hardly prepossessing. and our bicycle suit rather dusty and travel-worn. At half past six we groan and rise, and reluctantly mount for the hardest twenty-three miles of the whole day. Every muscle protests vigorously; for it is true, though it seems strange to the uninitiated, that the muscles of the back and chest and abdomen become lame at least as quickly as those of the limbs. But we know that we are taking one of the longest road rides in the country, and rejoice to sacrifice our muscles for the honor of the Amherst Bicycle Club, which is far ahead of the other colleges in long-distance riding. For twenty three miles we keep up the fight against nature with but one dismount, and during the last ten miles it seems as if we had outridden and left behind our muscles; for a numbness sets in, and the riding is merely mechanical. This is the fastest riding of the day, and we reach Mr. Wilmot, at Framingham, at half past eight. He rooms in the hotel on the main road, and after ordering supper we limp up stairs and employ alcohol and hand magnetism for an hour; then sup and retire at eleven, only to rise at half past three, and start at four for Amherst. The mount is hard, for the muscles are if possible stiffer and lamer than the night before; but Mr. Wilmot is cheerful and rides his 54-inch steed alongside our 48-inch as far as Northboro', where he leaves us with good wishes, and we breakfast with renewed good spirits, having begun to limber up. The ride back to Amherst is slow, and rather monotonous; but the lameness passes off and we reach Worcester at half past eight, and Ware at two without mishaps, and view with dread the prospect of twenty miles about equally divided between riding and walking. After climbing to the summit of the ridge between Ware and Belchertown, we begin to be fearless. and do some very reckless down-hill riding, which meets with its due reward, for we take the only "header" of the two days; but arise unhurt, except in our feelings. and plod slowly on to Belchertown, and there find a driving rain, which accompanies us to Amherst, were we arrive at six o'clock, with the lameness all gone, but drenched through and through, and in a humor which is luckily bettered by the hiring of a boy to rub down "Pixie" and the eating of one of Frank Wood's suppers. The next day we experienced no ill effects from our exertion, and were in better trim for a long day's ride than when we started: and this is the wonderful thing about bicycling, that no particular muscles are overtaxed, but the strain is distributed equally, which is not true of any other exercise, not excepting wood sawing, and explains the wonderful six-days' records made in England. The distance ridden the first day was one hundred and twenty-five miles, and the second, eighty miles before six o'clock, making two hundred miles in less than two days over ordinary roads. Can your horses do better? G. F. F.

Rochester Club Exhibition.

IN response to the polite invitation of the Rochester Bicycle Club, the writer was present as delegate from the Canandaigua Bicycle Club, and would report his cup of enjoyment as more than filled. It is of rare occurrence that an audience composed not only of the élite, who have only seen the silent rider gliding along, but of those also who carry the scars of many a hard struggle (as all wheelmen know), are able to witness so pleasing an exhibition as that presented in Rochester on the evening of the 13th of April. Taking it all together, it surpassed the drill and trick riding at the "Boston Meet" of the League held last June, in variety, coupled with grace and ease of execution. The Rochester *Democrat* the next morning says: "The members of the Rochester Bicycle Club may well be proud of their entertainment which they gave in the City Hall last evening. ....The large audience, which filled every seat, was composed almost wholly of those who move in the first social ranks of the city; and the hearty applause with which the riders were continually encouraged was a complete assurance of the spectators' enjoyment. Excellent music was furnished by the Fifty-fourth Regiment band during the entire excellent programme, which was carried out in a creditable manner by every performer." ....The performance of the Punnett brothers in the trick mounting and riding was truly wonderful. One of the brothers rode nearly around the room standing on his head on the saddle; he also vaulted in a 56-inch wheel, while he rides ordinarily a 44-inch. The riding of Messrs. Curtis and Perkins, both together and separate, was very meritorious; both are finely built fellows, about the same size. and each rides a 54-inch wheel. They covered themselves with honors, and elicited rounds of applause. Want of space will only allow me to speak of two of their tricks. Approaching from opposite directions. they came together side by side, crossed hands, each placing one hand on the handle bar of the other's wheel; thus joined, they rode in a circle, one riding backward and the other forward, came to a standstill and reversed, riding in the opposite direction; while riding side by side, they changed bicycles. I might describe many other feats equally graceful and difficult of execution. but I do not wish to deprive them of their novelty and freshness in future exhibitions. I hope they may be persuaded to attend the Chicago Meet, and give there an exhibition of their skill. Mr. W. F. Curtis, the drill master, has, by his ingenuity and perseverance in training his drill corps of twenty members, developed many beautiful figures never before presented. Mr. Will. H. Reid, president of the club, gave also an interesting exhibition, showing how he had mastered his American Star bicycle.

A. G. COLEMAN,
Capt. Canandaigua Bi. Club.

L. O. W.

THE executive committee of the League of Ohio Wheelmen held a meeting in Columbus, Ohio, 15 April; Mr. C. J. Krag was elected corresponding secretary. The committee decided to hold the second annual meet on Monday and Tuesday, 28 and 29 August. The meet will be held at Columbus, Ohio, as was agreed on last year. The programme as arranged will embrace run, lunch, theatre, business meeting, races, club drills, and fancy riding, closing with a banquet. The races will consist of half-mile dash, mile dash, mile race, half-mile trial heats, and final mile heat for championship of Ohio, and a five-mile race. The prizes are valued at about $500. The track for the races is now under way, and will be completed within about six weeks. It is to be a full half-mile, twenty-five feet wide, and built of cement and sand. It will cost between $1,200 and $1,500, and will be the largest and fastest track in the United States that has ever been built for bicycling only. The track will be open at all times (after it is completed) for the use of Ohio wheelmen. The members of the committee report the boom in bicycling is on all over the State. It is estimated that out of four hundred Ohio wheelmen, at least two hundred of them will attend the meet. All correspondence relating to the meet should be addressed to C. J. Krag, corresponding secretary at Columbus, Ohio. All secretaries of Ohio clubs are requested to send at their earliest convenience the names and addresses of all members of their respective clubs, and also all unattached riders; where no clubs are organized, individual wheelmen are requested to send their addresses.

COLUMBUS, OHIO, 19 April, 1882.

RACES

Coming Events

29 April. Institute Fair building, Boston. J. S. Prince and F. S. Rollinson, ten-mile professional bicycle race for championship and $200. Also, amateur five-mile straightaway, and one-mile handicap, for League badges.

6 May Stenton, Pa. Germantown Bicycling Club Race Meeting. F. S. Harris, 718 Arch street, Philadelphia. Fee, fifty cents. Entries close 4 May. Events: One-mile race, trial heats, three riders in each, three fastest winners, and second man in fastest in final heat. Two-mile handicap, 200 yards limit. Five-mile handicap, 300 yards limit. One-mile novice race, open to all who have never before competed. Half-mile junior race, open to all under sixteen years of age.

6 May. Manhattan Athletic grounds. One-mile handicap bicycle race, C. H. Davison, 3 East 72d street, New York.

13 May. Mott Haven. Two-mile bicycle race. W. Wood, Box 3,101, New York.

13 May, Washington, D. C. Third annual races of the Capital Bicycle Club will take place this year at the Iowa Circle in the heart of the city (asphaltum track, four laps to the mile), Saturday, 13 May, at 4.30 P. M. sharp The programme of races includes the following: 1st, quarter-mile; 2d, half-mile; 3d, one mile; 4th, five mile (for Capital Club members only); 5th, three miles, free for all; 6th, drill by drill squad of Capital Club. All entries close on Wednesday, the 10th, and must be accompanied by an entrance fee of fifty cents. Handsome medals to first and second in each race.

13 May. Inter-scholastic athletic games. Two-mile bicycle race on the Manhattan A. C. grounds. E. W. S. Johnson, 796 Lexington avenue, New York.

AT the games held 15 April, under the auspices of Company H, 22d Regiment, New York, at the Manhattan grounds, a two-mile bicycle handicap race resulted in F. Howard of the Ixion Bicycle Club, at twenty-five yards' start, winning easily in 7m. 27½s. Our correspondent says that one intending competitor, whose chance of winning was almost certain, was prevented by some party removing and hiding his bicycle.

ON 29 May there is to be a somewhat novel race between bicyclers and horses in the Institute Fair building. Chas. F. Leroy of Boston will run ten horses against Messrs. Prince and Rollinson, alternately, on bicycles for six days of ten hours each, for a purse of $2,000.

DON'T forget the great Prince-Rollinson and exciting amateur events at the Institute Fair building to-morrow (Saturday) evening. See announcement in another column.

Articles of Agreement

Entered into this twenty-first day of April, 1882, between Fred. S. Rollinson, of New York, and John S. Prince, of Boston, Mass: By which the said Rollinson agrees to ride a ten-mile straightaway bicycle race for $200 a side and the championship of America, against said Prince; the race to take place in the Exhibition building of the New England M. and M. Institute on the evening of the 29th of April, 1882; the men to ride under the Wolverhampton rules of racing. In the event of a postponement, desirable for any cause, the referee to have full powers; the editor of the BICYCLING WORLD

to be stakeholder, and to appoint a referee and two judges; and in the event of any question arising not provided for in the articles, the referee to have full power to decide; either or any party not complying with the foregoing to forfeit all deposits or other money down. Nothing in the foregoing shall exclude from these competitions any other rider or riders who may, on or before the day preceding the race, deposit the sum of $200 with the stakeholder, and attach his signature thereto under the foregoing conditions.

(Signed) FRED. S. ROLLINSON,
J. S. PRINCE.

Witnessed by:
T. W. ECK,
ABBOT BASSETT.

BOSTON, MASS., 21 April, 1882.

A Tour through Ireland. IV.

HOW IRISHMEN RIDE. BY ONE OF THEM.

OF course this is out of the question, when you drop among friends in the country, and twelve o'clock will, under such circumstances, be found nearer the mark. For the first time during our trip we retired to rest with gloomy forebodings for the morrow. All the afternoon it had been clouding up from the west, and the rising wind and heavy clouds most surely foretold that the (to us) questionable blessing of rain was at no very remote distance from the vicinity of Tralee. At eleven o'clock I was not surprised to hear the heavy drops come slapping down on the window pane, and seeming to say, "Ha! ha! you fellows in there, do you hear me?" I immediately poked Jerry up, that he might listen with his own very ears to the comforting sounds; and I will say this much for him, that he did not swear. I verily believe that besides the rain, nothing short of a cannon shot would have awakened either of us. In such cases bicyclists, when asleep, have no ears for anything save the signs of the weather. The rain ceased by half past seven the next morning, and by eight o'clock we were doing our best to encase ourselves in a thick coat of liquid mud on the Tarbert road. To add to our chagrin, when we wound out from the last of the hills beyond Tralee, we entered on a most dismal expanse of bog land which extended for fully twelve miles; and as the road, like all bog roads, generally stretched straight ahead, with nothing to relieve its dreary monotony, the state of our feelings when we got to Tarbert can be better imagined than described. The condition of the machines and our outward appearance I can give you some faint idea of, when I tell you that we presented somewhat the appearance of two city scavengers on a dirty day, and the bicycles were as bedaubed and draggled as if Noah's sons had endeavored to pedal them through the sedimental refuse of the Deluge. Twelve o'clock saw us in Tarbert, after our thirty-mile ride, and here we heard a piece of news which pleased us mightily and went a good way to console us for our past discomfort. The boat which leaves Tarbert daily at eleven o'clock (we got in at twelve) would not leave that day, Tuesday, until three, so we had good reason to believe ourselves in luck. Our first duty was to clean up, next to have lunch, then to despatch letters home; and three o'clock saw us aboard, and in half an hour we were enjoying a delightful sail across the broad bosom of the Shannon. It is a diagonal course of about five miles across, and as we had a beautiful blue sky overhead, dotted with white fleecy clouds, and a fine atmosphere all round, we enjoyed the sail immensely. Rounding famous old Scattery Island, renowned in the saintly lore of Ireland, we ran into Kilrush, got the machines ashore, mounted, and at half past six were in the pretty little watering place of Kilkee, with the broad Atlantic before us, and the "Green Isle" at our back. The next morning we were up early, and indulged in a refresher in the cool waters of the Atlantic, which wash up over the long belt of rocks that guard the beautiful beach of Kilkee. After our swim we enjoyed breakfast, and during the meal noted that more than half the visitors at the hotel appeared to be priests of the Roman Catholic church, enjoying, perhaps, their vacation by the wild cliffs of Clare, which sight of this part of the Irish coast we unfortunately had not time to visit. The hotel people seemed to make a good deal of all their visitors, but devoted the best of their attentions to the comforts of the reverend fathers. We left Kilkee at nine o'clock, and had a fine ride to Meltown Malby. Here a rest and lunch invigorated us, and we went on to Lisdoonvarna, intending to get the boat at Ballyvaughan and cross Galway Bay to the town of Galway. But on our arrival at Lisdoonvarna, we found that no boat would leave until the next day, Thursday, at half past four. What was to be done? We could not afford to wait until then. We must needs hold a council of war. This roadside convention consisted of three members of the constabulary, — the country police of Ireland, — a publican, an old driver, weak on the pins owing to his having hobnobbed with the aforesaid publican, and ourselves the interested parties. Having expressed a desire to be in Gort that evening and in Ballinasloe the next, the road was mapped out for us. And here we were outgeneralled in the matter of geography for the first time on the trip. Ill luck had her way for once, and we had to return the way we had come for nearly six miles to Kilfenora, and from thence take the road to Gort *via* Corofin. Here was a nice day's trip of between fifty and sixty miles, and only half of it completed. However, we made up our minds to do it, and started with stout hearts; but I question much if we could have accomplished the distance before night, had it not been for a substantial supper at Corofin and a really good and very pretty road, all ups and downs, from thence to Gort. But before bedtime the ugly black clouds came up once more from the west, and the rain came down in torrents. I do believe that it poured rain the whole of that night, for next morning the roads were one mass of mud and water. Our next stopping place was to be Ballinasloe, thirty miles further on. I can only describe this portion of the ride by saying that we made our way through one immense shower bath for over twenty miles, the rain not ceasing until about five miles outside Ballinasloe. We walked those five miles into the town in abject misery, — as far as bodily matters were concerned, — for the express purpose of drying our clothes otherwise we would have been obliged to retire to bed immediately on our arrival, in order to have them dried for us. However, we managed to air ourselves pretty well before arriving at the hotel, and then finished the operation before a good fire, in front of which we turned round and round like a couple of big turkeys. And now we were at the last of our stopping places before getting among friends. If we could ride fifty miles the next day, the story of the welcome we would meet with from anxious and sorrowing friends would throw far into the shade the celebrated narrative of the return of Ulysses, or the touching story of the Prodigal Son's reception. Leaving Ballinasloe, noted for its great fair, eight o'clock next morning found us on the road to Roscommon, and noon saw us in that town. We had not time to notice much, indeed there was not anything particular to be seen; so we pounded up round the north of Lough Ree, crossed the Shannon and on into Lanesboro', and turning to the left towards Longford, got in there at five o'clock, and at seven had stowed away a good supper, and were hard at work among a party of fifteen, deep in the prosecution of a game involving considerable bodily labor, and astonishing all by our agility after the long day's ride.

BETTER ROADS AHEAD FOR PENNSYLVANIA BICYCLISTS. — The *Germantown Telegraph* says: "For many years we have been discussing the expediency of introducing hard roads, free for all, throughout the State, to be in the hands of a separate State department, which should be presided over by a general superintendent of highways, under whom should be deputy superintendents in each county, who in turn would have the immediate control of the township supervisors. It is now proposed that the State should appropriate a certain sum annually to be divided *pro rata* among the townships, and an equal sum should be added by the separate townships themselves; the whole to be sufficient, in the course of a few years, to 'turnpike,' to a certain extent, the entire roads of the Commonwealth. The cost would be a little high for the first few years; but when the roads had once passed through the improving process of the new system the expense would be no greater than now, and the result would be hailed with rejoicing by every owner of a horse or wagon, and especially by farmers, who use the roads more than any other class of people, to whom the improved roads would prove invaluable, and the cost, whatever it might be, would be the most economically and profitably spent money that ever left the purse of the tax-payer."

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: *Bicycling World*, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary L. A. W

BOSTON BI. CLUB. — Additional: W. L. Alden, 239 Congress street; C. Barrows, P. O. Box 2,597; W. H. Edmands, 416 Washington street; Nathan H. Glover, Milton, Mass.; J. Q. Hatch, Northboro', Mass.; Ed. W. Hodgkins, 18 School street; Benj. L. Knapp, 167 Tremont street; Elliot C. Lee, 44 State street; T. O. Loveland, Hotel Bristol; Albert P. Thayer, 28 State street.

UNATTACHED. — Albert K. Childs, 24 Queen Victoria street, London, E. C., England; S. B. Wright, Des Moines, Iowa; Henry T. Petters, 247 S. Desplaines street, Chicago, Ill.; C. B. Shrom, Greenville, Mercer Co., Pa.

CORRECTIONS. — In WORLD of 14 April, Keokuk Bicycle Club: W. M. Sawyer, omitted; Edward Burgman should be Edward Brugman; Lennie Matlers should be Lennie Matless. In the WORLD of 21 April, Centaur Bicycle Club: For A. L. and J. de F. Danielsson, 66 Angell street, read A. L. and J. de F. Danielson, 64 Angell street.

MARBLEHEAD BI. CLUB. — William A. Lindsey, care Chas. D. Wheeler, should be William A. Lindsey *and* Chas. D. Wheeler.

CURRENTE CALAMO

A BICYCLE club has just been formed in East Rochester, N. H., with fifteen members.

THE San Francisco Bicycle Club is receiving numerous accessions to its membership.

UNDERWOOD, CLAFLIN, DEAN, MOTT, BENT, and COREY are entered in both the amateur events to-morrow evening.

A CIRCUS POSTER announces a bicycle rider among the attractions of the show as an athlete who "performs miraculous bipedaliferous gymnastic feats."

SALEM bicyclists having asked permission to use their machines on the Common walks on Saturdays, the committee on public property has decided to allow this privilege, restricting the riding to paths just inside the Common.

THE Harvard Bicycle Club have adopted a new riding hat, made of dark-blue serge, lined with soft leather, and bearing on its front the letter H in crimson.

CHIEF Commissioner of highways, William Baldwin, Philadelphia, was thrown from his carriage and severely injured in Fairmount Park, the 18th inst., through his horse taking fright at a bicycle.

WE would suggest that those members of the League unattached to clubs can procure the regulation League uniform at Oak Hall, Boston, at a reasonable price, as that house makes a specialty of it.

THE run of the Massachusetts Club to Lexington last Saturday was participated in by fifteen men, and was thoroughly enjoyed, despite the high wind. The run and return covered about forty miles.

HALF a dozen men of the Boston Club made the Saturday run to Watertown, Saturday, covering about fifteen miles, and on the following day ten of the club made a twenty-mile run in the southern suburbs.

IF that Somerville murderer had been a bicycler, his mother-in-law could never have worried him into insanity. If one must have a mother-in-law, let him get a bicycle also, for a wife is not always sufficient compensation for the infliction.

"BILLY BERNHARDT" has been studying theology, and triumphantly announces that 'under the rules' no Massachusetts club man can ever wheel on the golden macadam of the New Jerusalem. But is Billy right?

WE have received from Mlle. Louise Armaindo, the champion bicyclienne of America, a handsome photograph, printed on silk, representing the fair rider herself, mounted on the wheel on which she has won so many triumphs.

A PRIVATE letter received by Mr. Henry W. Williams reports Capt. C. P. Shillaber in fast returning health at Newbern, N. C. While the Massachusetts Bicycle Club was enjoying its Lexington run, he was engaged in the excitement of a deer hunt. It may be some weeks before he returns.

A CORRESPONDENT in Fostoria, Ohio, under date of 9th inst., says that considerable interest is manifested there in bicycling; although at present they possess but two wheels, four more are ordered, and it is the intention of the riders to form a club and join the League in a body. They propose, also, to be represented at Chicago.

WE have had a large demand for the "Wheelman's Year Book" and the "Tricyclists' Vade Mecum," and our stock of both books in paper covers is exhausted. We expect a new supply in a few days. We have a few Year Books in cloth which we sell for seventy-five cents. The "Cyclist and Wheel World Annual" is not yet received, but we hope to have them soon.

OUR "Record Book" aims to keep the statistics of our racing men, and contains the "best times" of those who have been most prominent on the race tracks. As we desire to possess the most complete information in this respect, we would like all who have engaged in races within the past three years to send us authentic records of their performances, with dates and places of the events, handicaps, etc. We have room also for notable events, long runs, etc.

THE Baltimore park commissioners have consented to a trial of bicycling in Druid Hill Park, under certain restrictions; and L. A. W. Directors White and Trego of Maryland have issued a circular announcing the fact, and enjoining wheelmen to observe the customary rules of courtesy and the laws regulating the use of vehicles on the public highways, reminding them at the same time that the action of the commissioners is only a concession, and is not a recognition of rights.

THE Chicago wheelmen have secured accommodations for the storage of bicycles during the League Meet, and have chosen the Grand Pacific Hotel for headquarters during the gathering. The park commissioners have granted the use of the boulevards and parkways for the parade. Returns elicited already from the committee's circulars sent out indicate that not less than eight hundred wheelmen will assemble in line, which is about the number actually parading at the Boston Meet.

BECAUSE two gentlemen driving in the environs of Baltimore were recently thrown from a buggy by their horse taking fright at some bicycles, some foolish person in that city appeals to the Baltimore *American* to use its influence to repress or restrict the use of the bicycle on the public highways. We thought that horse *vs.* bicycle question was argued out and settled long ago, and that men, horses, and asses had all concluded to accept the situation; but it seems that the latter are braying still.

THE Massachusetts Bicycle Club held its monthly all-day excursion on Saturday, 22 April, under command of Lieut. Henry W. Williams. Starting at 8.30, it rode in form, *via* Columbus avenue, Tremont, Cabot, Roxbury, and Cliff streets, and Walnut avenue, to Forest Hill; thence *via* South street to West Roxbury village; thence *via* La Grange and Hammond streets to Newtonville, and through Waltham to Lexington, 26½ miles. Dinner was served at the Massachusetts House. The ride to Lexington was a very hard one, it being against a cold, stiff wind. The ride home was a flier before the wind, the route being through Belmont, Watertown, Newton, and Brighton, 13½ miles. Total distance, 40 miles.

ST. LOUIS NOTES.—Russell Young and Prof. Stone of Washington University were elected members of the Missouri Bicycle Club. at its annual meeting the 4th inst. The professor rides a 52-inch ball-bearing Columbia. His eldest son, the captain of the club, tops a 58-inch wheel, and he has two younger sons who at present are mounted on a 48 and 46 inch, respectively.....Twenty new bicycles are ordered for the local club, one being a 58-inch for Capt. Stone, and another a 56-inch for George Francis. ...St. Louis is to have a marine bicycle very soon, and President Garvey will exhibit its qualities at Crévecœur Lake regatta.....Garvey proposes to give an exhibition ride on the Royal Salvo trike on the occasion of the Missouri Gymnasium performance in aid of the Memorial Home.....Capt. Stone and Arthur Young will complete in the twenty-mile race in the Louisville events of the 22d inst.....Several interesting bicycle contests will be features of the Odd Fellows' anniversary celebration on the 26th inst.

BOOKS AND PAGES

BICYCLE TOUR IN ENGLAND AND WALES. By A. D. Chandler.—Our older subscribers will remember the interesting series of papers under the above heading published in the BICYCLING WORLD during the winter of 1881. These have been arranged by the author and published in book form by A. Williams & Co., 283 Washington street, Boston, together with valuable additions, comprising practical bicycling advice and hints on touring tables of fastest English amateur and professional times, and long-distance road riding, the increase and extent of bicycle riding in England and America, an excellent and well-considered essay on the healthfulness of bicycling, etc.; and it is embellished with seventeen handsome albertype reproductions of photographs and engravings, representing noted scenes and places in England, an outline map of the route, two complete road maps of Southern England, and one of Eastern Massachusetts. The book is neatly bound in cloth, compact, and is printed in large, clear type, and is altogether a most entertaining and valuable book for either the library or a vacation companion. Aside from the information contained in his narrative, the chief charm of the work is the clear, concise, and withal comprehensive style of Mr. Chandler's composition, which never wearies, but at the end leaves one wishing there was more of it.

THE CENTURY for May is a rich number, in both text and illustrations. The most noticeable of the illustrated papers are: Henry Eckford's sketch of George Inness, illustrated by the artist after some of his own well-known paintings; a continuation of Grant White's "Opera in New York"; "The Hellenic Age of Sculpture," by Mrs. Mitchell; and "The Canadian Mecca," by W. Geo. Beers. Archibald Forbes gives an account of "Lecturing in Both Hemispheres," E. C. Stedman continues his studies of poets in a sketch of Lowell, Emma Lazarus replies to the Russian view of the Jewish question which appeared in the April number, the instalments of Mrs. Burnett's and Mr. Howells's serials are especially interesting, and Constance Fenimore Woolson contributes the first part of a charming story of Americans in Rome. "Reminiscences of my Irish Journey," from hitherto unpublished manuscripts of Thomas Carlyle, are also begun in this number, and there are poems by Lowell, Saxe, E. E. Hale and others, and the editorial departments, "Topics of the Time," the "World's Work," "Home and Society," etc., etc., are full as usual of good things.

A CANADIAN court has recently decided that bicycles have equal rights with any other vehicle in the public highway, and that in the event of a horse shying at a bicycle and damaging either the vehicle or its occupants, the aggrieved party must, in order to obtain damages, show a wilful negligence or want of proper precaution on the part of the bicyclist, just as in the case of an ordinary vehicle.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—52-inch Xtraordinary. In good order. Ridden about 300 miles. Cyclometer attached. Just the thing for a beginner or for rough riding. Price, $90. W. L., Box 2,214, New York City.

FOR SALE CHEAP.—A 50-inch Æolus Ball Special Columbia, in good order. Price, $75. Address C. F. S., Box 1,302, Portsmouth, N. H.

RACING MEN are invited to inspect a Yale Racer, 58½-inch, new, at the Cunningham Co's. Will be sold for two-thirds value. Full nickel, Æolus Ball Pedals.

RUBBER TIRE STEEL WHEEL BICYCLES.

THE ACME.



A fine 44 and 46-inch wheel at $45 and $50. Rubber Tire Steel Wheel Velocipedes.

Rubber Tire Steel Wheels for Baby Carriages. They are noiseless.

Latest novelty. Send stamp for Catalogue.

ST. NICHOLAS TOY CO.
784 to 794 Madison Street, Chicago.

H. C. BLUE & CO.

48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

MISCELLANEOUS.

4-line Addresses in this department, $6 per year.

ST. LOUIS, MO—Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival, and the John Wilson Co. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS.—For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL.—Sole Agent of the Cunningham Co for Brighton, Newton, and Waltham. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Highlandville, Mass.

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new 'Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

A. J. PHILBRICK & CO.

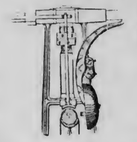
MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

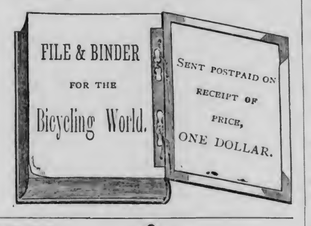
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.



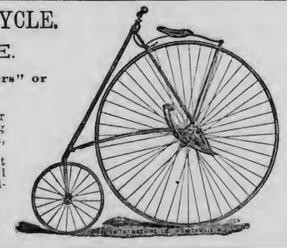
THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.



Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for..... $41 00
From 50 to 56 inch..... 43 00

The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings, Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50
From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - Wolverhampton, England.

BICYCLING LITERATURE. } We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	50
" " 1881	60
American Bicycler, by Charles E. Pratt	30
Velocipede, History of	60
Lyra Bicyclica; Poems by J. G. Dalton	
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	50
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cycling, Newcastle-on-Tyne, England (monthly)	1 00
Cyclist, Coventry, England (weekly)	1 75
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

WHEEL PERIODICALS.

WHEELS are beginning to turn, and you should turn in your dimes at once if you wish to secure a copy of the *Wheelman's Annual* for 1882. Three fourths of the edition has already been sold.

LE SPORT VELOCIPEDIQUE.—Weekly. L. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING.—Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1.00; six months, 50 cents *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co, Boston.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1871, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM.—A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882.—Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Just received. Price 60 cents, postpaid. E. C. HODGES & CO., 8 Pemberton square, Boston.

THE PUBLIC CAUTIONED.

IN BICYCLES.

Any velocipede with two wheels in same plane and mechanical means for foot propulsion; Centre-steering Head; Bifurcated Perch; Hollow Perch; Front-wheel Brake; Tubular Felloe; Suspension Wheel, with Elastic Tire; Rounded Rubber Tire; Adjustable Cranks; Adjustable Saddle; The Pedals; Direct Spokes; Thick-ended Spokes, Etc., Etc.

ALL BICYCLES, TRICYCLES, AND OTHER VELOCIPIDES

now in common use, or offered for sale in the market, are constructed so as to embody some of the inventions covered by U. S. Patents owned by us, and within claims sustained by decisions of the courts.

IN NO instance have we failed to sustain our claims when we have brought suit for infringement.

IN NO instance where an injunction has been granted has it ever been dissolved. To correct an erroneous rumor, we inform the public that the injunction against McKee & Harrington, under which they have been restrained for about a year and a half, is still in force.

SOME of the parts and combinations which are covered by our patents, and which are not special to our own manufacture, but are common to bicycles and tricycles generally, are indicated in the margins of this advertisement to correct misapprehensions.

IN TRICYCLES.

Any velocipede having one driving and guiding wheel; Direct Cranked Driving Shaft; Tubular Hay-Fork Frame; Ratchet Driving Mechanism; Clutch and Strap Mechanism; Suspension Wheel, with Elastic Tires; Tubular Felloe; Rounded Rubber Tire; Direct Spokes; Thick-ended Spokes; The Pedals; Combined Handle and Brake Mechanism; Steering Bar and Foot Crank Mechanism; Front-wheel Steering, Etc., Etc.

A LIST of our *patents* and of our *licensees* will be furnished on application to us. NONE but our licensees and our agents are authorized to sell machines containing any of the parts referred to. ALL others are infringers.

USERS of such machines, not obtained of our agents or licensees, are infringers, and are liable to us for damages and costs, and subject to injunction, as well as those who make or import and sell them.

WE HOPE to receive from wheelmen and others what law and honorable business dealing accord to all owners of patent rights. WE SHALL be compelled to demand of all infringers hereafter, either a surrender of the contraband property, or payment of damages and costs. SEND for fuller information to

THE POPE MANUFACTURING CO.,

Makers of Columbia Bicycles, etc. 597 WASHINGTON STREET, BOSTON, MASS.

COLUMBIA



BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - Manager.

COLUMBIA



BICYCLES.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON. U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William H. Gilman, Editor. H. O. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 5 MAY, 1882.

Volume IV. Number 26.

[VOL. IV. CONTENTS. No. 26]

Notes, Queries, etc.: "Sixty"	306
Books and Pages: St. Nicholas; Our Little Ones	306
Editorial: "Wanted, — Bicycles"; Staten Island Athletic Club	307
Wheel Club Doings: Marietta; Omaha; Eurus; Connecticut; Aylmer; Meteor; Mt. Pleasant,	307
Races: Louisville: Boston; Chelsea; English Professional Races; Von Blumen	308
Bicycling in Fairmount Park, Philadelphia	309
Correspondence: Washington; San Francisco	311
Dr. B. W. Richardson	312
Currente Calamo	312
L. A. W.: Applications; Rev. S. H. Day	313

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

Exact Size.



WHEELMEN'S LEAGUE Badges, of the New Design. Handsome solid gold pins, with garnet or sapphire doub et stones in the centre, $5.00 each. The same with extra-finished settings, $7.00 and $8.00. Best finish, with small diamonds, $15 to $25, and upwards. Orders by mail, enclosing cash or post-office order for the style of pin desired will receive immediate attention. Address C. H. LAMSON, Director L. A. W., Portland, Me.

Pat. Sept. 13, 1881.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits and Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries, and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY

How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA.



Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L, Rochester, N. Y.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.

Knife-Edge Treadle.

Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Conn.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

Try a Pair of

THOMPSON'S

PATENT



ELASTIC TIPS,

FOR BICYCLE HANDLES:

Just the thing to

PROTECT YOUR HANDS,

Also your nice polished handles, in case of a header. They are made of

PURE PARA RUBBER

And will FIT YOUR REGULAR HANDLES.

Sent by mail to any address on receipt of price, per pair, **$1.00.** Address all orders to

The American Bicycle Company,

DEALERS IN ALL

MAKES OF BICYCLES,

79 ORANGE ST., NEW HAVEN, CONN.

P. O. BOX 810.

☞ Send diameter of Handle at large end.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.



HEADQUARTERS FOR

Patent Rubber Bicycle Handles.

ELASTIC TIP Co.

157 Washington St. - - BOSTON, MASS.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — 54-inch Standard Columbia. Full nickel. With ball bearings, rubber handles, automatic bell (H. & T.), suspension seat, bundle carrier, lock, and improved F. nickel hub lamp. In use one season, and is as good as new. Reason for selling, too small. Address CHAS. BAUR, 701 Main street, Terre Haute, Ind.

FOR SALE. — A 52-inch Standard Columbia, cheap. A good, solid machine, in good condition. Owner wants larger size. For full particulars, description and price, address EDWIN C. SMITH, Greencastle, Indiana.

52-INCH SPECIAL CLUB, and 55-inch D. H. F. Premier. First, half bright, never used; other, full nickelled, new; balls all around, and ball pedals to both. Also, Thompson Cyclometer, 54-inch; L. & B. Suspension Saddle, both new; one pair Kat-Trap Pedals, second-hand; make your offers for last three. W. J. HOWARD, 53 Shelby street, Detroit.

FOR SALE. A new Pope Cyclometer for a 44-inch wheel. Never used. Price $4.00. Address I. H. PHILIP, Port Henry, N. Y.

FOR SALE. — 54 Painted Yale ($100), perfect order, run but little; owner bought an "Expert," only reason for selling. ELLIOTT MASON,
214 East Thirty-Fourth St., New York.

FOR SALE. — 52-inch Columbia Standard, new, full nickel, Ball Bearings front wheel; in good order. Address E. W. HARVEY, Sparta, Wisconsin.

THE Boston *Sunday Courier*, editorially commenting on the extravagant employment of hacks at the city's expense by members of the common council to convey them home after late evening sessions (the amount one evening aggregating $139), suggests: If they must ride home after protracted meetings in special conveyances, let the city purchase a sufficient number of bicycles to accommodate each member of the common council. It certainly would be the cheapest thing in the end, when we consider that $139, were paid for one night's hack hire. We are not sure that the members could ride these steadily at first, especially under certain conditions which need not be specified, but possibly they could learn to sit straight after a while, and the benefit to their health which would arise from unwonted exercise would abundantly compensate for temporary discomfort. Let the bicycles be tried by all means.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

MOLLY, Washington, D. C. — Thank you for programme of forthcoming races. We do not publish your communication in full, because, as you will perceive, another correspondent has covered the same ground.

C. W., Baltimore. — The Boston Bicycle Club racing rules differ only in one slight particular, we believe, from the Wolverhampton rules.

W. E. M., Philadelphia. — Thank you for letter and reprint; but have received cuttings from other sources, and publish as much as we have room for this week. Will give it further attention next.

A. G. C., Canandaigua, N. Y. — Your addendum to the Rochester exhibition, about the supper, arrived too late to tack on.

G. N. O., Philadelphia. — Your several communications at hand. Thanks.

C. L. C., Boston Bi. Club. — Communication will be used. Thank you

C. P. S., Newberne, N. C. — Glad to hear from you, but your article was too late for this issue.

IXION. — Next week, if nothing breaks.

"ONE OF THEM," San Francisco. — Club run report received, but crowded out this week.

A. B. C., Aylmer, Ont. — We know of no bicycle drill manual; but Capt. F. B. Carpenter, 13 Central street, Boston, of the Crescent Bicycle Club, can probably post you in all that is necessary.

KOL KRON. — Too late. Next week.

C. J. W., Hackensack, N. J. — J. F. A., Haverhill, Mass. — F. C. H., Scranton, Pa. — Scribe, Manchester, N. H. — Received too late for this week.

Editor Bicycling World: — Will you kindly inform me through the columns of the WORLD what are the best records for all distances, without hands, both English and American; also, when, where, and by whom made?
"SIXTY."

[SUCH things do not get place on official records. They are in the nature of tricks or notable events. We have no statistics of contests of this kind. — EDITOR.]

BOOKS AND PAGES

ST. NICHOLAS for May is an unusually handsome issue, even for this handsome magazine for young folk. Besides the many shorter and simpler stories for the very little ones, it contains several that not only the youth in teens, but the older readers also will read with pleasure and profit. Mrs. Clement contributes her eighth paper on "Art and Artists," giving sketches of Andrea del Sarto and Correggio, with portraits of each, and magnificent reproductions of several of the latter's most famous paintings. "The Origin of Danizic" and the continuation of Baldwin's "Northern Myths" are so startlingly romantic and so spiritedly illustrated as to be almost sensational in character, but they are very fascinating. Celia Thaxter has put a new and charming dress on the old story of King Midas, besides giving us two timely and pretty little poems on "April and May." Mary Mapes Dodge continues "Donald and Dorothy," Sophie Swett tells "Why the Clock struck One," and Charles Barnard gives an account of "The New Light" — electric; but probably to many of the younger readers ("not too young, but —") Charles L. Brace's paper on "Wolf-Reared Children" will prove most interesting and give a more lasting impression, because the story is as true as it is strange. Many of the pictures in this number are remarkably fine, especially the reproductions from the steel plates after Correggio; and the frontispiece is a handsome head after a painting by Greuze.

OUR LITTLE ONES. — The May number of this entertaining little magazine for the nursery is full as bright and sparkling as any of its predecessors, in prose, verses, and pictures all. "Rock-a-bye, Baby," "The Blind Basket Maker," "Charlie's Ride in the Park," "What Happened to Dolly Dingle," "Freddie's Baggage," "What Teddy Did," "Madam Sparrow's First Nest," "Making Maple Sugar," and "Picking Grapes" are among the best of the many good things in it, and the faces of "our little ones" will receive additional brightness and sparkle in listening while the stories are being read to them. The Russell Publishing Company, Boston.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance	$2.00
Six months "	1.00
Three months "	.60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
Pope Manufacturing Co., 597 Washington St., Boston.
American News Co., 39 Chambers St., New York.
Wm. M. Wright, 791 Fifth Avenue, New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 5 MAY, 1882.

"*WANTED — BICYCLES.*"

IN the correspondence department of the BICYCLING WORLD of 21 April last, we published a communication under the above caption, referring, in a general way, to the inadequacy of supply to the present demand of experienced bicyclers for first-class machines. The communication was on its face addressed to or at no dealer or manufacturer in particular, but simply expressed one person's discontent with the present condition of things. No one manufacturer, importer, or dealer could more than *infer* that it meant him; and it being strictly in accordance with the conditions imposed upon communications admitted to the department in which it appeared, — namely, "This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology," — we published it "without comment or disclaimer." Responses from the opposite point of view, whether from interested dealers or disinterested wheelmen, couched in equally impersonal language and otherwise conforming to the foregoing conditions, would as readily have been published. Only one response, however, has been elicited, and this from a firm which chooses to assume that the article refers to it alone; and as "in our judgment" it was too palpably and strongly a business advertisement, we declined to publish it under the head of general bicycling correspondence. Besides, as the article, directly in the face of our announced conditions of publication (which we respectfully ask all correspondents to study, before either sending us communications or criticising those published), assumed by both implication and direct assertion impropriety on our part in publishing the previous communication, and that we indorsed thereby its expressed opinions, we exercised our privilege of rejecting it on account of "objectionable phraseology." In conclusion we reiterate, what we have often endeavored to impress upon our readers, that this journal is published in the general interests of bicycling, and not in the special interests of manufacturers and dealers; and while we are properly grateful for the business patronage of the trade, and think this gratitude should be reciprocal, we at the same time wish it distinctly understood that we consider the general interests of bicycle riders and practical bicycling as of the first importance in the intention and object of the establishment of the BICYCLING WORLD.

WE clip the following paragraph from *Turf, Field and Farm*: —

"The Staten Island Athletic Club, which is an amateur association entirely, has decided to give its prizes this season in the form of orders on sporting goods houses, so that if a lawn-tennis player, a cricketer, or a ball player wins a race or any athletic contest, he can choose a handsome racket or cricket bat for his prize, or a neat field outfit instead of a medal, which would be of little use to him. Medals, it was considered, are for professionals, who can wear them, but are seldom worn by amateur athletes."

We commend this to the attention of our amateurs who are so anxious to keep their palms clean of the remotest suspicion of receiving financial remuneration for racing. What does it matter, morally viewing it, whether the winner receives an order for $50 indorsed by Uncle Sam, or an order for $50 worth of clothes indorsed by G. W. Simmons & Son, of Oak Hall? Medals and glory for professionals, and needed wearing apparel and "taffy" for amateurs! The parquette was once the pit.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

MARIETTA BI. CLUB. — On Monday night, 3d April, a bicycle club was organized in Marietta, Ga., with the following officers: A. C. Heggie, president; A. M. Dobbs, secretary and treasurer; C. E. Cadwell, captain; Charles Fryer, junior captain. We understand quite a number of young men expect to get wheels and join the Marietta Bicycle Club, which is the only bicycle club in the State.

OMAHA BI. CLUB. — At the annual meeting of the Omaha Bicycle Club, 15 April, the following officers were elected for the ensuing year: J. E. Wilbur, president; John Carrier, captain; Geo. Paterson, secretary and treasurer. All active members are now required to be also members of the League. Color of uniform adopted: gray, with navy-blue stockings and shirt and light helmet, to be ordered and paid for from club funds. Machines: two Humbers, two Special Columbias, two D. H. F. Premiers, and the rest Standard Columbias. One member has ordered a Sociable tricycle. Several new machines are expected soon, and altogether we anticipate a very active and most enjoyable season. We shall send three and probably five members to the Meet in Chicago. P.

EURUS BI. CLUB. — The wheelmen of Gardner and vicinity met Friday evening, 21 April, and organized the Eurus Bicycle Club, with the following board of officers: President and captain, Lewis C.

Travers; vice-president and sub-captain, George H. Spaulding; secretary and treasurer, Milo H. Gates. The other members are Albert E. Kendall and J. L Cowes. The secretary's address is Box 240, South Gardner, Mass.

CONNECTICUT BI. CLUB.—At a meeting of Hartford wheelmen held today, a new club was formed, called the Connecticut Bicycle Club. Officers for the ensuing year were elected: President, T. Sedgwick Steele; secretary and treasurer, Elmer M. White; captain, Clark Lawrence; first lieutenant, Henry A. Redfield; second lieutenant, Louis Hitchcock; committee, T. Belknap Beach and Arthur H. Eddy. The following uniform was adopted: Dark olive-green cap, coat, breeches, and stockings; the cap to have the club initials in gold braid worked on front; the coat button nigh in the neck and has rolling collar, inside of which is worn standing celluloid collar. The club starts out with a good membership, having the majority of members from the two old clubs, the Hartford Wheel and Hartford Bicycle Club. HARTFORD.

HARTFORD, CONN., 22 April, 1882.

AYLMER BI. CLUB.—At the annual meeting of the Aylmer Bicycle Club the following officers were elected for the ensuing year: President, Dr. Chas. W. Clark; captain, Perry E. Doolittle; first lieutenant, John B. Ogilvie; second lieutenant, S. L. Doolittle; third lieutenant, Dr. M. L. High; secretary and treasurer, Ernest Clark. Other members are J. D. McDiarmid, D. H. Price, W. Walsh, S. Mann, I. Durdle, W. Chambers, E. Karn, and A. E. Wallace, with a prospect of several new members soon.

AYLMER, ONT., 27 April, 1882.

METEOR BI. CLUB.—A club has been organized here, named the Meteor Bicycle Club, comprising eleven members and the following officers: President, Frank D. Black; secretary and treasurer, George K. Root; captain, Charles D. Standish. At a meeting Tuesday evening, the following uniform was adopted: White flannel coat and knee-breeches; blue shirt and stockings, and jockey cap of white and blue. It was decided to hold club runs twice weekly, and most of the members will probably attend the L. A. W. CAPTAIN.

DETROIT, MICH., 29 April, 1882.

MT. PLEASANT BI. CLUB.—At a meeting of the Mount Pleasant Bicycle Club held Friday evening, 28 April, only six of the old members answered to the roll. The club organized for this season under the name of the Mount Pleasant Bicycle Club. Members as follows: Officers—P. H. Haydon, captain; J. T. Valentine, sub-captain; F. H. Chapman, secretary; Charles H. Haldeman, bugler. Other members are: Fred. S. Gardner, Charles N. Lloyd, G. S. Sayre, G. B. Adams, L. A. Hammond. Charles H. Haldeman, G. B. Adams, and L. A. Hammond are the only new members, but others are expected to join. The uniform is seal-brown corduroy, polo cap, with initials of club. Messrs. Valentine and Haydon took a ride on their silent steeds from Sing Sing to Peekskill on Wednesday, the 26th The roads were miserable: sand about four inches deep, and several very steep hills. They were four hours on the road, and after a great number of tumbles and headers they reached Peekskill played out. After repairing their machines somewhat, they took several very pleasant coasts down hill to the depot. They advise all riders not to try the post-road between these places.

F. H. CHAPMAN, *Sec.*

MT. PLEASANT ACADEMY,
SING SING, N. Y., May 1, 1882.

RACES

Coming Events.

6 May. Stenton, Pa. Germantown Bicycling Club Race Meeting. F. S. Harris, 718 Arch street, Philadelphia. Fee, fifty cents. Entries close 4 May.

6 May. Manhattan Athletic grounds. One-mile handicap bicycle race, C. H. Davison, 3 East 72d street, New York.

13 May. Mott Haven. Two-mile bicycle race. W. Wood, Box 3,101, New York.

13 May, Washington, D. C. Third annual races of the Capital Bicycle Club will take place this year at the Iowa Circle in the heart of the city.

13 May. Inter-scholastic athletic games. Two-mile bicycle race on the Manhattan A. C. grounds. E. W. S. Johnson, 706 Lexington avenue, New York.

30 May. Williamsburg Athletic Club, Brooklyn, N. Y., two-mile bicycle handicap. G. R. Smith, secretary, cor. Penn and Rutledge streets, Brooklyn.

20 May. Staten Island Athletic Club, West New Brighton, Staten Island, three-mile bicycle handicap. Secretary, Box 169, New Brighton, N. Y.

LOUISVILLE, 22 APRIL, 1882.—The Louisville *Commercial* gives a report of the races held in that city on 22 April, according to which William Francke, of Louisville, won first in the twenty-mile race between St. Louis and the former city, in the record breaking time of 1h. 14m. 30s. As usual in the western races there was considerable fouling and falling and remounting and o ertaking. The other contestants were Orville Anderson ot Louisville and Messrs. Stone and Young of St. Louis, but we are unable to make out from the report who got second place. The track is, we believe, eight laps to the mile, and has several inconvenient posts arranged at intervals; and if the measure is accurate, the time made, considering the collisions and consequent loss, is rather remarkable. A two-mile race for boys under fifteen years of age was easily won by Horace Middleton in 8m. 10s., his only competitor, Louis Francke, becoming disabled by cramps. A free-for-all five-mile race was contested by George Francke, Henry Haupt and C. R. Coates Francke got a fall down and fell out, and Haupt got first place on the fifth mile, and easily won in 18.33.

BOSTON, 29 APRIL, 1882.—The races under the auspices of John S. Prince drew about a thousand spectators to the Institute Fair building, and the exhibition proved very successful, although the times made were not generally as good as those of the previous recent races. The first event comprised the trial heats for the one-mile handicap; J. S. Dean of the Boston Club at orty yards, and J. A. R. Underwood of the Roxbury Club at scratch, starting first. This was a fine race, Dean leading the first four laps; but on the fifth, Underwood spurted handsomely to the front and came home winner in 3m. ⅗s., Dean's time being 3m. 1s. A. D. Claflin of the Massachusetts Club at forty yards, and S. S. Mott, Dayton (Ohio) Club at sixty yards, competed in the second heat, the latter leading for three laps when Claflin took first place, and won the heat in 2m. 58⅜s, Mott scoring 3m. ⅜s. The third trial heat was run by H. D. Corey of the Meteor Club, Boston, at eighty yards, and —— Colman of East Boston at one hundred yards. The latter kept his lead for four laps, with Corey riding easily behind him; but on the fifth the Meteor shot to the front and won in 2m. 59⅜s, Colman stopping the timer at 3m 4⅜s. The second event was the professional ten-mile straightaway for $400 and the championship of America. Both the men appeared to be in excellent condition, although Rollinson still complained of feeling the effects of his foot sprain received at Montreal recently. This race has been so long threatened and so much talked of that considerable interest was felt in the result, by wheelmen especially; but although during its progress the spectators manifested their appreciation of the struggle, and often evinced enthusiasm as now one and now the other took the lead about every two or three laps, yet to those most familiar with scenes on the race track it was evident that the struggle, at least on Prince's part, was anything but earnest, he having the result in his own hands all the time. The race needs no description, the men simply alternating positions at short intervals until, entering the second lap of the last mile, Prince took and retained the lead to the finish, the timer stopping at 34m. 27⅞s., Rollinson scoring 34m. 29½s.

SUMMARY.

	PRINCE.	ROLLINSON.
1.	3.19½	3 20
2.	6.44½	6.44½
3.	10 10¾	10.10¾
4.	13.38½	13 39
5.	17.05	17 04¾
6.	20.32¼	20.32¼
7.	24.03⅜	24.04
8.	27.31¼	27 31¾
9.	31 01	31.01¾
10.	34.27½	34.29½

The third event was a slow race of 100 yards, Messrs. Turner, Brown, Newcomb, and Howard competing; but all except the latter got dismounted at two rods, and Howard rode to the finish alone.

The fourth and most interesting event of all was the five-mile straightaway between Dean, Underwood, Claflin, Corey, and J. C. Garrood, the latter starting merely to complete his entry, and withdrawing after one lap. The contestants got off in good style, and for four miles kept well together in the following order: Claflin, Dean, Corey, Underwood. On the first lap of the fifth mile Underwood spurted rapidly to the front amid loud cheers, and on the second lap Corey passed to second place, and Dean to third, leaving Claflin at the rear. On the third lap, by another brilliant spurt Corey passed Underwood, taking first place, and in this order they entered on the fifth and last lap. The spectators were now wild with excitement, which grew to a perfect storm of cheers and shouts as the men neared the finish. As they came in view from the judges' stand, it was seen that Underwood had again taken the lead, and each of the others was making desperate effort to pass his immediate leader and all dangerously close to the outer side of the track. Underwood and Corey passed safely over the scratch; but within three yards or less of it Claflin's wheel took Dean's rear, and both men were piled on the floor directly across the line, neither receiving serious injury, although Dean got a bad cut over the left eyebrow, and Claflin was too much bruised to compete in the final heat of the mile handicap.

SUMMARY FIVE-MILE RACE.

	UNDERWOOD.	COREY.	DEAN.	CLAFLIN.
1.	3.36	3.35¼	3.35¼	3.35
2.	7.01	7.00¾	7.00¾	7.00
3.	10.31	10 30¾	10 30¾	10.30
4.	14.03	14.02⅞	14.02⅞	14.02⅞
5.	17.01¾	17.02¼	17 03	17 03¼

The fifth event was a five-mile race for a purse of $100 between Mlle. Louise Armaindo and Miss Ida Blackwell, the latter being allowed three hundred and fifty-two yards (one lap) start. Except the exhibition of easy and graceful riding by Armaindo, this contest was wholly void of interest, Blackwell being merely a foil for the other. Mlle. Armaindo's time was 19m. 50⅛s.; Miss Blackwell's 21m. 15⅛s. for four miles and three laps. Miss Armaindo's mile times were: 3 52¾; 7.49⅛; 11.49⅛; 15 49¾; 19.50⅛. Her first mile was the fastest yet made by a woman.

The sixth and last event was the final heat of the one-mile handicap by the winners in the trial heats, and the second man in the fastest heat. These should have been Underwood, Claflin, Corey, and Mott; but Claflin, disabled by his fall, did not start. The race proved an interesting and exciting one, although it was evident that Corey's 80 yards and Mott's 60 yards was too heavy a handicap for Underwood at scratch, as he failed to come near his opponents at any time. Corey led the first three laps, when he changed positions with Mott, but on the fifth again came to the front and finished a winner in 2m. 56⅝s., Mott second in 2m. 59¼s., and Underwood in 3m. 7s.

The officers of the events were: Judges, E. C. Hodges, Boston Bicycle Club, F. B. Carpenter, Crescent Bicycle Club, C. E. Pratt, Boston Bicycle Club; referee, W. E Gilman, Chelsea Bicycle Club; handicapper, J. S. Prince; starter, F. W. Weston, Boston Bicycle Club; clerks of the course, C. L. Clark and C. Barrows, Boston Bicycle Club, and E. Norton, Harvard Bicycle Club; timekeepers, A. L. Easterbrook, Boston Bicycle Club, C. A. Walker, Jr., American Watch Company, R. P. Ahl, Massachusetts Bicycle Club. The prizes in the amateur events were gold and silver L. A. W. badges.

CHELSEA, MASS., 29 APRIL, 1882.—The Chelsea Bicycle Club held a hill-climbing contest on this date, the essay being to ride in the shortest time to the summit of Mt. Bellingham, about opposite the residence of Hon. Rufus S Frost, on Bellingham street, starting from its intersection with Shurtleff street, a distance of about 1,060 feet with an average rise of one foot in fourteen, and about three hundred feet of the finish having a rise of thirty feet, or one in ten. There were eight competitors, as follows: George C. Bosson, Horace J. Phipps, Henry W. Turner, Arthur E. Rouse, J. Herman Eustis, Chas. H. Fowler, Wendell P. Yerrinton, S. Baxter Hinckley. The men were put in three groups, the first starting at four o'clock P. M. exactly, and comprising Bosson, Rouse, and Fowler, all three completing the ascent in that order. Times, 1m. 10½s.; 1m. 23s.; 1m. 35s. The second group comprised Phipps, Eustis, and Yerrinton, the latter getting dismounted and the others completing the ascent in 1m. 12s. and 1m. 25s., respectively. Turner and Hinckley formed the final group, but the latter got dismounted early and Turner finished in 1m. 16s. Turner is reputed the most accomplished rider in the club, and it was considered almost a foregone conclusion that he would win; but he and Yerrinton had the poorest mounts in the contest, being old style cone-bearing machines. The prize won by Bosson was a silver L. A. W. badge and the hill-climbing championship of the club. The judges and timers were Abbot Bassett and Francis W. Whiting. The contest was witnessed by about 2,000 people, and as the residences of many of the most prominent and fashionable families in Chelsea reside on Bellingham street, the windows, doorways, and steps were thronged with ladies, friends of many of the competitors; and the whole affair proved a most attractive and successful exhibition.

R. HOWELL of Wolverhampton won the one-mile professional championship, at Molineux grounds, Wolverhampton, 10 April, by fifteen yards; John Keen second. Time, 2m. 52⅝s. Howell received £20; Keen, £10.

THE 25-mile race at the Leicestershire cricket ground, run on the 10th ult., for the professional championship of England, was won by F. Wood of Leicester, in 1h. 29m. 25s., Garrard of Uxbridge second, H. O. Duncan of Middlesex third, F. J. Lees of Sheffield fourth, and Edlin of Leicester and Higham of Nottingham fifth and sixth, respectively, and all coming in pretty well together. The 100-mile championship was run on the following Monday at the same place, there being fourteen competitors, including those in in the previous race, and G. W. Waller (100 miles and long-distance champion of the world) of Newcastle, A. Derkinderen (the "Flying Dutchman") of Coventry, J. W. Lamb of Newcastle, A. Evans of Southsea, R. James of Birmingham, J F. Bone of Sheffield, J. Mac of Birmingham, and P. Kaye of Wolverhampton. Lees came in winner in 6h. 49m. 20s.; Wood second in 6h. 59m. 8s. In addition to the title of champion the winner receives £25, the second and third £7 and £4 respectively, and those covering 80 miles £2 each, Waller (60 miles) and James (35) being the only ones failing to make the minimum.

Editor Bicycling World:—At the benefit tendered Elsa Von Blumen, at Recreation Park, Wednesday, she ran against the trotting horse Seth T. Bane, and won two heats out of three, she running three quarters of a mile to a mile for the horse, her time 2.57, 3.01, and 3.04. A medal was contested for by members of the clubs here in a three-quarters mile race, and won by H. M. Snow over six competitors. DANA.

DETROIT, MICH., 27 April, 1882.

CAPT. MILLER of the Chicago Club is the originator of a new feature in bicycle racing this season. Each rider will stop at hurdles and lift his machine over. He will have a finish of a quarter of a mile to make a burst of speed. These races will be tried for the first time in this country during the League Meet.

THE fastest time for 100 miles (6h. 37m 51s.) was made by Arthur Bills at the Molineux Grounds, Wolverhampton, 26 April, 1880.—*Turf, Field and Farm.* This is the fastest out-door record. On an asphalt track, under cover, however, G. W. Waller made 100 miles in 5h. 51m. 7s., on 7 May, 1880, at Waverley Market, Edinburgh.

AT this year's championship meeting of the N. A. A. A. A. there is to be bicycle race, five miles, and at the recent meeting of the executive committee the following resolution was adopted: "Bicyclists who have been or shall be disqualified by the League of American Wheelmen will not be allowed to compete at the championship meeting, or at games given by any of the associate clubs."

Philadelphia.

BICYCLING IN FAIRMOUNT PARK.—HORSE VS. BICYCLE AGAIN.—A Philadelphia correspondent sends us the following newspaper cuttings, which we republishentire, because they are of especial interest and importance to bicyclers everywhere. Our correspondent says they have created quite a stir in bicycle circles there, and adds that the wheelmen think the superintendent's and captain's reports will do them more good than harm:—

(Philadelphia Ledger, 22 April.)

THE subject of bicycle riding in Fairmount Park having some time ago been reported upon by the committee on police and superintendence to the Park Commission, with a recommendation that it be permitted under certain restrictions, was on motion referred back to the committee, with instructions to remove all restrictions against bicycle riding. This free use of the park has been in force since 12 November, 1881, and has, it is said, been looked upon as an experiment by the committee. The following papers will be submitted to the commission at the monthly meeting of May, and at the next meeting of the committee it will probably be decided whether they will be accompanied by a recommendation of any kind: —

FAIRMOUNT PARK, 10 April, 1882 — Gustavus Remak, Esq., Chairman of Committee on Superintendence and Police: *Dear Sir*, — I regret to have to report that experience has demonstrated to me the fact that it is a dangerous privilege to permit bicycles on the drives in the park, and I very much fear that unless the order heretofore given about this matter is revoked, accidents attended with loss of life will be the consequence. During the recent fine weather there has been a heavy drive in the afternoons, and numerous bicycles have also been out in the park. A number of horses have been frightened at the sight of the machines, and in several instances the most serious consequences have very nearly happened. Saturday afternoon a horse became frightened at a bicycle opposite the East Park Reservoir, and ran up the side of the bank bordering the reservoir with the carriage. Had he gone a step farther the carriage would have upset, and its occupants would have been either killed or have suffered serious injury. Sunday afternoon two horses in the West Park became frightened at bicycles, and were restrained with difficulty. Horses do not seem to become accustomed to them as was thought would be the case; but after having been once frightened, their fear seems to be intensified rather than diminished the next time they see them. I formerly thought that horses would not seriously frighten at bicycles, but careful observation during the past month has induced me to consider this question differently. In Fairmount Park there are daily large numbers of strange horses, and many people drive in the park who are unaccustomed to the handling of horses. Should a horse driven by such a person become frightened, it is difficult to predict the extent of the damage that would result; serious loss of life might be the consequence. I submit statements bearing upon this important subject from the park guard, the members of this corps having an unusual opportunity to observe the effect of bicycles on horses. I present this subject for the reconsideration of the committee, as I understand that the general privileges recently granted were principally in the nature of an experiment, and can be revoked by the committee if, in their judgment, there is good cause for so doing for the public good.

Respectfully submitted,

RUSSELL THAYER, *Supt.*

Capt. Chasteau's letter on the subject reads as follows: —

FAIRMOUNT PARK, April 12, 1882. — Gen. Russell Thayer: *Dear Sir*, — Herewith please find the reports, as requested, relative to bicycles. In consequence of a painful injury received in 1880, I was unable to ride much last summer. I had frequent opportunities to notice bicycles, however, and my opinion is that they are equally dangerous on drive and foot-path. A few gentlemen use the wheel for exercise and recreation. If the majority of the riders were compelled to wear citizens' clothing, and assigned to one particular locality, I believe the whole thing would fizzle out. The fancy dress and a desire to show off the costliest wheel cause very many to "hard work," for the sake of display. Few or no bicycles appear on the Wissahickon drive, consequently the officers there have no report to make.

Very respectfully,

LOUIS M. CHASTEAU, *Capt. Guard.*

Reports are attached from thirty-seven guards, thirty-two of whom have seen horses "shy or frighten" at bicycles, and five have not witnessed such occurrences.

(Philadelphia Times, 23 April.)

SPEAKING yesterday of the letters from Supt. Thayer of Fairmount Park, and Capt. Chasteau of the Park Guard, informing Mr. Remak, chairman of the Park Commission's committee on superintendence and police, that experience had proven unmistakably that bicycle riding in the park scared horses and was a constant source of danger, H. B. Hart, manager of the bicycle school in Horticultural Hall, and a member of the Philadelphia Bicycle Club, said: "Mr. Thayer's complaints are entirely a personal character. The accident which he mentions as having happened near the East Park Reservoir occured to himself, and in consequence he has become prejudiced against the machines. Shortly after the accident, he wrote to me and said that he had a horse which shied whenever it saw bicycles, and he would be glad if I would try and get the animal accustomed to them. Now, it is our rule whenever we hear of such a case to go, and as it were break the horses in, and we never quit them till they have become perfectly used to see us flash by on our iron steeds. If we hear of a case, however indirectly, we set out and find it, and rarely have much trouble in familiarizing the animal with the bicycles. I therefore set out with two friends to tackle Mr. Thayer's horse, and in less than half an hour we had tamed him. We could shoot across in front of his head within a few inches of him without causing him to shy, and in fact I went so close several times that I thought his foot would catch in the spokes. In the face of this, Mr. Thayer can hardly say with perfect correctness that 'horses do not become accome accustomed to bicycles.'" His other statements are very vague, and amount to this: "*That if it had fallen out that something had occurred, another thing might have happened.*" If an accident happens in the park and there is a bicycle in sight, it is all blamed on the unfortunate bicycle. With regard to Commissioner Baldwin's accident, it is very doubtful if a bicycle had anything to do with it. The fact was that two bicycles were leaning against an adjacent tree, and as usual they were made the scapegoats. There are reports from thirty-seven guards who have seen horses "shy or frighten" at bicycles, but I will give you an instance of what might have been ascribed to the machines if one of the guards had not been smart enough to find out the real cause. A gentleman was driving some horses in the park, when one of the wheels passing over a twig caused a slight snap, which made one of the horses shy. As there happened to be a bicycle within a radius of a few miles, of course the gentleman reported that his horse had been frightened by it. The guard, however, saw what was the real cause, but as the gentleman was incredulous he got him to again drive over the twig, and the snap and fright were repeated; this was convincing. Now, if the guard had not happened to have had his eyes open, the affair would have been reported as another instance of the danger attending the presence of bicycles in the park. Probably nearly all the instances reported are equally important."

T. K. Longstreth, who has been president of the Philadelphia Bicycling Club since its formation, said: "It is another instance of the prejudices which always exist against anything new. A horse in the park is much more likely to be scared than when he is going along in the street. A horse will shy at a newspaper, but that is no argument for the abolition of the press. A baby carriage or a man running will also startle him very frequently, but no one talks of extinguishing baby carriages. The truth is that accidents caused by horses becoming frightened by bicycles are very rare; and although I sympathize very much with Mr. Thayer for the fright he sustained a few days ago, I do not think it ought to cause our exclusion from the park. I have ridden over three thousand miles in my time, and I don't remember a single occasion on which my machine terrified a horse. All the members of the club will tell you that accidents caused by the bicycles are almost unknown. Mr. Thayer and Mr. Chasteau have an unaccountable prejudice against bicycles, but public opinion is in our favor and will protest against our exclusion from the park. Some people don't like them because they can't ride, but I don't wish you to state that I insinuate that the reason these gentlemen hate them is because they have tried to ride and got nothing but smashed hats and bruised bones."

[Philadelphia Inquirer, 24 April.]

To the Editor of the Inquirer: —Will you kindly permit me a little space in your valuable paper to say a word or two regarding the bicycle in our park? In one of our morning journals appear to-day two letters on this subject: one from Gen. Thayer, superintendent of the park, to Gustavus Remak, chairman of the committee on superintendence and police; the other from Capt. Chasteau to Gen. Thayer, the superintendent. The general asked the captain to make him a report on the subject, so he might make a report to the chairman, Mr. Remak. *Somehow the general gets his report made up two days before the captain sends him his report*, the letter of Gen. Thayer being dated 10 April, while that of the captain is dated 12 April. This strikes me as *rather odd*, and *why these letters should be published before they have been submitted to the chairman, to whom they are addressed, I don't quite understand. Perhaps this will be explained when the committee meet next May.*

Now, as to the letter of Gen. Thayer: he says in his report, "I very much fear that unless the order heretofore given about this matter is revoked, accidents attended with loss of life will be the consequence." You will observe, accidents *may* happen. A little farther on in his report, he says, "The most serious consequences have *very nearly happened*"; and a little farther on in his report he tells us, "Saturday afternoon a horse became frightened and ran up the side of a bank; *had* he gone a step farther, the carriage would have upset, and its occupants would have been either killed or have suffered serious injury." In the next paragraph he adds, "Two horses become frightened Sunday afternoon in the West Park, and were restrained with difficulty." I will not make any comment here, but leave your readers to do so. From the foregoing, the general comes to the conclusion that unless the bicycle rider can keep a horse he must be kept out of the park, or come on foot. He also says, "Horses do not seem to become accustomed to them [*i. e.*, bicycles], as was thought would be the case; but after having been once frightened, their fear seems to be intensified rather than diminished the next time they see see them." The horses in England, where about 150,000 bicycles are constantly being used, disprove this statement. We need not go to England to disprove this assertion. Many of our readers have seen bicycles, in tens and twenties, on Pennsylvania avenue, Washington, wending their way in and out among the horses on that beautiful avenue, the horses there paying no more attention to them than to a person on the sidewalk. It is the same way in other cities where the bicycle is ridden, and the streets are fit to ride on. He brings his communication to an end by enclosing the reports which, by the way, he receives two days later, adding, "I present this subject for the consideration of the committee, as I understand that the general privileges recently granted were principally in the nature of an experiment, and can be revoked by the committee, if in their judgment there is good cause for so doing for the public good." This clause, explaining to the committee their duty in the matter, although, to put it mildly, "a little gratuitous," is the only thing I cannot take exception to.

In the letter of Capt. Chasteau I find this statement: "If the majority of the riders were compelled to wear citizens' clothing and assigned to one particular locality, I believe the whole thing would fizzle out. The fancy dress, and a desire to show off the costliest wheel, cause very many to 'hard work,' for the sake of display." I consider this a most uncalled-for *insult* to the *gentlemen* bicycle riders *not soon to be forgotten*. I had thought Capt. Chasteau was too much of a gentleman to do such a thing of his own choice, or at the request of any one else. Besides all this, one would suppose that a servant of the people would have reflected on the consequences before he would have been willing to put such an insult on so large a portion of the public as the bicycle riders and their friends. Some of us get wiser as we grow older. I will not here present the claims of the bicycle rider, who pays his proportion of the taxes to keep the public pleasure grounds; that has already been done during the past three years, the length of time I have been riding the wheel. The only difference I know of in the dress of the bicycler and citizen is that the bicycler wears knee-breeches; and the costliness of bicycles is much on the same principle as the carriage, — regulated according to the owner's purse. Gen. Thayer and Capt. Chasteau have made *a great mistake in their unwarrantable attack on the bicycler, which time will make manifest.* I fear I have already taken up too much space.

A. Y. R.

22 APRIL, 1882.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Washington.

Editor Bicycling World: — Though there is always something of more or less interest going on among the bikle boys of this "burgh," a fear of inflicting a Washington letter upon you too frequently has kept me quiet lately. However, I don't know that the majority of your readers will find it more painful to hear from this section than from some other, and I hope you will agree with me.

Last Sunday the Capital Club received a highly enjoyable visit from a dozen of the Maryland Club, of Baltimore, headed by Capt. Al Trego. This club, though organized less than two months ago, is unusually well mounted and handsomely uniformed, if the whole club can be judged from the half that came over. The morning was spent in city riding, but *the* feature of the day was the afternoon run through the Soldiers' Home Park, which is a mile or so beyond the city limits. The party consisted of about forty and made a fine show, as the uniform of both clubs is almost identical. No party of biklers ever enjoyed the well-kept roads and beautiful vistas of the "Home" more than did this. The long, winding "coast" of nearly a mile down to the Glenwood Gate, with a strong wind blowing down the grade, was the biggest thing of the run, and to give an idea of the terrific rate of speed attained by some of the wheels would lay cold the adjectives of a circus advertisement. More than one hair stood on end. Another of h's best tricks is the "See-Saw," which may be thus described: A board six feet long and less than a foot wide is balanced over a box six inches high. He rides against one end of the board, which of course tips down, and he then rides up the incline and down the other side. This trick was repeated with a higher box. ... The Capital Bicycle Club annual races to take place Saturday, 13 May, bid fair to surpass the successes of previous years. The experience the club has had in giving public exhibitions, the additions to the racing ranks, and the lively committees insure a big time..... For the information of visiting wheelmen, who are always welcome, the Capital Club wishes it remembered that its headquarters are in the LeDroit Building, opposite the Patent Office and the General Post-Office buildings. C. G.

WASHINGTON, D. C., 22 April, 1882.

SAN FRANCISCO NOTES. — The San Francisco Bicycle Club took its first run of the season on the 16th ult.; about

thirty riders, including several non-members, under Capt Butler, wheeling to San Mateo, and visiting the residences of several prominent gentlemen of that place, by whom they were generously entertained. .. The extensive privileges in the Golden Gate Park which have been granted within the past few days to our local club wheelmen have been highly appreciated, judging from the number of wheelmen who embrace the opportunity of riding there during the hours and on the roads allowed them.... The following notice has been posted at all the gates of the Presidio Reservation: "The members of the San Francisco Bicycle Club are permitted to ride their bicycles on the Presidio roads at all hours of the day and all days of the week, on the following conditions: That they expose their club badge when on the Reservation. That when passing vehicles, or persons on horseback, they move slowly and take the outside of the road; and if passing where the road is a causeway or narrow, and at all culverts, and when they see horses are disposed to frighten, particularly if the carriage contains women or children, they dismount. The artillery drill ground, east of the Post, is open on Sunday mornings to the club for the purpose of drilling. By order Major-Gen. McDowell; J. C. Kelton, Col., A. A. G." ....The cinder track of the University at Berkeley is nearing completion. †

DR. B. W. RICHARDSON has been publishing his views on the popular recreation of tricycling in its relation to health. The result of his investigations is that in his opinion the tricycle can be safely used by all classes of the community, and that for those in particular who are inclined to corpulency it possesses certain decided advantages. since the weight of the body is taken off the extremities, and muscles of respiration are not oppressed. Stiffness of limb even is not to be accepted as an obstacle, the doctor bringing forward in illustration the case of a friend who was so rigid in muscle and joint that he could scarcely get into the machine, but who, after a few weeks' practice, could average his five to six miles an hour for five hours a day, and thought nothing of it. Violent exercise, however, is not recommended, nor running down steep hills at what is termed a "rattling pace," nor is the machine pronounced suitable for those who suffer from giddiness or a sense of fulness in the head. It would appear from Dr. Richardson's careful analysis that tricycling has no tendency whatever to produce, as some have been inclined to think, the affection known as "hernia," although if that disease is already established in the system this mode of locomotion is certainly unfavorable to it, and those who suffer from it ought to be moderate in the exercise. At the same time, for busy men seeking change of thought and scene, the doctor has come to the conclusion that there is everything in a good tricycle to give them what they need. He will not allow that it is equal to riding on horseback; but stating the result of his own experience, he pronounces it to be "a new pleasure altogether" to feel that by natural strength. skill. and a few weeks' training, one can, independently of any extraneous aid, clear twenty-five or thirty miles a day without undue fatigue. That tricycling should not be recommended to persons who are excessively nervous, or what the doctor terms "of uncertain mind," is just what might be expected. The anxiety attendant on the exercise is apt to counterbalance any benefit. Difficulties also about "the rules of the road" in passing other vehicles, or the best methods of going down hill or resting in going up hill. cannot be expected to promote command over the machine. and a break-down accordingly is inevitable. On the other hand, an exercise which gives the mind a little excitement in taking care of the body, without permitting it to pass into the stage of "worry," is, in Dr. Richardson's opinion, to be specially hailed by all men of middle age or past middle age. who are seeking relief from mental toil; and in tricycling he believes we have not only an harmless amusement but a valuable practical health preserver, worth the attention of all. — *Liverpool Mercury.*

CURRENTE CALAMO

VOL. V. begins next week. Subscribe now.

EX-LEAGUE Treasurer Willoughby is sojourning at Saratoga.

ELLIOTT MASON evidently knows how to conduct a riding school and bicycle agency at the same time.

The 25-foot by quarter-mile track of the Kentucky Club at Louisville is in riding order, and was to have been cindered and rolled last week.

WE can't imagine what the Boston *Herald* wants to try to report a bicycle race for, if it can't help making such messes of 'em as all their accounts have been recently.

IN London alone there are nearly 70,000 bicycles in use, and over a thousand of these are owned by the government and used in the various out-door departments of the civil service.

HENRY SCHIMPELER, one of the most active and valued numbers of the Kentucky Bicycle Club, has taken up his residence in Chicago, whereat Louisville wheelmen mourn, and Chicagoans correspondingly rejoice.

COREY has been absorbed by the Massachusetts Bicycle Club. If the Bostons mean to retain the League mile championship, they must scratch around and train some men to take the places of their ex-racers, Stall and Frye.

THE Germantown Bicycle Club has sent us a copy of its constitution and by-laws in a handsome little pamphlet. The text is printed in large clear type, and includes a description of uniform, list of members its whistle code, and miscellaneous rules.

THE address of the captain, secretary, and other officers of the Lone Star Bicycle Club is Will. R. Pitman, 64 and 66 White street. The address of the president, captain, secretary, etc., of the Solus Bicycle Club, is J. L. Ayer, 38 West street, Boston.

A CHELSEA manufacturing company has made a rubber tire which is applied to the rim without cement. Mr. Fowler, of the Chelsea Club, has put one of them to some very severe tests for a week or more, and it has stood admirably. The tire was on Mr. Fowler's wheel at the hill-climbing contest on Saturday last.

MR. J. S DEAN, of the Boston Bicycle Club, had made arrangements to go to Philadelphia to represent his club in the Germantown Club races to-morrow; but his unfortunate accident last Saturday evening has obliged him to forego that pleasure, he having been confined to the house since, by order of his physician.

A PHILADELPHIA correspondent writes to correct a paragraph we published last week respecting the accident to Commissioner Baldwin, in Fairmount Park. His horse was not frightened at a bicycle but by another runaway horse. The bicycles were leaning against a tree while their riders were helping to catch the runaway.

ABOUT fifteen of the Boston Bicycle Club rode to West Newton last week Tuesday evening, and attended the minstrel entertainment of the Newton Boat Club, of which Consul Clark is a member, and were handsomely received by the consul and the boat club. On Sunday the Bostons made another run to Milton, dining at the Blue Bell Inn.

BIDDEFORD, ME., has a resident who claims to have made the journey from there to Boston, Mass., on his bicycle, no fewer than seventy-four times, the distance being over ninety miles. — *N. Y. Clipper.* We are pretty credulous and don't doubt the distance between Biddie and Boston, but the rest of the story is as hard to get over as a Winchester highway.

DIRECTOR HAZLETT of Portsmouth, N. H., reports that he can make his wheel spin eight minutes. This beats what was done in W. M. Wright's office, New York, last spring, when a wheel was made to spin 7m. 28s. Both machines were the same manufacture. Was it unequal muscle? or did the difference in time between Portsmouth and New York have anything to do with it?

FRED. JENKINS formally retires from editorial connection with the *Wheel*, and that journal will henceforth be under the management of the Wheel Publishing Company, located at 38 Cortlandt street, New York City; and we heartily wish it success, and as cordially extend our good will and wishes to Mr. Jenkins in his new business as New York agent for the Cunningham Company.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary L. A. W

NASHVILLE BI. CLUB, NASHVILLE, TENN. — Alfred E. Howell, president, 750 S. Market street; John W. Maddin, Jr., vice-president, 25 N. Vine street; Lewis N. Jesunofsky, secretary, 30 N. College street; V. L. Cunnyngham, 86 Church street; Morton B. Howell, Jr., 750 S. Market street; Frank Perry Elliott, No. 338 Cedar street; Edward Gannaway, 66 N. Cherry street, — all of Nashville, Tenn.

HERMES BI. CLUB, OF CHICAGO. — J. F. Bass, 1826 Michigan avenue; P. Kellogg, 1923 Prairie avenue; S. Dexter, 1721 Prairie avenue; M. D. Hull, 2826 Michigan avenue; S. Sturgis, 1712 Prairie avenue; E. Crawford, 2000 Calumet avenue; W. Kent, 2100 Calumet avenue; W. Cowles, 1805 Michigan avenue; Eugene Pike, 1285 Michigan avenue; J. Sargent, 1720 Indiana avenue, — all of Chicago, Ill.

UNATTACHED. — Dr. Chas. P. Pruyne, 70 Dearborn street, Chicago, Ill.; August Rintelman, 819 Galena street, Milwaukee, Wis.; C. H. Porter, Winona, Minn.; M. J. A. Logan, Clifford E. Morton, 1832 Michigan avenue, Chicago, Ill.; Lincoln A. Brown, 783 37th street, Chicago, Ill.

CORRECTION. — In WORLD of 28 April, Boston Bicycle Club, for W. H. Edmands, read S. N. Turner, 17 Dock square, Boston, Mass.

Editor Bicycling World: — The writer desires to tender his acknowledgments for courteous attentions received from members of the Providence (R. I.) Bicycle Club, when lately in attendance upon the Methodist Conference in that city, including the loan of a machine, etc., and most agreeable companionship on a Saturday afternoon run. He found his League ticket an excellent letter of introduction; and his pleasant memories furnish fresh evidence of a fact which non-wheeling friends have often declared, that bicyclers as a class are *gentlemen*.

S. H. DAY, L. A. W.
S. ABINGTON, MASS., 28 April, 1882.

"Wanted — Bicycles."

☞ THIS IS A PAID ADVERTISEMENT.

[THE communication below was offered to the editor of the BICYCLING WORLD, with a request to publish it in the issue of that paper for 27 April. It was intended to correct errors in the columns of the previous issue, which caused and are causing wrong and injury. The editor was informed of this and asked to correct it. The issue for 28 April appeared without a line of correction; and the editor returned the communication with a note that "the publishers decline to admit the enclosed communication to the columns of the WORLD, except as an advertisement." Its insertion here is paid for accordingly. — A. A. P.]

Editor Bicycling World: — It is a saying in the South that "The lead steer gets the most whipping"; and as we are the leading manufacturers, no doubt the communication in your issue of 21 April, with the above heading, was directed more against us than against any one else. We do not often ask leave to answer communications in the papers. He is a poor horseman who stops to answer every dog that barks. But that brief communication is so full of misrepresentation, and so mischievous in its purport, that we cannot let it pass without protest. The writer, concealing himself behind a *nom de plume* of "***," alleges that "a visit to the manufacturers reveals the fact that they cannot assure a customer of a machine before 1 June." Either the writer has not visited us, or he states a glaring falsehood. We carried a stock of about 3,200 bicycles through the winter (a larger stock, we venture to say, than was ever carried by any bicycling firm or company before); and we have now in stock over 2,000 bicycles, which, if "***" has the money to accompany his order with, he can have delivered in twenty-four hours, or as fast as he will take them away from our factory and warerooms. If he does not like our own different makes of machines. we have something over seventy-five bicycles and a dozen tricycles in stock, of the best English makes, which we will be pleased to sell him and ship at an hour's notice.

Your contributor asks (with a degree of superciliousness and flippancy only attributable to the most callow youth, or else to a business genius with so many years of experience and so vast an accumulation of capital as to give him a wisdom beyond that of most men in business), "How long will it be before bicycling firms will be forced to do business in a business-like manner?" Pray let us ask him whether he thinks Messrs. Stoddard, Lovering & Co., for instance, are capable of doing, and do do. business in a business-like manner? a firm which for many years has taken a broad, leading, and honorable course of business on two continents. Does he think the enterprising firm of Schuyler & Duane of New York incapable of doing business in a business-like manner? Does he think the Cunningham Company, whose president is a business man of certainly more than twenty years' experience, and whose treasurer is supposed, by most wheelmen at least, to know something about the bicycle business in particular, don't do business in a business-like manner? Does he think that John M. Fairfield of Chicago, or H. B. Hart of Philadelphia, or Charles R. Percival of Boston are devoid of business experience and business capacity? Or does he make his inquiry with respect to ourselves? We thought we knew something about business. Our president is not an old man yet, but he has built up successively two or three different lines of business, from very small beginnings to very large and respected proportions; and he has not failed to accumulate, as the result of his business capacity and experience, some considerable property, — perhaps not so much as "***," but at least something. Our secretary has been considered a business man for a number of years; and our business alliance with the Weed Sewing Machine Company gives us the assistance in business matters of a number of gentlemen who can verily lay claim to be called business men. We have a stake, our company and theirs, of $500,000 invested in plant stock and product in the bicycle business. We have devoted the larger part at least of our attention to this business for four and a half years, and this is the first definitely drawn published announcement we have noticed that we need to "be forced to do business in a business-like manner." Your contributor says, and apparently with your indorsement (because you publish it without comment or disclaimer), "honorable business competition is what we need here, to encourage and support the bicycling interest; and when we arrive at that point, then will we have good machines and for a fair price." Seven importing concerns, one of them at least with a number of agencies, one large manufacturing concern with three hundred agencies, and two or three other makers, all doing business as "dealers" in bicycles, and ready to supply a demand which they more than all others have whipped into existence, and which they are constantly spurring in order to make business enough for them to do; and yet, forsooth, our starry youth sighs for 'honorable business competition"! Perhaps, however, it is not competition which he means to suggest is lacking, but the "honorable" competition. If he had been good enough to specify in what way the business competition of the several firms and companies engaged in the business is not honorable, we would consider whether to answer him in your columns or otherwise, or whether we would make him answer. As to his general slur about good machines for a fair price: as most of the "honorable" wheelmen in this country are patrons of one or more of these concerns, we can leave that to be answered by them. It is a fact, so far as our experience and observation have extended, — and it has not been confined within very narrow limits, — that bicycles are sold in this country for less margin above their actual cost to the makers and dealers than any other class of machinery. Your contributor refers to "certain standard machines which are always inquired for." We happen to have hundreds of such machines in stock ready to supply; and we naturally object to your serving notice in your columns, either over the pen name of some contributor or otherwise, that we "have not got machines to sell," or that we 'can-

not assure a customer of a machine before 1 June." And this may be imagined as particularly disagreeable to us, when we are spending considerable money constantly in advertising in your columns that we *have* machines to sell.

It is true that in regard to one machine, the Expert Columbia (which, by the way, we have not advertised to be ready for delivery), the orders have come in faster than we could fill them, owing to an accident at the factory over which we had no control, and which delayed the continued and rapid production of this new machine, so that we have not been able to promise to fill any particular order at a particular time. We have only been able, so far, to say that we would receive orders and fill them in their turn, for this particular machine. By giving this communication a place in your columns, *or else* some editorial comment to substantially the same effect, you will not only serve to correct in part a manifestly erroneous statement to which you have given currency, but will oblige yours very respectfully,

THE POPE M'F'G CO.

BOSTON, 24 April, 1882.

"Wanted — Bicycles."

Editor Bicycling World: — An article in your issue of the 21st seems to call for a reply, in justice both to the Pope Manufacturing Company and to ourselves, — the only manufacturers of "standard machines" in this country.

The contract for the production of the "Expert Columbia" was closed in December, 1881, delivery on our part to begin with a certain quantity in March, largely increased in April and May. We at once started work upon the bicycles; and if our plans, laid as they were in accordance with years of experience, had not been frustrated at so many points, the Pope Company would have been able to have filled all orders, and to have stock on hand. We would submit to any "business-like" and practical manufacturer the detailed reasons for the delay, in full confidence that the verdict would be that no sparing in outlay of money or insufficiency of machinery or men has caused the non-compliance with terms of contract.

All manufacturers of metal in this country are overrun with work. Stock is very difficult to obtain; steel makers dislike to contract for new patterns or new qualities while their production is tasked to its utmost for regular goods. Every manufacturer in this city is behind orders, and almost any New England town will tell the same tale. General prosperity is at flood tide, and such is then always the case.

We do not expect to much longer task the patience of the Pope Company or their customers, as we have the machine work completed on several hundred Experts, and are making daily shipments.

Yours respectfully,

WEED SEWING MACHINE COMPANY.

HARTFORD, CONN., 27 April, 1882.

MISCELLANEOUS.

4-line Addresses in this department, $6 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 107 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival, and the John Wilson Co. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished

W. W. STALL. — Sole Agent of the Cunningham Co for Brighton, Newton, and Waltham. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Highlandville, Mass.

LEAGUE BADGES. — We have now a stock of L. A. W. Badges, Scarf Pins, and Watch Charms. Those who desire to purchase are invited to call and examine.

H. C. BLUE & CO.

48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals: —

LE SPORT VELOCIPEDIQUE. — Weekly. L. P. Deviller, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1 00; six months, 50 cents *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 100 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling* Paper, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

WHEELMAN'S ANNUAL FOR 1882. — Articles by "Ixion"; Pres. Bates; "Kanuck"; "Kol Kron." Specifications for Ideal Machines from leading Wheelmen; Novelties of the Year. Paper, 33 cents; cloth, 80 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

THE VELOCIPEDE (of 1869): Its History, Varieties, and Practice. 30 cents.

LYRA BICYCLICA, by J. G. Dalton. Poetry of the Wheel. 60 cents.

WE have in stock a few copies of Cycling Sketches, in cloth, $1.00, and Sturmey's Indispensable for 1880, 30 cents.

THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition, — all by Henry Sturmey, — are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Cortis's "Book on Training" is also in press, and will soon be ready for delivery.

200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

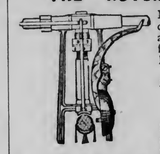
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,

SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE: OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.



GOY, the Athletic Outfitter, 21 and 22 Leadenhall street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.



The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO., Smithville, Burlington Co., N. J.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new 'Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.



Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for..... $41 00

From 50 to 56 inch..... 43 00

The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings. Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50

From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881: —

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - Wolverhampton, England.

LIVINGSTON'S PERFECTION CYCLOMETER

GUARANTEED CORRECT

Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.

H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, **CINCINNATI, OHIO.**

THE PUBLIC CAUTIONED.

IN BICYCLES.

Any velocipede with two wheels in same plane and mechanical means for foot propulsion; Centre-steering Head; Bifurcated Perch; Hollow Perch; Front-wheel Brake; Tubular Felloe; Suspension Wheel, with Elastic Tire; Rounded Rubber Tire; Adjustable Cranks; Adjustable Saddle; The Pedals; Direct Spokes; Thick-ended Spokes, Etc., Etc.

ALL BICYCLES, TRICYCLES, AND OTHER VELOCIPEDES

now in common use, or offered for sale in the market, are constructed so as to embody some of the inventions covered by U. S. Patents owned by us, and within claims sustained by decisions of the courts.

IN NO instance have we failed to sustain our claims when we have brought suit for infringement.

IN NO instance where an injunction has been granted has it ever been dissolved. To correct an erroneous rumor, we inform the public that the injunction against McKee & Harrington, under which they have been restrained for about a year and a half, is still in force.

SOME of the parts and combinations which are covered by our patents, and which are not special to our own manufacture, but are common to bicycles and tricycles generally, are indicated in the margins of this advertisement to correct misapprehensions.

IN TRICYCLES.

Any velocipede having one driving and guiding wheel; Direct Cranked Driving Shaft; Tubular Hay-Fork Frame; Ratchet Driving Mechanism; Clutch and Strap Mechanism; Suspension Wheel, with Elastic Tires; Tubular Felloe; Rounded Rubber Tire; Direct Spokes; Thick-ended Spokes; The Pedals; Combined Handle and Brake Mechanism; Steering Bar and Foot Crank Mechanism; Front-wheel Steering, Etc., Etc.

A LIST of our *patents* and of our *licensees* will be furnished on application to us. NONE but our licensees and our agents are authorized to sell machines containing any of the parts referred to. ALL others are infringers.

USERS of such machines, not obtained of our agents or licensees, are infringers, and are liable to us for damages and costs, and subject to injunction, as well as those who make or import and sell them.

WE HOPE to receive from wheelmen and others what law and honorable business dealing accord to all owners of patent rights. WE SHALL be compelled to demand of all infringers hereafter, either a surrender of the contraband property, or payment of damages and costs. SEND for fuller information to

THE POPE MANUFACTURING CO.,

Makers of Columbia Bicycles, etc. 597 WASHINGTON STREET, BOSTON, MASS.

COLUMBIA



BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - Manager.

COLUMBIA



BICYCLES.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles & Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON. U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

VOLUME NO.

5

THE

BICYCLING WORLD

VOLUME V.

MAY 12, 1882——NOVEMBER 3, 1882

WM. E. GILMAN, EDITOR
J. S. DEAN, EDITORIAL CONTRIBUTOR

BOSTON
E. C. HODGES AND COMPANY
8 PEMBERTON SQUARE
1882

*80000a.5
cook
vol.5 -1882
Abbot Bassett
Mass. 6, 1884.

CONTENTS.—VOLUME V.

Page

BOOKS AND PAGES—
Art Exhibit of Fashion, 574; Century, The, 352, 410, 466, 514, 574; Cyclos, 562; "Indispensible" for 1882, 514; Our Little Ones, 466, 410, 466, 514; Peddle and Portage, 466; St. Nicholas, 352, 410, 466, 526 574; Tricyclist, The, 452; Wheelman, The,..... 526, 578

CORRESPONDENCE—
About Bearings..... 583
About the Start..... 618
Additional Advice..... 334
Amateur Question, The 629
Amateur Racing 443
American Star, The..... 618
A Missouri Ran..... 363
A Model's Reply..... 426
An Arlingtonian's Ride..... 499
An Explanation..... 346
Another Protest..... 514
Another Wise Railroad..... 542
Another Sensible Railroad..... 570
A Suggestion 462
A Western Opinion..... 697

Baltimore Road Race, The..... 595
Belgium, Bicycling in..... 508
Bicycle Construction..... 605
Bicycle Tracks..... 593
Bicycle Transportation..... 514
Bicycle Transportation from Chicago..... 473
Boston to Portsmouth..... 554
Bremen B. Club..... 393
Brooklyn Wheelmen..... 392
Buffalo..... 618

Cadiz Notes..... 510
Canton Notes..... 483, 526
Casino Track, The..... 415
Champion City Club, The 558
Charles E. Pratt, An Open Letter to..... 521
Charleston 322
Chicago 334, 336, 415, 487
Chicago, Advice Gratis to 322
Chicago in Detroit..... 512
Chicago Notes..... 606, 630
Chicago, Pres. Bates at..... 415, 427
Chicago Trouble, The..... 413
Cleveland..... 426, 457, 510, 534
Coney Island Races, The..... 534
Comment on "Be Courteous"..... 450
Construction of Machines..... 560

Detroit, Chicago in..... 512
Detroit, Roads about..... 499
Dunkirk Ideas.. 345

English Bicycle Tour, The Proposed 1882.. 414
Essence of Professionalism Further Considered..... 377
Essex County Meet..... 323, 335

Ford & Company Again..... 439

Hamilton, Canada, Wheels at..... 392, 509
Hackensack 324
Haverhill..... 500, 572, 630

Ideal Uniform, The..... 509
In Re Protests 522
Insignia of Rank..... 323
Inventive Progress..... 558

Kankakee..... 335

L. A. W. Election, The..... 473
L. A. W. Guide Boards..... 593
L. A. W. Reorganization Needed..... 628
L. A. W. Wants..... 522
Lawrence..... 474
League Consuls..... 345
League Racing Rules, The..... 376
League, The..... 557
Limited Club Memberships..... 509
Louisville Notes..... 510

Manchester..... 324
Manchester and Nashua..... 413
Manchester-by-the-Sea..... 439
Manchester, Roads from..... 449
Manchester to Portland..... 570
Marietta..... 461
"Merrylanders, The,"..... 485

Page

CORRESPONDENCE (*Continued.*)
Montreal..... 463

Nashua, Manchester and..... 413
Nashua Wheel Club 426
New York....511, 522, 547, 571, 581, 594, 605, 617

One Hundred Miles in a Day..... 533

Pedal Pusher's Pencillings..... 412
Pennsylvania Riding 439
Philadelphia Meet, The..... 570, 595
Pittsburgh 336
Point of Pines, A Run to..... 427
Port Jervis to Delaware Gap.. 498
Portsmouth to Boston 534
Portsmouth, Manchester to..... 570
Poughkeepsie 438, 571
President Bates at Chicago..... 415, 427
President Bates' Speech at Chicago..... 440
Prizes.. 450
Prize Values..... 450

Quebec, The Montreallers at 451

Race Meeting, Cost of a..... 593
Racing Rules, Etc..... 605
Rejected Votes, L. A. W..... 500, 522, 548
Revision, The Proposed 324
Road Reports Wanted. 364
Rutland..... 499

San Francisco..... 362, 484, 572
Scranton..... 334, 413
Signs 427
Small Clubs..... 557
Sparkles from Salem Spokes 323
Springfield 393
Sub Leagues..... 499, 594
Syracuse 429

Talzah Says..... 582, 618
The Other Side..... 413
Transportat'n of Bicycles, 449, 475, 486, 488, 558
Tricycling in New Haven..... 632
Two Points..... 499

Vice Pres. Parsons Replies..... 593

Wake Up 406
Wanted—Bicycles..... 323
Washington Notes..... 486
What has the League Accomplished?..... 450
What is the League Doing?..... 457
What the American Public can Swallow.. 498
Wheel Importers, Hints to..... 428
Why Not Bicycles..... 336

Xenia.... 474
Xtraordinary Challenge.... 618

CURRENTE CALAMO — 325, 337, 351, 365 378, 394, 405, 417, 429 442, 452, 465, 478, 482 488, 501, 513, 525, 537, 549, 561, 573, 585, 597, 610, 620, 634

CYCLING MEMS. — 501, 513, 524, 537, 548, 557, 573, 585, 590, 609, 621, 634

EDITORIAL—
The L. A. W. Meeting, 309; Value of Influence, 309; Pack Riding, 310; The Legal Way, 311; The L. A. W., 313; About Bicycles, 315; Bicyclers' Rights, 359; Explanatory and Apologetic, 320; The Annual Meet, 371; The L. A. W. General Meeting at Chicago, 383; The New Rules, 399; Sign Boards, 400; Prizes, 401; The "Monopoly" Fight, 402; Bicycle Accidents, 403; Be Courteous, 403; Wheelmen's Rights, 417; A Protest, 459; An Adverse Decision, 459; In Re Brakes, 459; Records, 460; Names and Badges, 471; Smith and the N. A. A. A., 471; League and the Tariff, 472; Use of the Substantive, 472; The Bicycle Monopoly, 483; The Canada Championship, 484; Light vs. Heavy, 495; About Breeches, 495; The Circular Petition, 495; The Tricycle, 507; Two Points, 519; A Bull, 519; When and Where, 520; Championship, 520; Highways, 520; Col. Pope and the Tariff, 531; Records and Tracks, 543; Bicycle Bells, 555; The League, 567; The Officers' Meeting, 579; The Wheel, 591; Small Clubs, 591; Our Petition, 591; Manufacture, 594; The League, 603; The Amateur Rule, 603; Wholly Figurative, 603; The Officers' Powers, 615; The Tariff Question, 615; A Question, 627; Notes, 411, 472, 483

L. A. W.
A Model Report. 417
An Open Letter to the L. A. W..... 633
Annual Meet, Chicago..... 360
Applications for Membership: *Clubs* —
Acrial, 325, 417; Albany, 465, 489, 585; Aylmer, 325; Boston, 429; Boston Ramblers, 489, 525, 537, 561, 585, 633; Brantford, 501; Brooklyn, 417, 525; Brunswick, 417; Buckeye, 417; Buffalo, 417; Champion City, 477, 525; Cincinnati, 325, 429; Cincinnati Wanderers, 417, 561; City, 609; Cleveland, 429, 453, 501, 561; Columbia, 501; Connecticut, 429; Cortlandt Wheelmen, 513; Detroit, 477, 525, 561; Dunkirk, 325, 621; East Bridgewater Wheelmen, 513; Falls City, 609; Fremont, 501; Germantown, 605; Hackensack, 453, 477; Hamilton, 489; Hermes, 325, 623; Hudson, 429, 477, 537; Kankakee, 453; Kentucky, 465; Keystone, 465; Lancaster, 453, 489; Lexington, 513; Madison, 465; Manchester, 429, 513, 597; Marblehead, 453; Marietta, 429, 441, 549, 597; Maryland, 417, 477, 585; Massachusetts, 417, 501; Massillon, 541; Meteor, 441; Milwaukee, 429; Missouri, 453, 477, 513, 585, 609; Montreal, 465, 477, 489; Mountain, 417; Nashua Wheel, 405, 465, 621, 633; New Haven, 429; Newton 453, 477; Norwich, 585; Omaha, 417; Ovid, 441, 477; Peoria, 453; Philadelphia, 441; Pioneer, 325, 561; Rockingham, 429, 597; Rutland, 525; Scranton, 429, 585; Somerville, 441, 465; Springfield, 513; Star Wheel, 633; Syracuse, 417, 441; Worcester, 453; Xenia, 513; Zanesville, 429, 453, 561. *Unattached*— 325, 392, 405, 417, 429, 441, 453, 465, 477, 489, 501, 513, 525, 537, 549, 561, 585, 587, 609, 621, 633
Amateur Bicyclers, To..... 453
Chicago Programme..... 359
Constitution, The New..... 349
Elections, The..... 489
How to Get to Chicago..... 337
League Meet, The..... 374
League Races, The..... 585
List of Officers 377
Massachusetts Candidates..... 398
Massachusetts Consular Appointments, 597, 621
Notices to Members..... 392, 405, 429, 597
Officers' Fall Meeting..... 619
Order of Parade..... 359
President's Resignation, The 337
Proposed Amendments..... 597
Proposition from the N. A. A. A. A..... 337
Racing Rules, The 417
Resignation of K. N. Putnam and Communication..... 633
Road Routes..... 465

MISCELLANEOUS—
A Farewell Breakfast..... 494
All at Sea..... 593
A New Bicycle..... 422
A Sensible Declination..... 464
Bicycles in Fairmount Park 346
Bicycling in France Before the War..... 375
Bicycle Thief Caught 514
Bicycling in Washington..... 334
B. T. C. Gazette..... 622
Canton 352
Caution, Reply to..... 410
Canada Wheelmen's Association..... 584
Duration of Patents..... 336
Essex County Wheelmen..... 374, 523
Foreign Gleanings..... 416
Harwood Safety Bicycle Step..... 632
How it Stands..... 346
Ixionics..... 509
John Shillington Prince (with Portrait)... 536
New York Items 500
"Papa's" Departure..... 465

CONTENTS—VOLUME V.

Page

MISCELLANEOUS (*Continued.*)
Papa Weston..... 524
Pedals vs. Feet..... 442
Personal 446
Philadelphia Items..... 430
Philadelphia Meet..... 631
Philadelphia Park Projects 393
Safety Bicycles..... 596, 622
San Francisco Notes..... 336
Some Jersey Headers..... ... 376
Suing a Bicycle Rider..... 652
The Central Park Case—Judge Lawrence's Decision..... 461
The Facile Road Race..... 609
The L. E. C. W..... ... 572
The L. N. H. W..... 509
The L. O. W. Meet 535
The New York Wheelmen's Trip..... 608
The Wire Guage 348
Washington Notes..... 336
Wheel Enjoyment..... 589

NOTES, QUERIES, ETC.—326, 348, 366, 391, 410, 416, 434, 458, 514, 526, 558, 574, 608, 620

OUR PORTRAIT GALLERY—
Lewis T. Frye, 348; George D. Gideon, 348; John S. Prince..... 536

POETRY—
Only a Bicycler..... 326
Si Elmer's Last Race..... 346
From Another Point of View..... 392
Bugle Calls 398, 475, 550
Jacques' Soliloquy..... 476
The Rider and the Wheel..... 488
To My Wheel..... 562
Not Bridled 608
The Ring..... 619

RACES—
American—Albany, 19 Sept., 569. Attleboro', 6 Oct., 593. Baltimore, 17 June, 401; 24 June, 424; 8 July, 448; Sept., 568. Battle Creek, 4 July, 467. Boston, 25 May, 362; 27 May, 362; 29 May, 362; 10 June, 401; 4 July, 425; 13 Sept., 536; 20 Oct., 616. Brantford, 1 July, 458. Brooklyn, 30 May, 374. Buffalo, 6 Sept., 545. Cambridge, 22 May, 345. Canton, 22 July, 472; 4 Sept., 544. Charleston, 24 May, 362. Cleveland, 11 July, 448; 24 Oct., 628. Columbus, 29 Aug., 532. Coney Island, 5 Aug., 507; 13 Aug., 507. Cottage City, 2 Sept., 532. Detroit, 4 May, 333. Dunkirk, 20 Sept., 592. Franklin, 23 Sept., 580. Freehold, 13 Sept., 592. Goffstown, 28 Sept., 580. Grand Rapids, 16 May, 344. Great Bend, 5 Oct., 616. Harrisburg, 4 Oct., 604. Haverhill, 21 Aug., 520. In Brief, 655, 696. Lawrence, 4 July, 448. Lewisburg, 7 Oct., 605. Louisville, 22 April, 332; 27 June, 424; 4 July, 439. Lowell, 5 Oct., 592. Lynn, 4 July, 425. Milwaukee, 4 Oct., 604. Montreal, 15 April, 321; 22 July, 484; 2 Sept., 532. Mott Haven, 20 May, 345. Natick, 19 Aug., 508. New York, 19 May, 361; 27 May, 362; 29 May, 373; 3 June, 373; 10 June, 401; 2 Sept., 532, 544; 30 Sept., 580. Norwalk, 28 June, 424. Notes, 321, 322, 333, 425, 449, 461, 473, 484, 497, 508, 521, 533, 556, 580. Oakland, 30 May, 401; 22 July, 484; 23 Sept., 592. Ovid, 11 Aug., 496. Oxford, 20 Sept., 592. Philadelphia, 17 May, 361; 1 July, 425; 4 July, 448; 17-22 July, 472; 21 Oct., 628; 25 Oct., 628; 26 Oct., 628. Pittsburg, 24 June, 424. Princeton, 17 May, 361; 17 June, 424. Providence, 26 July, 475. Pullman, 21 Oct., 628. Riverhead, 4 Oct., 604. Rochester, 25 Aug., 520. Salt Lake, 24 July, 484. San Francisco, 29 April, 321. Scranton, 16 Sept., 592. Schuz, 4 July, 484. Smithville, 2 Sept., 598. Springfield, 4 July, 436; 20 Sept., 569. Staten Island, 20 May, 345; 4 July, 438. Stenton, 9 May, 333. Steubenville, 4 July, 437. St. Thomas, 22 Sept., 580. Taunton, 26 Sept., 592. Toronto, 7 Oct., 604. Troy, 28 Sept., 580. Utica, 4 July, 437. Washington, 20 May, 345. Waukegan, 29 Sept., 580. Waverly, 26 Sept., 580. Wellington, 23 Aug., 532. Wheeling, 13 Sept., 592. Williamsburg, 4 July, 438. Worcester, 3 June, 374; 5 Sept..... .. 541
Foreign—Belfast, 5 Aug., 508. Birmingham, B. U. Championships, 461; 21 Aug., 546. Clifton, 17 June, 458. Crystal Palace, 4 June, 412; 22 July, 497; 27 July, (Cortis on time), 496; 29 July, 497; 5 Aug., 508; 17 Aug., 532. Dublin, 7 Oct., 617. Edinburgh, 412; 17 June, 438. Lansdowne Road, 25 Sept., 536. Leicester, 21 June, 425; 5 Aug., 508; 23 Sept., 593; 17 Oct., 617. Melbourne, 18 March, 362. Romford, 24 Aug., 546. Surbiton, 5 June, 442; 2 Aug., 508. Wolverhampton, 7 Aug..... 508

ROUTES AND ROADS—
Arlington to Framingham..... 499
Boston to Portsmouth..... 534
Manchester to Portsmouth..... 570
Roads About Detroit..... 499
Roads from Manchester..... 499
Two Routes Described..... 595

TRICYCLING—
Alpha Tricycle Club 452
Cheylesmore, The..... ... 326
Club Sociable, The..... 476
Dual, The 607
Ease of Tricycling..... 652
Editorial 475
Gearing Up and Gearing Down..... 608
How a Literary Man Keeps Well..... 490
Ladies' Costume..... 578
Nixon's Ride..... 548
Pace of Tricycling, The..... 652
Steam Tricycle..... 514
Tricycling in New Haven..... ... 632
Tricyclist, The..... 452
Victa Harvard..... 591
Victor Tricycle..... 561
Washington, D. C..... 514
Items....351, 446, 490, 452, 475, 490, 514, 561, 632

TOURS, RUNS, MEETS, ETC.—
Æolus to the Front 363
Along the Potomac..... 403, 441
A Missouri Ran..... 363
A Ran to the Point of Pines..... 427
A Western Long Distance Run..... 495
Bicycling in Belgium 508
Boston Ramblers' Long Run.... 536
Bremen Bicycle Club..... 393
B. T. C. Meet..... 364
Brooklyn Wheelmen 392
Chicago to Detroit... 512
Columbus to Chillicothe 595
Essex County Wheelmen, The..... 374, 523
First American 100 Mile Club Run..... 546
John O'Groat's to Land's End..... 548

Page

TOURS, ETC., (*Continued.*)
L. A. W. General Meeting 383
L. A. W. Meet..... 360
L. A. W. Officers' Meeting 390
L. A. W. Meet, Parade and Banquet..... 474
Lawrence Runs..... 474, 631
Manchester..... 324
Massachusetts Bicycle Club..... 375
Massachusetts Division Run..... 622
Massachusetts 100-Mile Run..... 584
Marietta..... 461
One Hundred Miles in a Day..... 533
Orange Wanderings..... 607
Philadelphia to New York..... 410
Point Jervis to Delaware Gap..... 498
Portsmouth..... 631
Rutland..... 499
San Mateo to San Francisco..... 318
Scranton 333
Through Long Island 462
Through the White Mountains....402, 433, 462, 477
To South Canton..... 465
Tour Through Ireland, V..... 363
Tremonts to the Front..... 620

WHEEL CLUB DOINGS—
Æolus Wh., 319; Albany, 320, 447; Armenia, 423; Atlantic, 563; Auburn, 423; Aylmer, 495; Battle Creek, 373; Belleville, 495; Binghampton, 373; Boston, 400, 424, 520, 592, 627; Boston Ramblers, 484; Bremen, 393; Brooklyn, 319; Brunswick, 400, 436; Buffalo, 441; Canandaigua, 319; Capital, 400; Cazenovia, 442, 531; Champion City, 424, 496, 495; Charleston, 596; Chelsea, 344, 373, 592; Chicago, 447, 555; Chicago Wheelmen (League of), 579; Cincinnati, 604; Cincinnati Wanderers, 411; Citizens, 400, 543; Cleveland, 319, 591; Cohannet Wh., 616; Connecticut, 592; Cottage City, 495; Crescent (Boston), 319, 320, 455, 592; Crescent (Lynn), 466; Detroit, 484; Dubuque, 351; Eurus, 400; Grand Rapids, 411; Hamilton, 360, 412; Hartford Amateur, 447; Hermes, 573; Holyoke, 593, 544; Hudson (Mass.), 412; Hudson, (N. Y.), 436; Kilmarnock, 573; Kankakee, 400; Kansas Bi. Union, 447; Kentucky, 400, 448, 507; Kings County Wheelmen, 592; Laramie, 532; Leominster, 580; Lexington, 424; London, 331; Lowell, 320, 400, 423, 448; Manchester, 604; Marblehead, 331, 592; Marietta, 373; Massachusetts, 360, 400; Medina, 460; Meriden Wheel, 532; Middlesex, 436; Milwaukee, 360, 579; Milwaukee Bi. Tourists, 400; Missouri, 507; Montreal, 495, 555; Mountain, 332; Muncie, 400; Nashua Wheel, 352, 543; Newark, 460; New Bedford, 392; Newton, 320, 424; Oakland, 360; Ottawa, 495; Ovid, 391; Owl, 591; Owl Wheeling, 543; Pennsylvania, 495, 563; Peoria, 448; Philadelphia, 332; Phillips (Andover) Academy, 360; Pioneer, 320; Providence, 592, 627; Quebec, 331; Rockingham, 320; Roxbury, 604; Rutland, 543; Saratoga, 332; Scranton, 321, 627; Sacramento, 555; Star, 392, 460; Star Wheel, 616; St. Catharines, 400; Staten Island, 447; Syracuse, 321; Toledo, 332; Tremont, 627; Troy, 447; Wanderers, 616; Westboro', 391; Woonsocket, 495; Worcester, 436; Xenia, 436, 520; Zanesville..... 331

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 12 MAY, 1882.

Volume V. Number 1.

[Vol. V. CONTENTS. No. 1]

San Mateo to San Francisco 318
Editorial: The L. A. W. Meeting; Virtue, and its Immediate Reward 319
Wheel Club Doings: Æolus Wheel; Pioneer; Rockingham; Canandaigua; Crescent; Newton; Brooklyn; Lowell; Cleveland; Scranton; Syracuse 319
Races: Montreal; San Francisco; Notes; Prince's Challenge 321
Correspondence: Advice Gratis for Chicago; Insignia of Rank; Sparkles from Salem Spokes; "Wanted, — Bicycles;" Essex County Meet; Manchester; Hackensack; The Proposed Revision 324
L. A. W.: Applications 325
Currente Calamo 325
Notes, Queries, etc. 326
Tricycles. — The "Cheylesmore" 326

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

WANTED. — A position as Clerk and Salesman by a young man who thoroughly understands the bicycle business. Best of references furnished. Address H. P., care of Bicycling World.

Bound Volumes of Vol. 4,

BICYCLING WORLD,

Will soon be ready for delivery. The Index is in rapid preparation.

SCHUYLER & DUANE,

189 Broadway . . . . New York,

Sole U. S. Agents for

The Coventry Machinists' Co., Ld.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits and Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 701 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description. supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY

How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA.



Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L, Rochester, N. Y.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.
Knife-Edge Treadle.
Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Conn.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

Try a Pair of

THOMPSON'S

PATENT

ELASTIC TIPS,

FOR BICYCLE HANDLES.

Just the thing to

PROTECT YOUR HANDS,

Also your nice polished handles, in case of a header. They are made of

PURE PARA RUBBER

And will FIT YOUR REGULAR HANDLES.

Sent by mail to any address on receipt of price, per pair, **$1.00.** Address all orders to

The American Bicycle Company,

DEALERS IN ALL

MAKES OF BICYCLES,

79 ORANGE ST., NEW HAVEN, CONN.

P. O. BOX 810.

☞ Send diameter of Handle at large end.

"League of American Wheelmen."

GOLD BADGES of the NEW DESIGN

Exact Size.



Pat. Sept. 13, 1881.

Handsome Solid Gold Pins

With garnet stone centres, $3.50 and $5.00 each. The same with extra finished sittings, $7 00 and $8.00. Best finish with small DIAMONDS, $15 to $25 and upwards.

The same design is also mounted as watch-charms, sleeve-buttons, etc. All suitable for constant wear.

(These badges will be on exhibition and sale at Chicago, May 30, at Headquarters.)

Orders by mail enclosing cash or P. O. order for the style of pin desired will receive immediate attention.

Address,

C. H. LAMSON, DIRECTOR L. A. W.
PORTLAND, ME.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — Pair rat-trap "Rudge" Ball Pedals, high blades, for $3.00. Will trade for rubber pedals of same make. Address L. T. F., 30 High street, Boston.

FOR SALE. — 54-inch Standard Columbia. Full nickel. With ball bearings, rubber handles, automatic bell (H. & T.), suspension seat, bundle carrier, lock, and improved F. nickel hub lamp. In use one season, and is as good as new. Reason for selling, too small. Address CHAS. BAUR, 701 Main street, Terre Haute, Ind.

FOR SALE. — A 48-inch Centaur Roadster. Half bright; close built; double ball bearings; cane-seat saddle. Is in perfect running order. Price, $55. Address CLIFFORD S. GRISWOLD, Wethersfield, Conn.

52-INCH SPECIAL CLUB, and 55-inch D. H. F. Premier. First, half bright, never used; other, full nickelled, new; balls all around, and ball pedals to both. Also, Thompson Cyclometer, 54-inch; L. & B. Suspension Saddle, both new; one pair Rat-Trap Pedals, second-hand; make your offers for last three. W. J. HOWARD, 53 Shelby street, Detroit.

FOR SALE. — 52-inch Xtraordinary. In good order. Ridden about 300 miles. Cyclometer attached. Just the thing for a beginner or for rough riding. Price, $90. W. L., Box 2,214, New York City.

FOR SALE. — 54 Painted Yale ($100), perfect order, run but little; owner bought an "Expert," only reason for selling. ELLIOTT MASON,
214 East Thirty-Fourth St., New York.

FOR SALE. — An American Star. Bought new in November, 1881. Price, new, $80. Will sell for $55 cash. Machine as good as new. Reason for sale, owner has no time to use same. Would pay freight on same if sold. Address Lock Drawer F. Decorah, Ia.

$45 WILL BUY A 46-INCH MUSTANG. It has not been run 100 miles, and is in excellent condition. Also for sale. Vols 24, 25, 30, 31, 32, 33, 34, 35, 36, 37, 52, and 53 of the *Scientific American*. All just as *good as new*, none of them are soiled or torn. Box 102, South Newmarket, N. H.

50-INCH FULL-NICKELLED DETACHABLE ivory handles, rat-trap pedals, Felloe gong, and hub lamp. Price, $100. G. F. STILLMAN, Box 475, Ilion, N. Y.

FOR SALE. — A 56-inch Harvard Roadster. Full-nickelled, including gun-metal work. Has not been ridden over five miles. Price $125, in crate. Address GEO. W. SMITH, 238 Main street, Hartford, Conn.

FOR SALE. — 48-inch English Europa Bicycle; almost new; open head; coned bearings; two pairs pedals: half bright. Price $50. WM. WRIGHT, 791 Fifth avenue, New York.

San Francisco to San Mateo.

THE season's initiatory run of the San Francisco Bicycle Club was held on Sunday, 16 April, 1882, at 9 A. M. The members and invited guests, numbering in all twenty-nine riders, assembled at the corner of Twenty-first and Mission streets, where Capt. Butler formed the line, and after going through preliminary movements the bugler gave the signal to "mount," and the wheelmen started on the way to San Mateo, which is twenty miles from this city. It was a fine sight to see the riders in single file, seated on their glistening steeds, gliding noiselessly by. The route selected was the old San Bruno road, running partly along the western shore of the bay, and winding in between the hills. At 10.30 we arrived at a familiar resort called the Sierra Point House, frequented mainly by those who cherish a peculiar tenderness for the "inner man;" here we dismounted and forthwith repaired to the dining-room for refreshments. After moistening our parched throats with the customary "bicycler's delight" (milk or soda water), we were served with clam chowder, — a highly acceptable dish, judging by the rapidity with which it was put out of sight. The bugler then sounded "fall in," and we sped away to the country residence of D. O. Mills, where arriving we enjoyed the pleasure of a ride over the splendid drives of his beautiful place. Once more resumed our journey and in due time reached the pastoral home and suburban retreat of Mr. Webb Howard, at which place the wheelmen were, through the kindness of the aforesaid gentleman, allowed to hold their first inaugural "meet" of the season. The spot selected was as inviting as it was beautiful, on the banks of San Mateo Creek, and under a large shady oak. The culinary committee of the club, Messrs. DeClairmont, Waterhouse, Hobe, and Sanderson prepared themselves for active duty; the cloth was spread on the greensward, palatable condiments and luscious beverages graced the table, and the caterer of the club, Mr. Warschauer, under whose supervision the different things were so tastefully put up, finally announced everything in readiness and awaiting disposal, and it was surprising with what alacrity the wheelmen made for that "lunch"; it took but a few minutes and everything was over. Everybody was in high spirits, and all enjoyed the event hugely. After spending a few minutes in riding over the beautiful drives and admiring the grandeur of the scenery, the bugler once more sounded "fall in," and the bicyclists were homeward bound, thoroughly contented with their day's pleasure, which event will no doubt be remembered and appreciated by all the riders who helped to make this a grand and memorable occasion.

ONE OF THEM.

A dozen pages of *Lippincott's Magazine* for June, issued 20 May, will be occupied by Kol Kron's philosophical and discursive essay, "On the Wheel."

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance	$2.00
Six months "	1.00
Three months "	.60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
Wm. M. Wright, 791 Fifth Avenue, New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 12 MAY, 1882.

THE L. A. W. MEETING.

OF the business to be considered at the annual meeting of the League, the election of officers for the ensuing year is not only the most important but the most interesting. Other matters can and undoubtedly will be placed in the hands of committees, or the board of officers. Every true member of the League desires to see it succeed, and placed in good hands, and will throw aside all sectional feeling and unite on candidates which seem best calculated to further the interests of wheelmen generally, and carry out the objects of the League as expressed in its constitution. We have repeatedly advocated the election of directors by the members in the respective States, and no doubt some plan will be adopted to secure this result; but it is uncertain if the proposed method can be carried out at the coming meeting in Chicago. We desire, therefore, to urge strongly the necessity of the members from each State who attend the League meeting to be prepared to nominate for their State two gentlemen who have the qualifications necessary for the post of directors, and who will devote the necessary time to the advancement of the League, and promote a prompt dispatch of the business brought to their attention. States which will not be represented would do well to send their nominations to some one in whom they have confidence, and who will be present at the meeting, or to send the names of candidates for publication in this paper. The office of corresponding secretary should be filled by some one resident in a central city with good postal facilities, and we know of no place which is better fitted to be represented by this office than New York. However, domicile should not be made the true test, but simply an additional recommendation to a man who is otherwise qualified for the position. One whose mental cast and disposition would commend him to a particular office might not be suitable for any other. A man who would make a good president would not necessarily fill the position of secretary satisfactorily. Therefore we would suggest a wise discrimination, and the election to the various offices of members who are suited to them, and not merely because they are good fellows, and popular on a run or in a club.

This meeting of the League promises to be more representative in character than the one of last year; large numbers, comparatively, are to attend from the Eastern and Middle States. These should be armed with the necessary certificate to allow them to vote for the absent members of their clubs who are League members. If the clubs, East or West, desire to participate in the digital manipulation of the League pie, let them take care to send as many delegates and as many votes as they are entitled to; but if they neglect to do so, they must not complain afterwards if a sectional distribution of the honors should leave them out in the cold. But whatever is done or whatever is omitted, we cry now "All aboard for Chicago," and hope to meet and make many friends there.

Virtue, and

"WE reiterate, what we have often endeavored to impress upon our readers, that this journal is published in the general interests of bicycling, and not in the special interests of manufacturers and dealers; and while we are properly grateful for the business patronage of the trade, and think this gratitude should be reciprocal, we at the same time wish it distinctly understood that we consider the general interests of bicycle riders and practical bicycling as of the first importance in the intention and object of the establishment of the BICYCLING WORLD." — [EDITORIAL, 5 MAY.

Its Immediate Reward.

MESSRS. E. C. HODGES & Co.:

Gentlemen, — You will please discontinue our advertisement in the BICYCLING WORLD. Please send statement of account.

Yours truly,
ALBERT A. POPE, *President*
The Pope Manuf. Co.

BOSTON, 5 May, 1882.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB, MAY: —

Saturday, 13 Headquarters 7.30 A. M. Cars for Providence 8 A. M. Run to Rocky Point and return. Guests of the Providence Club. Return at 7 or 10.30 P. M by cars.

Sunday, 14. Providence 8.30 A. M sharp. Ride to Boston *via* Canton Arrive home 5.30 P. M.

Sunday, 21. Headquarters 10.30 A. M. Lexington *via* Watertown and Waltham. Dinner at the Massachusetts House 1 P. M. Return 2.30 *ad lib*.

Wednesday, 24. Headquarters 4.30 P. M. Club drill. Important that members going to Chicago should attend.

Saturday, 27. Cars for Chicago, Ill., to attend L. A. W. Meet.

Sunday, 28. Headquarters 10.30 A. M. Natick *via* Newton Centre, Granville and Wellesley. Dinner at hotel at 1 P. M. Return 2.30 *ad lib*

Tuesday, 30. Rendezvous at Whitney's Hotel, Nahant, 12 M. Start for home 2 P. M.

Tuesday, 30. Rendezvous Grand Pacific Hotel, Chicago, Ill., 9 A. M., L. A. W. Meet. Full uniform. Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the May events.

ROXBURY BI. CLUB, MAY: —

Sunday, 14. To Nahant *via* Chelsea Ferry.
Sunday, 21. To Natick *via* Brookline Reservoir and Wellesley.
Sunday, 28. To Black Rock House, Cohasset.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

ÆOLUS WHEEL CLUB. — *Editor Bicycling World*: — I send you for publication a copy of the action taken at a

special meeting of the Æolus Wheel Club of Worcester. relative to their protest to the admission to the L. A. W. of F. S Clark. Our club has always been among the workers for the best interests of the League, and we shall await its action, hoping we may be sustained in our protest; but whether we remain members of the L. A. W. or not, we shall always welcome all wheelmen to our city, and endeavor to *all act as good consuls should*, to make their stay pleasant, and give information in regard to roads and hotels in our vicinity.

F. P. KENDALL, *Sec.*

WORCESTER, MASS., 7 April, 1882.

Editor Bicycling World: — At a special meeting of the Æolus Wheel Club of Worcester, held Tuesday evening, 4 April, 1882, it was unanimously voted that

Whereas, On the third day of October, 1881, the Æolus Wheel Club of Worcester, all of whom were then members of the League of American Wheelmen, formally entered a protest against the admission of Fred. S. Clark of this city, whose name was published in the BICYCLING WORLD as a candidate for admission to membership in the said L. A. W.; and

Whereas, The membership committee of said League have seen fit to pass the name over our protest, and are sustained in such action by the board of officers; and

Whereas, It has lately come to our knowledge that the case has been misrepresented by the said committee in the following respects: first, that the protest entered was the result merely of a personal feeling between our ex-president and the said Clark, whereas the protest was made in the name of the club, and a vote to sustain the same was made at a special meeting of the club, and a copy of said vote forwarded at once to the corresponding secretary of the L. A. W. by our president as per vote; and secondly, that the uniform of said Clark was procured by him previous to the adoption of our club uniform, whereas our uniform was adopted at the regular monthly meeting of the club, March, 1881, and Mr. Clark did not even purchase his bicycle until 1 July, 1881, a little more than three months after the adoption by our club of said uniform; and

Whereas, We believe that the said committee have been negligent in their duty in not fully investigating and ascertaining all the facts of the case before their final action and announcement in the BICYCLING WORLD: therefore

Resolved, That we do not deem it consistent with our dignity or self-respect, or the interest of our club, to longer retain our membership in the said L. A. W. unless an immediate and willing disposition is shown on the part of the officers of said L. A. W. to correct the evident wrong which has thus been done our club in overriding our formal protest without proper investigation; and

Resolved, That unless the board of officers and membership committee of said L. A. W. shall, within a reasonable time, not later than 1 May, 1882, reconsider their action and reject the name of said F. S. Clark from membership, then shall the resignation of each member of this club be forwarded at once to the corresponding secretary of the L. A. W.; and

Resolved, That a copy of this action be sent to the corresponding secretary of the L. A. W. and to the BICYCLING WORLD for publication.

F. P. KENDALL, *Secretary*
Æolus Wheel Club of Worcester.

WORCESTER, MASS., 7 April, 1882.

[COPY.]

To Kingman N. Putnam, Corresponding Secretary L. A. W.: — We, the undersigned, members of the Æolus Wheel Club of Worcester, in accordance with a vote passed at a special meeting held 4 April, 1882, do hereby individually resign our membership in the League of American Wheelmen, and herewith return our tickets: S. E. Greene, F. P Kendall, Theodore P. Brown, H. P. Murray, F. E. Higgins, B. H. Wright, John C. Speirs, Chas. H. Banister, F. W. Blacker, E. F. Bisco, C. A. Gale (by F. P. Kendall, attorney), G. A. Bigelow, Geo. A. Smith, F. E. Pollard, H. S. Myrick (by F. P. Kendall, attorney), F. H. Goddard, Geo. W. Brooks, L. A. Talton, G. F. Harwood, Lincoln Holland, Wilber W. Hobbs.

WORCESTER, 4 May, 1882.

PIONEER BI. CLUB. — The Pioneer Bicycle Club, of Marinette, Wis., was organized on the 1st inst., with four members, and officered as follows: President, Reuben C. Merryman; secretary and treasurer, Harry J. Brown; captain, Frank E. Noyes; first lieutenant, Gus. E. Fromm; second lieutenant, Harry J. Brown. We expect our membership to increase to a dozen before the season closes, as several of the boys have the "fever" badly. A condition of our membership is membership in the L. A. W., and our names have been sent to the League Secretary for membership. We are the only club north of Oshkosh, though the Green Bay and Fort Howard boys expect to form a joint club before the close of the month. Our club suit consists of gray shirt, brown knee-breeches, dark blue stockings and low shoes, and brown helmet. Club color, cardinal red ribbon, one and one half inches in width. At least one of our members will attend the Meet at Chicago, and extend fraternal greetings with the brethren. PIONEER.

MARINETTE, WIS., 3 May, 1882.

ROCKINGHAM BI. CLUB. — At the annual meeting of the Rockingham Bicycle Club, the following were elected officers for the ensuing year: President, Frank J. Philbrick; captain, Charles A. Hazlett; secretary and treasurer, Charles F. Shillaber; first lieutenant, Joseph T. Cunningham; second lieutenant, William C. Denny; buglers, Charles F. Shillaber, G. E. Philbrick. Club committee, president, captain, and secretary (*ex officiis*), J. H. Knox, A. L. Jenness. Club voted to join the L. A. W., and also voted to issue a preliminary invitation to a New Hampshire meet, to be held in this city early in the season, the club furnishing a supper at the "Wentworth," at Newcastle. We have received three new members the past year, making total membership eighteen, — four honorary and fourteen active.

CHARLES F. SHILLABER, *Sec.*

PORTSMOUTH, N. H., 4 May, 1882.

CANANDAIGUA BI. CLUB. — At the annual meeting, held Friday evening, 28 May, the following officers were elected: President, Dr. A. G. Coleman; first and second lieutenants, George Hayes and Augustus Crittenden, respectively; secretary and treasurer, Prof. C. E. Van Laer. The club has made good progress and grown in numbers since its organization, notwithstanding the fact that many of the original members have removed from Canandaigua and some have retired from the sport. Under the efficient leadership of Dr. Coleman they expect this summer to gain far greater proficiency in drill and enjoy many pleasant runs.

CRESCENT BI. CLUB. — At the last meeting of the club, Mr. George U. Crocker was elected vice-president, and Mr. E. G. Morse a member of the standing committee, to fill vacancies.

ARTHUR E. BROWN, *Sec.*

MAY 5, 1882.

NEWTON BI. CLUB. — The fifth meeting of the Newton Bicycle Club was held at Eliot Hall, Thursday evening, 4 May. The following-named gentlemen were admitted to active membership: G. A. Blackwell, A. J. Soles, George L. Allen, and Faxon Atherton. The club now numbers twenty-one members, and is in a flourishing condition. A uniform consisting of a gray coat, knee-breeches, stockings and cap, and low black shoes, has been adopted, and orders for the same are being rapidly filled. The dues are as follows: Initiation fee, $1.00, and fifty cents for the first annual assessment for membership to the L. A. W.; quarterly assessment, 75 cents. It is expected that three members will attend the Chicago Meet, the club having generously agreed to allow them a leave of absence for the benefit of the League, and it was unanimously voted that they be allowed to pay their own expenses. Unanimity of spirit seems to be the strong point of the Newton Bicycle Club.

CHARLES L. CLARK,
Consul for Newton.

BROOKLYN BI. CLUB. — Capt. Gullen, of the Brooklyn Bicycle Club, sailed for Europe Saturday last, 6 May, *via* White Star steamer "Britannic," to be away two months. During his absence, Lieut. Henry Wreaks will have command of the club. Our membership has fallen off considerably, which I think due mainly to the bad condition of the streets leading to Prospect Park and Boulevard; but I think we shall soon count as many as before, as there are a number of new riders this spring whom we expect to join us. Mr. T. H. Marvin, Jr., was admitted to membership at our last meeting, 2 May. A goodly number of wheelmen are out for a spin in the park every morning as early as half past five. The club have chosen Mr. Frank H. Tice to represent them at the L. A. W. meet at Chicago, 29 and 30 May, and others also will probably attend. We have had a circular printed for distribution, of which I send you a copy. It speaks for itself.

EDWARD A. CANER,
Sec. Brooklyn Bi. Club.

BROOKLYN, N. Y., 8 May, 1882.

LOWELL BI. CLUB. — The wheelmen of Lowell have formed the Lowell Bicycle Club, with fifteen members and the following organization: President, Paul Butler; captain, Willis Farrington; lieutenant, Walter U. Lawson; secretary, Fred. A. Fielding; treasurer, Walter M. Sawyer; buglers, Frank L. Morrill, James C. Ayer.

CLEVELAND BI. CLUB — *Editor Bicycling World:* — Bicycling matters in this city are again assuming life, and the interest in the wheel promises to be very great this year..... I learn from the agents that the demand has been quite large (for here) already, and bids fair to assume some decent proportions before the year closes; they have already had orders for twenty-two machines, but have so far only been able to get about half of them here..... The Cleveland Bicycle Club gains in strength and enthusiasm as each week rolls by, and since 1 April have taken in eight new members; and applications are in from four others who wish to join, and will probably be elected to membership very soon..... The principal topic of conversation among local riders now is the League Meet at Chicago and any amount of enthusiasm has been aroused over it; so far the local club expects to send six to Chicago, with some chance of five or six more along. ... At several meetings during April a new club uniform was debated upon, which ended in one being adopted to consist of short coat with cadet collar, knee-breeches, lacing at the knee with maroon cord, maroon stockings, and a light silk cap, the same color as suit, which is a dark green..... The club's runs now come off on Tuesday mornings, at 5 30 and Friday afternoons, at 4, and so far have been very successful, ten members having turned turned out on one auspicious occasion. In connection with the club runs, I hear that a subscription paper is being handed around among the club members to purchase a prize to be given the club member who attends the most runs during the season of 1882..... The matter of good club headquarters is being agitated by a number of members, and with every prospect that we will have them soon. . . The club races which were postponed from last fall are again talked of, with chances that they will come off before very long, but the only thing that bothers us is the absence of a suitable track which can be easily reached; and in this connection I might say that it is rumored that some of the club are talking about building a quarter-mile bicycle track, twenty-five feet wide, etc. It is all very well to *talk* of such a thing, but a great deal better to hear of its being under way; but I for one am not quite up to thinking it as a sure thing yet..... For the past week the moon has shone in all its brilliancy, and I understand a number of the club have had some moonlight rides. FLADER.

CLEVELAND, O., 6 May, 1822.

SCRANTON BI. CLUB. — At the annual meeting of the Scranton Bicycle Club held 4 May, the following officers were elected for the ensuing year: President, E. B. Sturges; vice-president, Dr. J. E. O'Brien; captain, George Sanderson, Jr; lieutenant, James B. Fish; secretary and treasurer, Fred. C. Hand; guide, J. W. Pentecost; counsel, E. B. Sturges; bugler, F. C. Hand.

SYRACUSE BI. CLUB. — *Editor Bicycling World:* Affairs with the Syracuse Bicycle Club are in an encouraging condition; two new members were enrolled at the last meeting; and a number of now unattached riders will join soon. Weekly runs of an average distance of sixteen miles have been held since the season opened, and many members are out for short spins daily. Our runs for this month will be to villages respectively eight, seven, nine, and thirteen miles from Syracuse; we start every Wednesday at 3 P. M., and return after a supper, which bicyclers so well know how to enjoy. Apropos, we are willing to match our president and lieutenant against any club "team" in the country, at a "knife and fork" contest — we would even be willing to have our men handicapped! We would be glad to have any wheelman who may find himself in the central city call at headquarters, 71 Clinton street, and join us in one of our runs; we will endeavor to make the afternoon an ejoyable one. Our obnoxious polo caps have disappeared, the helmet taking its place, and before many weeks we will appear in an entire new uniform. SEC.

SYRACUSE, N. Y., 6 May, 1882.

RACES

Coming Events.

13 May. Mott Haven. Two-mile bicycle race. W. Wood, Box 3,101. New York.

13 May. Washington, D. C. Third annual races of the Capital Bicycle Club will take place this year at the Iowa Circle in the heart of the city.

13 May. Inter-scholastic athletic games. Two-mile bicyle race on the Manhattan A. C. grounds. E. W. S. Johnson, 756 Lexington avenue, New York.

19 May. Crescent Athletic Club, Manhattan grounds, New York. Two-mile bicycle race. Secretary, 150 W. 44th street.

20 May. Staten Island Athletic Club, West New Brighton, Staten Island, three-mile bicycle handicap. Secretary, Box 169. New Brighton, N. Y.

30 May. Williamsburg Athletic Club, Brooklyn, N. Y., two-mile bicycle handicap. G. R. Smith, secretary, cor. Penn and Rutledge streets, Brooklyn.

3 June. Manhattan Athletic Club, New York. One-mile bicycle handicap. F. J. Graham, 56th street and 8th avenue.

3 June. Montreal Athletic Association games. Three-mile bicycle race. Chairman sports committee. Box 1,138, Montreal.

10 June. Amateur championship meeting of the N. A. A. A. A. Five-mile bicycle race. Secretary, Box 3,178, New York.

MONTREAL, 15 APRIL. — The three-days' bicycle tournament under the auspices of Prof. Fred. S. Rollinson at the Crystal Rink closed this date with a 100-mile contest between Rollinson and Mlle. Armaindo, the latter being allowed 5 miles. The lady won her 95 miles in 7h. 55m. 25s., including 25 minutes' rest, this being the fastest on record for a lady rider. Rollinson was thrown by a spectator crossing the track, on the 45th mile, and got a sprained ankle He rode out his 100 miles, however, but only caught about half of Mlle. Armaindo's allowance. She also took a header, in starting again after her rest, through the carelessness of an attendant, but was not hurt. In the previous events, Rollinson on the 13th made 25 miles in 1h. 52m., defeating T. W. Eck, who had one mile allowance. On the 14th, Mlle. Armaindo defeated Eck in a 10-mile race by eight laps, in 43m. 28s. Rollinson rode a bicycle 7 miles against pedestrian 5 miles, the bicycler winning in 29m. About 1,200 spectators were present, the local wheelmen taking especial interest in the events.

SAN FRANCISCO'S RACE TRACK. — *Editor Bicycling World:* — Thinking that it might be of interest to your readers to know just what our facilities will be for that part of the sport which relates to racing, during the coming season, I send you a description of the grounds lately fitted up by the Olympic Athletic Club of this city, arrangements having been made by which bicyclists are to have joint use of them. The grounds are situated at the corner of 14th and Centre streets, Oakland, and are reached from the city by ferry and rail, in about twenty-five minutes. For the Oakland and the Berkeley University bicyclists and athletes they are of course extremely convenient. They are surrounded by a high board fence, and have a good covered grand stand and an open stand, besides ample dressing-rooms, baths, etc. The ground is about three hundred and seventy feet long, and three hundred and ten feet wide from the rail in front of the stand to the opposite fence. The track is eighteen feet wide on three sides, and twenty feet down the home stretch. The ground is as nearly level as possible. The track is one fifth of a mile in circumference, and had to be laid out with straight sides, and four corners of eighty-two feet six inches radius at each corner. These curves are thrown up on the outside sixteen inches, so that the corners are tolerably easy. The surface is made of a mixture of clay and sand, known as "hard-pan," which is much easier kept in order in this dry climate than cinders.

The regular opening has been delayed until Decoration Day, but the University Field Day games were held on the grounds on Saturday, 29 April, and the bicyclists had an informal one-mile handicap to determine the places of some of the new men for future events. The starters were H. C. Finkler, scratch; J. A. McNear, 8 yards, based on previous performances; C. A Leonard, 100 yards; G. H. Strong, 125 yards; R. F. Verrinder, 175 yards; C. Brinkhalter, 300 yards; W. H. Lowden, 330 yards. Finkler rode a Club racer and in racing costume. The rest rode heavy roadsters in ordinary uniform. The result was Lowden first, 3m. 17s.; Brinkhalter second, by 15 yds.; Strong third, by 20 yds.; Finkler fourth [scratch man's time wanted. — ED.] and McNear fifth, by about the same distances respectively, followed by Leonard and Verrinder. There was no training or preparation with perhaps one exception, consequently no very good performances. P.

IN a five-mile handicap amateur race given at the rink in this city, 14 February, 1880, W. S. Clark (scratch) rode two miles in 6m. 27s. Considering the great increase of amateur riders within the past year or two and the better facilities for riding, Clark's time should be wiped out before long. — *Turf, Field and Farm*, 5 May. In the five-mile handicap at the Institute Fair building, Boston, 6 April last. Underwood and Gideon from scratch both made the first two miles in 6m. 22½s. and 6m. 22½s. respectively. On the same track, two days later, 8 April, Claflin won two heats of the two-mile race of the Massachusetts Club in 6m. 21¾s. and

6m. 26⅘s. respectively. In practice, on the same track last Friday E. Norton of the Harvard Club did two miles in 6m. 12s.

THE last miles in the five-mile amateur race, at the Institute Fair building events of 29 April were made in the following times: Underwood, 2m. 58⅗s.; Corey, 2m. 59⅕s.; Dean, 3m. ⅘s.; Claflin, 3m. ⅘s.

To the Professional Bicyclers of America.

I HEREBY challenge any four professional bicycle riders in America to ride a twenty-mile race; each of them to ride five miles, and I will complete the whole distance. I have deposited $10 in the hands of the editor of the BICYCLING WORLD, who will be stakeholder. Race to be for from $50 to $100 a side. I would like to hear from Rollinson, Wilson, the Harrison brothers, Pearce (colored), Mellin, Hersey, Morgan, Porter, Wilmot, Hart (colored), or anybody else.

JOHN S. PRINCE, *Champion of America.*

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgement are improper by reason of gratuitous advertising or objectionable phraseology.]

Charleston.

Editor Bicycling World: — In consequence of the pressure of business of the members, the majority of whom are engaged in active pursuits, our club is unable to have its meets in the most delightful months, and we have to ride in the summer instead. On the 14th inst. we assembled in full uniform, and took a ride of about two hours through the principal streets of our city, which was much enjoyed by those who participated in it. We rode to the arsenal grounds, and there enjoyed a pleasant evening on the best grounds afforded for this kind of sport in the neighborhood. We propropose having races at the arsenal later in the season, and hope to be able to forward to your very interesting paper records of *quick times*, as there is a fine shell track of eight laps to the mile. We hope erelong to make bicycling a sport here which all young men will take pleasure in. The roads generally are very poor; but the street department is gradually fixing up the road-beds, and we hope soon to have at least eight or ten miles of good roads for our sport, when I trust that bicycling will become more general than it now is. When such is the case, I hope to forward the WORLD some very interesting accounts of our meets.

L. M. BEEBE, JR.,
Sec. and Treas. Charleston Bi. Club.
CHARLESTON, S. C., 22 April, 1882.

Advice Gratis for Chicago.

Editor Bicycling World: — Let me relieve my conscience at the outset by protesting against the absurdity of calling the Chicago celebration of 30 May the "second" Annual Meet. I was angry last year when I saw the Boston Meet designated as the "first," on some of the programmes; but I did n't suppose there was any chance that the blunder would be perpetuated. The Newport parade of 1880 was of course in truth the first, and the later ones should be enumerated in proper order from that. Even if the League had n't been organized until after the parade was ended, the Meet of 1881 should have been called the second and not the first, because the Newport Meet was managed by the selfsame men who had assembled there to form the League; but as a matter of history, the League was formed in the forenoon and the procession was conducted by its officers in the afternoon. Hence the most extreme stickler for technicalities has no pretext for pretending that the first Meet was not the League's own in very truth. Inasmuch as all such societies and institutions have a natural desire to be thought as old as possible ("constructive" birth and downright falsifying of records being sometimes resorted to for the sake of commanding "the dignity of age"), I can hardly imagine why any friend of the League should desire thus to belittle its reputation and pervert the truth of history as to bicycling in America. I prefer to think that it originated as a "clerical error," or "typographical mistake," rather than in the superlative silliness of some Boston infant who designed to do a smart thing by labelling his own birt! place as the birthplace of the League. Chicago men, however, have no motive for encouraging inaccuracy or folly, whichever it may be; and I want the lie nailed right here. The Chicago Meet is the League's *third* Annual Meet; and if I find anybody there to deny it, I shall feel obliged to pull out my horse-pistol and convince him of his error. Hear me!

I wish now to reiterate the words you printed for me 10 March, in support of your own previous argument that the time and place of the fourth Annual Meet (1883) should be settled at the Chicago convention. I repeat my recommendation that Washington's Birthday be the time and Washington City be the place chosen. I do so, however, chiefly for the purpose of urging that the bicyclers of any possible locality who want the Meet of 1883 to be held in a given city (Washington, or Philadelphia, or New York, or Buffalo, or Jewett City, Conn., or any other) should forthwith collect their facts and statistics in black and white, for presentation to the convention in a clear and intelligible manner. In particular, they should get offers in writing from the railroad, steamboat, express, and hotel representatives in regard to the terms that will be offered for the patronage of the League. The proper time to secure such bids is before the place of the Meet is decided upon; for after that the persons referred to will have less motive for making reductions.

Let me say to the Chicago committeemen, that as soon as they have shot enough intelligent compositors to insure the printing of "third" instead of "second" on the programmes of the Meet, they should devote a period of solitary study to an achievement of the idea that they cannot be too minute and explicit in publishing on that programme the details of their arrangements. The best way to insure the comfort of a stravge crowd of visitors is to assume their entire ignorance of everything. No possible shred of information is likely to be too trivial to be of use to some of them. With reference to the hotels in particular, nothing ought to be taken for granted. At the Boston Meet, for example, I was tempted by the "reduced rates" to stay several days at the Hotel Vendome; but my bill was made out at full rates. When I asked an explanation, I was told that "the reduced rates did not apply to those who occupied rooms alone." As I replied that the official programme made no such announcement, the bill was reduced to the regulation size; but a less obliging hotelman might have acted differently. Furthermore, as to the transportation of bicycles, a special circular or handbill should be prepared for the benefit of the baggage-smashers and expressmen, embodying all the concessions and regulations which the committee can secure from the railroad and steamboat agents. The names of the agents should be officially signed to this, so that each bicycler, by exhibiting the order to any employee of the companies, could be assured of civil treatment. For lack of such a certificate at last year's Meet, I was "struck" for half a dollar by a baggage-man at Springfield. Still further, for the benefit of those who, like myself, expect to buy round-trip tickets to Chicago, but to return homeward a-wheel-back, the committee might either set up a temporary ticket exchange, or recommend a particular "scalper" for League patronage.

Considering the dreariness of last year's failure in attempting to hold a big dinner in Music Hall, I trust the managers will think twice before they decide to attempt any repetition thereof. No possible object that I can see is subserved by feeding a large mob simultaneously in a public hall; for the vastness of the crowd spoils all sense of comradeship, and makes any audible after-dinner speeches a physical impossibility. At the Boston dinner I was quite near the unfortunates who were called upon to stand up and make noises with their mouths, in oppposition to the other noises of the banquet hall; yet I did n't gain the slightest notion of what the mouthings represented in articulate speech until I read the newspapers next day. The line of a decent, manageable dinner may as well be drawn at one hundred plates as anywhere; and it will be twice as well managed and twice as enjoyable if that maximum number be divided by two. My recommendation, therefore, is that if there must be a League dinner at all, it should be participated in only by the officers of the League and the captains of the League clubs.

As the adoption of such a rule would exclude me personally from the banquet, I certainly can't be accused of any sinister motive in advocating it.

I want to repeat my last year's vain appeal for music, or singing, or at all events noise of some sort, as an accompaniment of the parade. The stillness of solitary riding is one of its dearest charms, but a public procession without joyful clamor has a depressing and funereal effect upon all concerned. Furthermore, the impressiveness of the parade as a spectacle will depend greatly upon the thickness of the lines rather than the length of them. Only two could safely ride abreast on the narrow Boston streets, and the police arrangements were so defective that in some places the opening was hardly wide enough even for two. My recollections of Chicago are rather misty, for I have n't been there since January, 1874, when the smoke of the "great fire" had hardly blown away; but I assume that the "Boulevards" are broad enough to let at least ten or a dozen men ride abreast. Four hundred riders massed in this way would present a better appearance than a thousand "long drawn out" in pairs.

KOL KRON.
WASHINGTON SQUARE, N. Y., 28 April, 1882.

Insignia of Rank.

Editor Bicycling World: — A copy of the WORLD, 14 April, has just reached me, and I note with pleasure the letter of Capt. Miller and his call upon club captains for descriptions of insignia of rank. The Massachusetts Bicycle Club has this year adopted the following as insignia for its road officers: Captain, shoulder straps similar to those worn by any captains, but a little smaller and with a wheel in place of the star, two bars either side of wheel, wheel and bars worked in silver on a dark blue field; first lieutenant, same, with one bar; second lieutenant, same, with no bars; buglers, gold bugle on collar. The shoulder straps are sufficiently like the army straps to indicate the rank of wearer, and the wheel is so characteristic of our sport that one must know what it means even though the officer be distant from his machine.

CHAS. P. SHILLABER,
Capt. Massachusetts Bi. Club.
NEW BERNE, N. C., 28 April, 1882.

Sparkles from Salem Spokes.

Editor Bicycling World: — I wish before it is too late to say a word or two in regard to the "Newburyport Idea," which took my fancy immensely from the first, and is also, I think, favorably regarded by the majority of the riders in this city. From what I hear, I understand that a meet at Lawrence on 30 May is a fixed fact. With all due deference to the opinions of others, I must say that this is likely to prove a serious if not fatal mistake. Three fourths of all the riders in the county, probably, are to be found in the cities and towns within five miles of the coast; and how many of them will undertake to traverse the fifteen to twenty odd miles of hilly roads, the condition of which at this season of the year is anything but good, in order to be present at the meet? Even so enthusiastic a wheelman as myself will think twice before devoting a day to raising a pair of "boil bearings" on those self-same roads, however laudable the end to be attained. Have the meet in Ipswich, Lynn, or Salem, gentlemen, and there will be no reason to complain of the attendance in point of numbers. I should be glad to see one of the Salem clubs take the matter up; but the old Hawthorne Club, I am afraid, is on its last legs, and its decease from inanition or old age may be expected at any time It is, or rather was, largely composed of business men who cannot spare the time for club runs and meetings, without which no club can live; and the other local club, of some ten or fifteen members, is as yet in its infancy....Mr. Philbrick, the maker of the Republic bicycle, completed the extensive order given him by the Marine Bicycle Company a week ago, and the disconsolate features of waiting wheelmen brightened in anticipation of the speedy filling of their long-standing orders for the wheel proper. Judge of the writer's dismay, therefore, when on a recent call at the manufactory, he saw that preparations for a second large lot of the flying fish were under way. If that 50-inch is n't ready for him by the end of the week, "Telzah" will understand why he gets the cold shoulder the next time he crosses P. P.'s path. The Republic in its improved form is really a handsome and trustworthy machine. Broad hollow forks, open head, direct butt-ended spokes in gun-metal hubs, and balls to both wheels are the principal features....."1xion" sent to the WORLD some months ago a copy of the bill of fare for a dinner costing, I think, seventy-five cents, and asked if it could be beaten. Since it is a part of my daily routine to read the proof of the dinner bill for the Essex House, in this city, I present herewith a sample of what is served there every day for *fifty* cents: — Soup: Julienne. Fish: Baked haddock au tomato. Boiled: Corned beef; fowl with salt pork, white sauce. Roast: Rib of beef, dish gravy; leg of lamb with jelly; turkey, cranberry sauce. Entrées: Calf's liver sauté aux fine herbs; lobster salad. Cold dishes: Sugar-cured ham; corned beef. Relishes: Tomato catsup; pickles; horseradish; Worcestershire sauce; lettuce. Vegetables: Cream potatoes; sugar corn; boiled potatoes; beets; onions; turnips. Pastry: Steamed plum pudding, brandy sauce; apple and orange pies. Dessert: Apples; figs; crackers; cheese; tea, coffee. When it is remembered that this hotel is one of the best in the city, and that everything is promptly and cleanly served, there is little room for wonder that so many wheelmen, finding themselves in this vicinity about noontime, suddenly discover the danger of riding on an empty stomach. But let me caution all such that their after-dinner antics have often, in times past, been the means of drawing an amused group to the adjoining windows of

PEDAL PUSHER.

"Wanted, — Bicycles."

Editor Bicycling World: — I had it in mind to reply to this communication at the time I first saw it, but press of work caused me to neglect to do so. This week's WORLD again calls my attention to the subject, and I would like to speak of one point which I think has an important bearing, and which seems to have been overlooked.

Bicyclers would not be so well served if dealers carried larger stocks. Changes, many of which are important improvements, are being constantly made in the construction of our wheels, and purchasers of new wheels would not care to invest in bicycles embracing in their construction some bearing, or part, which has been proven comparatively defective. Let the *very old* wheelman of four years' standing review the great changes that his opinions have undergone as to what is the perfect thing in the different parts that make up his favorite mount, and he will agree with me. I can understand how "****," smarting under the disappointment of not getting a wheel for the fine weather that was inviting him, should write just such a letter. On the other hand, I have carried through a long winter as many bicycles as I sold during the miserably short season we had that year, and when I did sell them the following spring, I felt they were decidedly out of date. English makers carry no stock; send them an order, big or little, and they will tell you the machines will be made and the order filled as soon as possible. This usually means in about two weeks. Let the provident wheelman look ahead sixty days, and he will get his wheel dead sure, and furthermore will get just what he wants, instead of buying, under the pressure of immediate want, a bicycle which does not quite suit. Bicycle making should not be done on the ready-made clothing order. The less of this the better for all concerned. F.

Essex County Meet.

Editor Bicycling World: — By to-night's paper I see that "the arrangements for the Essex County Bicycle Meet are nearing completion," and that about one hundred and twenty-five riders are expected to be in line. When the last direct news from Lawrence came, every town or city had answered favorably but Salem. The distance may make them timid, but the road, my dear "Hawthornes," is a fair road to travel, as the "Pioneer" and "56," of Lawrence, and yours truly, can testify; then, as the last resort, there 's the cars. Take *all* the officers, Ellsworth, if it 's necessary for the club's salvation. Some other fellow will soon want to try his hand and profit by your blunders. That 's the way we do here, and it really seems this

season as if the Haverhill Bicycle Club might amount to something. New members, new life, new uniforms, a captain who can and will devote some of his time to the duties of his office, and a general disgust at the apathy before displayed, makes *one* of the old 'uns feel more cheerful. A description of our club drill might equal Ellsworth's club meeting, but we 'll wait and see. If you want to tear out a Haverhill Bicycle Club man, ask him how he likes corduroy, and — I *should* smile. 869.

HAVERHILL, MASS., 28 April, 1882.

Manchester.

Editor Bicycling World: — The Manchesters were out again yesterday, and got in about fifteen miles of travel, on and off. One of our young bankers invited the club to visit his parental home in the neighboring town of Bedford, and we accepted. We always like to go there. The town is noted for its hospitality, rich farms and good families. One of its best known descendants was "Zach" Chandler, the old political war horse. We found the roads slightly heavy, owing to the welcome rain of last week, but the five-mile post was reached in thirty-eight minutes by the leaders. The president and secretary were meantime having a tussle with an affectionate bovine, who seemed loth to have them leave her, as she probably mistook the president, with his auburn mustache, for her lost bossy. At last the cow was pastured, and the boys were safe. Our destination reached, the examination of live stock, hunting for trailing arbutus, and the discussion of a dinner, such as all bicyclers like, — topped off with some old Bedford cider — filled four hours with solid enjoyment. The ride home was made in safety, though the whole club saw some big snakes in the road.* Now, in regard to our roads. Manchester is in a sandy valley, and we can't extol them, outside of the city limits. We can only promise visiting wheelmen a sample of that hearty hospitality for which our city is noted. Hope to see a good number here this summer. SCRIBE.

MANCHESTER, N. H., 1 May, 1881.

Hackensack.

Editor Bicycling World: — Allow me as one of the original members of the League to heartily indorse and second the general scheme of "Cyclos" in your last issue, in regard to reorganizing the League so far as sub-or State divisions are concerned. I think the idea most excellent, and sincerely hope to see something of the kind, or this very plan of "Cyclos," with such alterations as may be deemed necessary, carried out at once at the Chicago Meet. I agree with "Cyclos" that the present organization of the L. A. W. does not meet present requirements; in fact, we have outgrown it. A systematic and perfected State or subdivision arrangement would certainly tend to bring out a greater interest in the League, by having its practical working machinery somewhere near each individual member's home: as it runs now, a man knows he 's a L. A. W. member by consulting his membership ticket occasionally, otherwise the League is a sort of far-off — very far off — ethereal organization. "Cyclos's" scheme will bring the matter home to each member. I appeal to you, Mr. Editor, to give the plan your support through the columns of the WORLD. By all means let us have a League that can be felt and seen, not one that you read about merely. I hope I shall hear very soon the voice of my friend and fellow Jerseyman Johnson, of the Essex, raised in support of this new, practical, and very much needed plan. Let us hear from you, gentlemen Leaguers; come, speak up! Now 's your time; the Meet is very near, no time to be lost. C. JULIAN WOOD,

Capt. Hackensack Bi. C., L. A. W. 379.

HACKENSACK, N. J., 1 May, 1882.

* We trust our correspondent will henceforth decline "old Bedford cider." — EDITOR.

The Proposed Revision.

Editor Bicycling World: — There is under consideration at this time, by a committee appointed for the purpose by the Board of Directors, a new scheme of government proposed for our League. As this proposes a radical departure from the present system of management, the attention of all members is called thereto, and an expression of opinion and suggestions are cordially invited and *urged*. This plan is briefly as follows: —

(1) The general government of the League to be vested in an executive committee, composed of its five chief officers, viz: president, marshal (attending chiefly to touring and racing matters), secretary, treasurer, and editor. They shall conduct all matters not purely local, and therefore managed by other bodies. They shall issue a bulletin, under the direction of the editor, which shall be sent free to all members, and be the means of extending information concerning tours. League management, etc. They shall levy a *per capita* tax on the State boards, which money shall be used in assisting weaker States, when approved of by the committee; in payment of expenses incurred in publishing the League journal, and in partially defraying the travelling expenses of the committee. This body to be elected by the general League membership. (2) Each State to manage its local interests by a board of directors, who shall elect from their own number to fill the following offices: Commander, marshal, secretary, and treasurer, and such committees as may be necessary, including one on membership, and another on rights and privileges. (3) Each State shall be districted geographically, and each district shall elect one director to manage League matters therein, and represent it in the State board.

It is furthermore suggested that a numerical qualification be required before a State is granted local government; until which time they shall be wards of the Executive Committee. That the benefits to accrue from this improved system may be assured, it is earnestly recommended that the dues be somewhat increased, — say to a dollar and a half or two dollars.

The plan suggested by your correspondent "Cyclos," in a recent issue of your journal, differs in some important particulars from that just given; notably in proposing a legislative congress of State commanders. This would be virtually the same as our present Board of Directors, and open to precisely the same objections: first, its unwieldiness, because of its size; next, the impossibility of getting other than a sectional representation at meetings; and last, the impossibility of frequent meetings. In fact, this was the plan first thought of when the matter of revising our government was taken in hand, but was finally abandoned because the plan that was presented to the board possessed such positive advantages over it. These were, briefly: (1) Extreme simplicity in construction, thereby securing (2) great facility in its working. (3) By its system of election obtaining a more perfect representation of the general membership (4) Accessibility at all times. The desirability of districting States geographically rather than numerically lies in its fixity, and in its avoidance of the localization of the board of directors. Moreover, by "Cyclos's" plan, one of the faults of our present system is retained by giving the director of the sparsely populated (by riders) sections more territory than he can, by personal inquiries and observation, efficiently look after. The time is ripe for a thorough overhauling of our League system; and if one and all will energetically put shoulder to the wheel, the coming season will find our organization in such working order, yielding such positive advantages to all participants, that there can be no question, even on the part of the ill-disposed, as to whether the L. A. W. accomplishes anything, and no further complaint that applications for membership are falling off.

G. F. C. SMILLIE,
Director L. A. W., New Jersey.

PLAINFIELD, N. J., 5 May, 1882.

PHILADELPHIA and Washington correspondents have kindly sent us comments and newspaper cuttings in relation to the reopening of the horse and bicycle controversy in the former city and Baltimore, a portion of which we published last week, and intended giving further space to it in this issue; but a pressure of more immediately important communications coming in later necessitates the temporary crowding out of much matter already in type.

THE secretary of the Brooklyn Bicycle Club has our acknowledgments for the receipt of a neatly printed and comprehensive copy of the club's rules and by-laws.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary L. A. W

PIONEER BI. CLUB, OF MARINETTE, WIS. — Frank E. Noyes, care of *Marinette Eagle*; Reuben C. Merryman, care of Hamilton Merryman Co.; Gus. C. Fromm, care of Fairchild Bros.; Harry J. Brown, secretary, care of Stephenson Banking Company, — all of Marinette, Wis.

AERIEL BI. CLUB. — Additional: W. S. Noyes, 155 Washington street; Chas. A. Harvey, 1,702 Prairie avenue; John Gould, 2,747 Calumet avenue; John M. Shaw, 125 La Salle street; S. H. Vowell, 478 N. La Salle street; Fred. Bennett, Hyde Park, Cook County, Ill., — all of Chicago, Ill.

CINCINNATI BI. CLUB. — Additional: J. K. Cady, room 47, Johnston Building; Geo. P. Davis, Walnut Street House; Frank L. Sargent, Metropolitan National Bank; Henry Menderson, 274 W. 9th street; W. E. H. Marsh, Galt House, — all of Cincinnati, Ohio.

AYLMER BI. CLUB, OF AYLMER, ONTARIO, CAN. — President, Dr. Chas. W. Clark; captain, Perry E. Doolittle; first lieutenant, John B. Ogilvie; second lieutenant, Solon L. Doolittle; third lieutenant, Dr. M. L. High; secretary and treasurer, Ernest A. Clark; William Chambers, Samuel Mann, William Walsh, John T. Durdle, Ernest Karn, David H. Price, John D. McDiarmid, A. E. Wallace.

DUNKIRK BI. CLUB. — N. J. Bartholomew, T. D. Van Devort, J. A. Van Devort, Emil Keller, Jr., E. C. Perry, H. K. Williams, H. F. Probert, O. N. Kimball, Avery McDougall, — all of Dunkirk, N. Y.

HERMES BI. CLUB, CHICAGO, ILL. — Additional: C. C. Philbrick, 107 N. Clark street, Chicago, Ill.

UNATTACHED. — C. Munson, 1,612 Indiana avenue, Chicago, Ill.; W. C. Brown, Seymour House, Ogdensburg, N. Y.; S. L. Newton, Big Rapids, Michigan; W. Kenworthy, Hurst Hall, Ashton under Lyne, Lancashire, Eng.; Arthur H. Ball, Hopedale, Mass.; Chas. H. Jenkins, 870 4th avenue, Louisville, Ky.; Chas. E. Duryea, La Harpe, Ill.; Geo. B. Fisher, care of Gill & Fisher, Baltimore, Md.; H. Howard Haman, 41 Lexington street, Baltimore, Md.; Frank Black, Meteor Bicycle Club, Detroit, Mich.

This closes the applications for the present League year. No more names can be published in time to be passed by the membership committee before 30 May, 1882. Applications received after this date, 8 May, will be turned over to the corresponding secretary, to be elected 30 May, and by him submitted to the new membership committee then to be chosen; this will necessitate considerable delay in issuing the tickets, but such delay cannot be avoided.

KINGMAN N. PUTNAM, *Cor. Sec. L. A. W.*

CURRENTE CALAMO

THE Dunkirk Bi. Club has adopted a uniform as follows: Gray Yale shirt, cadet gray knee-breeches, navy-blue stockings, white helmets and belts.

THE CHELSEA BICYCLE CLUB has adopted a uniform of dark green, comprising coat with turn-over collar, breeches and cap, all of yacht cloth, stockings, and low shoes.

MR. J. S. DEAN, who has happily recovered his equilibrium, and moves serenely among us once more, announces his intention to participate largely in the racing events of the present season.

A BOY on a small wooden velocipede scared a horse on the boulevard in Albany last week, by which a carriage was overturned and smashed, and a lady and her coachman thrown out and severely injured.

MR. HARRY PERCIVAL, who has been for the past two years connected with his brother, C. R. Percival, as salesman, has severed business relations with the latter and now announces his services as negotiable elsewhere.

THE Bicycle Club at Seneca Falls has organized a stock company to construct a six-mile track, work upon which has been commenced. The members of the club take the greater part of the stock, and the balance is taken by citizens.

THE Charlotte (N. C.) Bicycle Club has accepted an invitation to participate in the annual celebration of the Mecklenburg Declaration of Independence, 20 May, and has invited other riders in the State to join them. They intend making their parade the most prominent feature of the day. The club has eighteen members.

A CIRCULAR, signed by Capt. W. F. Gullen, of the Brooklyn Bicycle Club, and Capt. John Clark, of the Kings County Wheelmen, addressed to bicyclers of Brooklyn and vicinity, and containing the rules regulating the use of bicycles in Prospect Park, has been issued, and the observance of the same urgently requested.

MESSRS. KELLER, PROBERT, AND CAPT. SMITH, of the Dunkirk (N. Y.) Bicycle Club, took a 52 mile run recently from Dunkirk to Mayville *via* Fredonia, Brocton, Portland, West Portland, Prospect, and Hartfield, and returned *via* Westfield and Brocton. Total distance fifty-two and one half miles, by Livingston Cyclometer.

MR. C. H. LAMSON intends making an extensive exhibit of the new L. A. W. badge design in various styles and degrees of finish, and at prices for gold ranging from $2.50 up to $20. Therefore, those who desire to procure theirs earlier should send in orders at once. His advertisement in another column will give some idea of what he can do at present.

THERE were more bicycles seen in the Boston suburbs last Sunday than all other pleasure vehicles, and many of the clubs turned out good delegations for special runs to various points of interest; but the helter-skelter style of riding and incongruities of dress shown by some of these groups is far from commendable as a Sunday recreation, and tends to discredit the wheel among those whose goodwill and influence is most desirable.

THE BICYCLING WORLD for 26 May will be a special number, and we shall make a free distribution of a large quantity at the League Meet in Chicago. The number will be a specially fine advertising medium, and those who wish to employ it should send in their favors early. Advertisements should reach us not later than Tuesday morning, 23 May. Clubs who wish to publish their Chicago address during the Meet can do so for fifty cents.

SUB-CAPTAIN ORVON G. BROWN (185 Centre avenue), of the Keystone Bicycle Club, of Pittsburg, writes that he has secured special rates from that city to Chicago and return, fare $18 00 the round trip, first-class passage and free transportation of bicycles. Any bicycler wishing to take advantage of these rates can secure an order by addressing him as above. Train leaves daily at 2.15 P. M., arriving at Chicago (over Pittsburg, Fort Wayne and Chicago Railroad) at 8.20 the next morning. The delegation from his club will start Sunday, at 2.15 P. M., and they would be glad to have the company of any other wheelmen.

THE Boston Bicycle Club turned out ten men under Capt. Hodges, for the run to South Canton and return last Saturday afternoon, and it proved one of the most enjoyable trips of the season. The party put up at "Cobb's," and during the forenoon of Sunday made excursions to Massapoag Pond and vicinity, dined at the Blue Bell, and started for home about two o'clock, the round trip covering about forty-five miles. To-morrow they go to Providence by rail and as guests of the Providence Club run to Rocky Point and return home on the wheel from Providence Sunday morning, weather permitting.

WE desire to hear from the following clubs for the completion of our Club Directory as announced in the department of "Wheel Club Doings," or failing, we shall have to report those we know are not disorganized on the basis of last year, and drop doubtful ones from the list: Arlington, Aquilo, Ariel (Pittsburg), Arrow, Atlantic, Ann Arbor, Atlanta, Boston, Brockton, Branch Missouri, Baltimore, Brattleboro', Burlington, Cambridge, Charlotte, Canandaigua, Columbia College, Chauncy, Centaur. Challenge, Chillicothe, Chelsea, Detroit, Dayton, Edgewater Wheels, Elite, Essex, Elgin, Erie, Framingham, Fitchburg, Falls City, Fort Edward, Grand Rapids, Genesee Wheelmen, Hawthorne, Hermes (Providence), Hermes (Potsdam, N. Y.),

Harvard, Hope Wheel, Hill City, Hackensack, Hamilton, Hudson, Hub, Honesdale, Indianapolis, Jackson, Knickerbocker, La Fayette, Lafayette, Lenox, Lansing, Lockport, Lancaster, Meteor (Boston), Missouri, Middletown, Middlesex, Manhattan, Melrose, Montclair, Mercury, Menotomy, Mohawk, Milwaukee, Minneapolis, Meriden Wheel, Massachusetts, Massachusetts Agricultural College Wheel, Mt. Pleasant, Natick, New Bedford, Newport, Northboro', Nail City, Norwich, New Haven, Nashville, New Orleans, Omaha, Oakland, Orange Wanderers, Phillips (Andover) Academy, Peoria, Portland, Pickwick, Princeton, Pittsfield, Pegasus, Phillips (Exeter) Academy, Pequot, Plainfield, Pequonnock Wheel, Remsen, Salem, Saratoga, Suffolk, Shawmut, Streator, Salt Lake, Somerville, Seneca, St. Thomas, St. Louis, Stoneham, Susquehanna, Southbridge, Tivoli, Trenton, Toledo, Troy, Toronto, Thorndike, Union, Utica, University, Wilkesbarre, Waltham, Worcester, Westchester, Wanderers, Waterbury.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

O. A., Louisville. — American amateur ten-mile records: Lewis T. Frye, Boston, Institute Fair building, 14 January, 1882; time, 35m. 44½s. Best out-door, W. W. Stall, Beacon Park, Boston, 15 October, 1881; time, 36m. 22½s.

C. E. M., Marietta, Pa. — The Keystone Bicycle Club is located in Pittsburg, Pa.; secretary's address, John W. Pears, Pennsylvania avenue, Homewood.

Cincinnatus, Pekin, Ill., would like to hear "positive, reliable, and impartial opinions" from any wheelmen who have practically tested the American Star bicycle, in regard to its "speed, ease of propulsion, durability," etc. Address him as above.

J. B. M., San Francisco. — The cradle spring is an English invention and a specialty of the Arab Bicycle manufacturers, whence it derives its name, "Arab Cradle Spring," and has been in use over two years.

G. H. S., San Francisco. — The track in the New England Manufacturers' and Mechanics' Institute building, Boston, is on the main floor, is exactly five laps, is a very short oblong, has three good corner turns and one fairly good, is generally from sixteen to twenty feet wide, but where it passes under two stairways is only about twelve feet wide, has a four-inch rail circling the inside just eighteen inches from the mile line (which allows the contestants very little chance to shorten the course), is rough and jolting on the side courses by reason of crossing the lay of the flooring, which has not yet been properly smoothed down, and on one side crosses an iron railway. It is not a very fast track, but at a slight expense might be much improved.

A. J. M, Hamilton, Mo. — We do not keep copies of foreign periodicals on hand. Send direct to publishers' address.

Editor Bicycling World: — I presume the "wheel" is not unknown at the White Mountains and vicinity; so, "if one who has been there" can inform the undersigned of his experience with the roads while there, — especially in the vicinity of North Conway, — and if there is easy wheeling between Fabyan's and Portland, Me., he will greatly oblige OSCAR.

ST. CATHERINES, ONT., 1 May, 1882.

[If "Oscar" will consult his files of the BICYCLING WORLD for the past year, he will find several accounts of White Mountain trips by wheelmen; and the issue of 24 June, 1881, contains a general description of the roads encountered by ourself in a wheel tour from Portland *via* Lake Umbagog to Dixville Notch and Little Diamond River, and return *via* Connecticut River valley, Jefferson Hill, the Glen, and North Conway to Portland, made in July, 1880. The same party made the trip the year previous through the White Mountains, returning home *via* Fabyan's, Crawford's, Bethlehem, and Franconia, being the first bicyclers ever touring through these localities. — EDITOR WORLD.]

LAST Monday morning Messrs. Bayliss, Thomas & Co., of the Excelsior Works, Coventry, received a cablegram from the States, ordering two hundred and fifty machines, principally 50, 52, and 54-inch D. E. H. F's. This is something like an order, and shows how the wheel is progressing in America. — *Cyclist*, 19 *April*.

ONLY a bicycler, riding along
On his glittering wheel as he hummed a song,
When he caught the eyes of two ladies fair;
Who smiled on the rider passing there.

Only a rut in the street just there,
That he did not see for the ladies fair,
But, alas! not seeing, a header he took,
And passing flirtations that rider has shook
When riding on his machine.

— *Puck*.

Tricycles. — The Cheylesmore.

THE day has passed when our fair countrywomen complained that 'cycling was so exclusively a masculine delight that from its very selfishness they condemned it. Such rapid strides toward perfection in the three-wheeled steed have occurred in the past year as to place the greatest enjoyment within their reach. Many English tricycles are so constructed as to be especially adapted for ladies' use, and the comfort, safety, and power have been so increased that the much-vaunted bicycle has finally been compelled to acknowledge its inferiority in many points even for skilled men.

The Cheylesmore belongs to the rapidly increasing army of double drivers, an advantage as great in the tricycle as is the placing of the rider over his work on the bicycle. It is safe to predict that in two years from now, every first-class maker will have discarded the dangerous, power-losing, single side-driving pattern for some form of the double-action machine.

Those who are familiar with the Special Club bicycle need not be told that the workmanship of the Cheylesmore tricycle is of the finest quality, surpassing that of any other three-wheeler that has been imported. The drivers, forty-four inches in diameter, are fitted with best fifteen-sixteenths red rubbers in the Club hollow rim. The frame of weldless steel tube is of the hay-fork pattern, gracefully curved. Plain or ball-bearing pedals are fitted to a double-cranked shaft, which revolves in ball bearings, and has fitted to its ends the patent Cheylesmore clutches; stout non-stretchable, frictionless chains connect these with the driving wheels, and afford a direct instantaneous transmission of power, such as is given by the intermediate gear wheel of the Excelsior, but which is lamentably lacking in every other chain-driving tricycle that has come under the writer's observation. These clutches engage instantly on the slightest forward pressure, while the stationary position or occasional stroke that they afford the pedals is a remarkable improvement. Back-pedalling is, however, impossible; and the Coventry Machinist Company, therefore, fit upon the Cheylesmore a most complete and effective brake. By pulling a convenient horn-tipped lever, long spoons are pressed upon the tires of both drivers with even pressure, obviating any tendency to swerve in a sudden application. A neat rack and pinion, with spade handle, steers the 20-inch rear wheel. All bright parts are nickelled, — spokes hubs, steering, etc., and the rest handsomely japanned. A strong cushioned seat for ladies' use is fitted, completely insulated upon rubber buffers, which appear to absolutely destroy all vibration of the road.

The Cheylesmore is imported by a New York house, and several are in use in adjacent Jersey. The writer is using one on Essex macadams, and is delighted with its performance, notwithstanding the fact that 7,200 miles of bicycling has made him rather critical. IXION.

H. C. BLUE & CO.

48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.



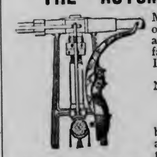
HEADQUARTERS FOR

Patent Rubber Bicycle Handles.

ELASTIC TIP Co.

157 Washington St. - - BOSTON, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.

STODDARD, LOVERING & Co.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,

SALEM, MASS.



WORLD JOB PRINT,

A. BASSETT, MANAGER,

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

MISCELLANEOUS.

4-line Addresses in this department, $6 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock at Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished

W. W. STALL. — Sole Agent of the Cunningham Co for Brighton, Newton, and Waltham. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

LEAGUE BADGES. — We have now a stock of L. A. W. Badges, Scarf Pins, and Watch Charms. Those who desire to purchase are invited to call at this office, 8 Pemberton Sq., Boston, and examine.

GOY, the Athletic Outfitter, 21 and 22 Leadenhall street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

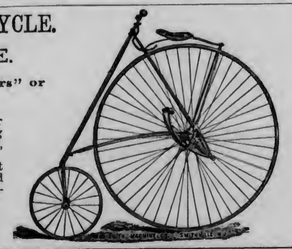
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres* — a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals: —

LE SPORT VELOCIPEDIQUE. — Weekly. L. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1.00; six months, 50 cents. *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Iliffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling* Paper, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

WHEELMAN'S ANNUAL FOR 1882. — Articles by "Ixion"; Pres. Bates; "Kanuck"; "Kol Kron." Specifications for Ideal Machines from leading Wheelmen; Novelties of the Year. Paper, 33 cents; cloth, 80 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

THE VELOCIPEDE (of 1869): Its History, Varieties, and Practice. 30 cents.

LYRA BICYCLICA, by J. G. Dalton. Poetry of the Wheel. 60 cents.

WE have in stock a few copies of Cycling Sketches, in cloth, $1.00, and Sturmey's Indispensable for 1880, 30 cents.

THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition, — all by Henry Sturmey, — are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Cortis's "Book on Training" is also in press, and will soon be ready for delivery.

200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record". "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new 'Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.



Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for..... $41 00

From 50 to 56 inch..... 43 00

The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50

From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. - - - - - - Wolverhampton, England

COLUMBIA BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

COLUMBIA BICYCLES.

C. H. ROBINSON - - - - Manager.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON. U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings; Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 19 MAY, 1882.

Volume V. Number 2.

[VOL. V. CONTENTS. No. 2]

Editorial: The Annual Meeting 331
Wheel Club Doings: London; Marblehead; Zanesville; Quebec; Mountain; Philadelphia; Toledo; Nashua Wheel; New Bedford; Saratoga; Star 331
Races: Louisville; Von Blumen; Stenton; Yale, 332
Correspondence: Scranton; Additional Advice; Chicago; The Essex Meet; The Essex Meet Again; Kankakee; Why not Bicycles? Chicago Notes; Pittsburg 333
San Francisco Notes 336
The *Oarsman* 336
Marine Bicycle Company 336
Duration of Patents 336
L. A. W.: A Proposition from the N. A. A. A. A.; The President's Resignation; How to get to Chicago 337
Currente Calamo 337

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

T. T. ROBSON,

30½ HIGH STREET - - BOSTON.

MANUFACTURER OF THE

OFFICIAL BICYCLE SHOE

Ladies' and Gents' Tennis Shoes.

Clubs furnished at Club Rates.

EVERY PAIR WARRANTED.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries. and Fittings,** of every description. supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY

How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA.



Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L, Rochester, N. Y.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.

Knife-Edge Treadle.

Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Conn.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

THIS IS NEW

Bicyclers' Handy Hook

To fasten trousers at bottom. Take a reef in your pants! Save leggings; neat, strong, pliable and every way effective. Send four 3c. stamps for sample pair. Everybody uses them. Every bicycle dealer sells them. Trade supplied by the

OVERMAN WHEEL COMPANY,

HARTFORD - - - - CONN.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

I claim the only adjustable saddle, and shall defend it.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

THE GREAT AMERICAN

CASINO

Sole Proprietors and Managers,

CHAS. ATKINSON. JAS A. GILBERT.

N. E. Institute Fair Building,

HUNTINGTON AVENUE.

GRAND OPENING,

Monday, May 22, 1882,

And to be open continually until the middle of August.

GREAT BICYCLE EVENT,

Thursday, May 25,

50-MILE RACE BETWEEN

JOHN S. PRINCE,

Champion of America, and

LOUISE ARMAINDO,

Champion Bicyclienne of the World.

MLLE. ARMAINDO will have an allowance of five miles in the fifty.

Prize $200 and a Gold Medal.

RACE TO COMMENCE AT 2 P. M.

☞ This Palace for the People, containing 1001 delights, is open every day from 10 A. M. to 11 P. M. Noon to midnight.

☞ Admission to all parts of the Casino only 15 cents.

"League of American Wheelmen."

GOLD BADGES of the NEW DESIGN

Exact Size.



Pat. Sept. 13, 1881.

Handsome Solid Gold Pins

With garnet stone centres, $3.50 and $5.00 each. The same with extra finished sittings, $7.00 and $8.00. Best finish with small DIAMONDS, $15 to $25 and upwards.

The same design is also mounted as watch-charms, sleeve-buttons, etc. All suitable for constant wear.

(These badges will be on exhibition and sale at Chicago, May 30, at Headquarters.)

Orders by mail enclosing cash or P. O. order for the style of pin desired will receive immediate attention.

Address,
C. H. LAMSON, DIRECTOR L. A. W.
PORTLAND, ME.

BICYCLES, BICYCLES, BICYCLES. Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

53-INCH SPECIAL CLUB, and 55-inch D. H. F. Premier. First, half bright, never used; other, full nickelled, new; balls all around, and ball pedals to both. Also. Thompson Cyclometer, 54-inch; L. & B. Suspension Saddle, both new; one pair Rat-Trap Pedals, second-hand; make your offers for last three. W. J. HOWARD, 53 Shelby street, Detroit.

FOR SALE. — 56-inch Standard Columbia; originally full-nickelled, but now a little rusty, otherwise good as new; ball bearings to large wheel; will sell very cheap. Address CHAS. P. SHILLABER, Boston, Mass.

FOR SALE. — My 58-inch Harvard Roadster; full-nickelled; balls to both wheels and pedals; extra long tapered handle bar and rubber handles; in perfect order and condition; new in August, 1881, and is of latest pattern; cost $170, and will sell for $125 cash; have won ten races on it. W. W. STALL, Brighton, Mass.

FOR SALE, 54-inch. — I will sell my 54-inch Yale, that won second prize 4 July last, and beat Prof. Rollinson at Hingham in September, for $100. It is in perfect order, and a splendid running Bicycle. I will buy one a size larger of the same make. Call on or address JOHN W. WILSON, No. 8 Hanover street, Boston.

FOR SALE. — 56 Harvard Roadster; full-nickelled; in good condition; 57-inch Yale, semi-racer. These machines can be seen at the CUNNINGHAM CO.

BICYCLE FOR SALE — 54-inch F. N. Royal Challenge; very little used, and in splendid condition: a sound machine. Can be seen at 194 Columbus avenue. Address A. F. BROWN, Box 2,109, Boston.

Bound Volumes of Vol. 4,

BICYCLING WORLD,

Will soon be ready for delivery. The Index is ready, and will be sent to subscribers on application.

ABC OF BICYCLING. Complete instructions for carriers. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements. routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance	$2.00
Six months "	1.00
Three months "	.60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
Wm. M. Wright, 791 Fifth Avenue, New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 19 MAY, 1882.

THE ANNUAL MEETING.

WE understand that President Pratt will positively decline to allow his name to be used this year in connection with the office he has in the past two terms so ably and honorably filled. That during this period his personality, marked as it is by those genial yet dignified social qualities which attract all who come in even indirect contact with him, has won him many strong friends among the wheel fraternity, is not to be doubted, and these will learn his decision with unfeigned regret. The position of president of an already large, comprehensive, and rapidly growing organization, like ours, is not an easy one; and there are few, if any, among the more prominently known wheelmen who can individually combine so many qualities fitted for the office. While this decision will cause much regret among wheelmen, we are reminded of the old saw that "Misfortunes never come singly"; for we are still further informed that Mr. Pratt will not attend the Chicago Meet, having accepted an invitation to address another and different gathering in this vicinity. This sin of omission on the president's part will occasion more than mere regret: it will entail an embarrassment upon the meeting of the League that he of all men should have been the last to impose; for whether, if a candidate, he would have been re-elected or not, his absence from the chair in that case would be less improper, while in the face of his announced retirement it is doubly desirable for the interests of the League that he should preside on that occasion and assist in its organization for the year ensuing, and so retire under flying colors, instead of cavalierly abandoning it as of no further profit or honor to him. That our energetic and active vice-president, Mr. Fairfield, can, and will if the task is to be forced upon him, conduct the meeting with credit to himself and the institution, is not to be doubted; but in view of the fact that as the manager for the local wheelmen in their preparations for the parade and the entertainment of the visitors he must be already overburdened without this additional strain, it would seem to be almost an injustice to impose it upon him at this juncture. Not only is the coming meeting important as the annual, but it is likely to be *the most* important, in respect to the business to be considered, of any that will occur in the next five years: for changes in the constitution and rules and methods of the most radical nature are to be proposed and considered, — changes suggested by two years of experience and study and observation; and it is hoped that such definite, wise, and positive action will be taken as to render further amendments or additions unnecessary for a term of years; and to properly control and direct such a convention it needs not merely natural capacity, but the combined wisdom, experience, and popularity which Mr. Pratt possesses in probably a larger degree than any other, and it is to be hoped that he will be induced to cancel any engagement made elsewhere, and evince his devotion to the L. A. W. by being present and in his proper place at the Chicago Meeting.

[Since this was in type we have received from Secretary Putnam Mr. Pratt's formal letter of resignation.]

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB, MAY: —

Saturday, 20 Headquarters 7.30 A. M. Cars for Providence 8 A. M. Run to Rocky Point and return. Guests of the Providence Club. Return at 7 or 10.30 P. M. by cars.

Sunday, 21. Providence 8.30 A. M. sharp. Ride to Boston *via* Canton Arrive home 5.30 P. M.

Sunday, 21. Headquarters 10.30 A. M. Lexington *via* Watertown and Waltham. Dinner at the Massachusetts House 1 P. M. Return 2.30 *ad lib.*

Wednesday, 24. Headquarters 4.30 P. M. Club drill. Important that members going to Chicago should attend.

Saturday, 27. Cars for Chicago, Ill., to attend L. A. W. Meet.

Sunday, 8. Headquarters 10.30 A. M. Natick *via* Newton Centre, Grantville and Wellesley. Dinner at hotel at 1 P. M. Return 2.30 *ad lib*

Tuesday, 30. Rendezvous at Whitney's Hotel, Nahant, 12 M. Start for home 2 P. M.

Tuesday, 30. Rendezvous Grand Pacific Hotel, Chicago, Ill., 9 A. M., L. A. W. Meet. Full uniform. Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the May events.

ROXBURY BI. CLUB, MAY: —

Sunday, 21. To Natick *via* Brookline Reservoir and Wellesley.

Sunday, 28. To Black Rock House, Cohasset.

LONDON BI CLUB — The third annual meeting of the London (Ont.) Bicycle Club was held on 1 May. Club consists of eleven active members. which will be largely increased during the season. New uniform adopted, consisting of light-colored military helmet, dark-blue jacket and stockings. and buff-brown cord knee-breeches. Officers for 1882: President. E. LeRuey; captain, W. J. McIntosh; sub-captain. W. P. Despard; junior sub-captain, W. Payne; secretary-treasurer, C. B. Keenleyside.

MARBLEHEAD BI. CLUB. — The annual business meeting was at the Sagamore House, Lynn, 3 May, when the following officers were elected for the ensuing year: President, George Chinn; captain, Augustus M. Brown; sub-captain, Charles D. Wheeler; secretary, P. Howard Shirley; treasurer, Eugene F. Davenport; color bearer, Joseph P. Bessom. A good supper concluded the exercises.

ZANESVILLE BI. CLUB. — The Zanesville Bicycle Club organized last night by the election of the following officers: President, N. S. Chandler; captain, W. S. Bell; secretary and treasurer, Willis H. Graham. The following are the members of the club: N. S. Chandler, W. S. Bell, W. H. Graham, Capt. Grant, Chas. Stolzenbaugh, George Brown, K. M. Baush, Wallace Baush, C. V. Graham, Albert H. Sharp, Will Beaumont, Andy Herdman. The club proposes to go into active practice this summer, and join the L. A. W. W. H. G., *Sec.*

ZANESVILLE, OHIO, 6 May, 1882.

QUEBEC BI. CLUB. — The semi-annual meeting of the Quebec Bicycle Club was held at the club rooms in the skating rink, Grande Allee, on the 5th inst., when, a large number of members being present. business of importance was

transacted for the ensuing year. The chairman, addressing the meeting, expressed his pleasure at seeing so many members present, all of whom deserved great credit for the interest which they had shown towards the introduction and advancement of bicycling in this city. The captain also addressed the meeting in a few well-chosen words, stating that he was pleased to see how well the members had turned up at the morning drills, and hoped they would keep up the average, and that each member would make it a point to try to attend every drill. He felt sure the first season of the Quebec Bicycle Club would be a successful one. The secretary and treasurer was then called upon to read his half-yearly report, which was found exceedingly favorable, showing a considerable increase in the receipts and list of membership, having over three times the number of members now than when the club was formed last June, there then being only eight active members, while now there are twenty-five. The club has so far met with a great deal of encouragement and popularity, and is now in a fine way of meeting with all the success which it so fairly deserves. The officers for the ensuing year are as follows: President, C. Farquharson Smith, Esq.; captain, W. Noble Campbell; lieutenant, Wm. Burroughs; secretary and treasurer, Herbert E. Judge; bugler, Arthur P. Laurent; committee, Alph Hamel, H. W. Bicknell, and Geo. H. Brunet. The first club run of the season took place on Saturday last, the 6th inst., from Dorchester bridge to the Montmorenci Falls. The day was all that could be desired and the roads were very good; and as they noiselessly glided along on their glittering steeds, occasionally hearing the sharp whistle of the captain ordering "double file," "single file," or "ride at ease," their neat gray uniforms added much to their appearance. After having done justice to a good supper, all returned home well pleased with the first run of the season. The whole club intends to join the League at the end of May. THE CLUB DOGGIE.

QUEBEC, CAN., 8 May, 1882.

MOUNTAIN BI. CLUB. — The wheelmen of Johnstown, Pa., met Monday evening, 8 May, and organized the Mountain Bicycle Club with the following officers: President, Chas. A. Marshall; captain, Geo. W. Hamilton; secretary and treasurer, Webster Norris. Uniform, gray, with navy-blue belt and tie. The club starts with a membership of ten. N.

PHILADELPHIA BI. CLUB. — The regular annual meeting of the Philadelphia Bicycle Club was held at their rooms, No. 60 North 13th street, on Tuesday evening last, the 9th inst. After reading the minutes of the last annual and regular stated meetings as well as the annual report of the secretary, the election of officers was held with the following result. President, H. C. Blair; captain, H R. Lewis; lieutenant, Edward B Fox; bugler, H. B. Hart; secretary and treasurer, H. A. Blakiston, 3,905 Chestnut street. Speeches were made by the newly elected officers, and at the recommendation in the secretary's report, the use of the rooms was offered to visiting members of other bicycle clubs in good standing. Any member of the club on being called upon will be glad to introduce the visitors to the club.

H. A. BLAKISTON, *Sec.*

PHILADELPHIA, 10 May, 1882.

TOLEDO BI. CLUB. — At the annual meeting of the Toledo Bicycle Club, the following officers were elected for the ensuing year: President, W. F. West; secretary and treasurer, C. H. Walbridge; captain, W. F. Dewey. Other members are H. M. Kelsey, B. B. Barney, Jr., Geo. A. Reynolds, J. M. Kelsey, M. F. Richards, T. B. Atkinson, George R. Osborn, H. S. Halsted, Charles West.

C. H. WALBRIDGE, *Sec.*

TOLEDO, OHIO, 9 May, 1882.

NASHUA WHEEL CLUB. — At the annual meeting of the Nashua Wheel Club, held 12 May, the following were elected officers for the ensuing year: President, W A. Tracy; secretary and treasurer, E. M. Gilman; captain, W. V. Gilman; first lieutenant, H. E. Marsh; second lieutenant, John F. Bixby; club committee, president, secretary, captain, W. H. Walker, P. C. Slason; auditing committee, president, captain, J. B. Harris; bugler, E. M. Gilman. Membership, twelve. At next meeting shall vote to join L. A. W. in a body. Wheelmen in Nashua, all told, at present, twenty.

E. M. GILMAN, *Sec.*

NEW BEDFORD BI. CLUB. — At the annual meeting of this club, held Tuesday evening, 9 May, the following officers were elected for the term ensuing: President, E. A. Baldwin; captain, Joseph Snow; secretary and treasurer, O. Frank Bly; club committee, president, captain, secretary, W. M. Butler, and H. L. Dwight. O. FRANK BLY, *Sec.*

NEW BEDFORD, 13 May, 1882.

SARATOGA BI. CLUB. — The Saratoga Club is commencing the season with renewed vigor. During the winter its members have been scattered in many directions, — its secretary in Boston, its president and one member in Florida, a member in Germany, another in Brooklyn, etc.; but as the warm summer sun approaches, the mass will be fused together as firmly as ever. WINDWARD.

SARATOGA SPRINGS, N. Y., 13 May, 1882.

STAR BI. CLUB. — Seven of our men visited Gloucester Sunday, 7 May. We found the roads nearly all the way in good condition, and covered the forty-six miles very easily. We received a very cordial welcome from Consul Webber. We got left at Manchester, as the hotel was closed, and we had to go without our breakfast. Moral: Always order your breakfast before you start. 1219.

LYNN, MASS., 15 May, 1882.

RACES

Coming Events.

19 May. Crescent Athletic Club, Manhattan grounds, New York. Two-mile bicycle race. Secretary, 150 W. 44th street.

20 May. Washington, D. C. Third annual races of the Capital Bicycle Club will take place this year at the Iowa Circle in the heart of the city.

20 May. Harvard Athletic Association, Jarvis Field, Old Cambridge, Mass. Two-mile bicycle race.

20 May. Staten Island Athletic Club, West New Brighton, Staten Island, three-mile bicycle handicap. Secretary, Box 169, New Brighton, N. Y.

30 May. Williamsburg Athletic Club, Brooklyn, N. Y., two-mile bicycle handicap. G. R. Smith, secretary, cor. Penn and Rutledge streets, Brooklyn.

3 June. Manhattan Athletic Club, New York. One-mile bicycle handicap. F. J. Graham, 56th street and 8th avenue.

3 June. Montreal Athletic Association games. Three-mile bicycle race. Chairman sports committee. Box 1,128, Montreal.

8 June. Oxford Agricultural Fair, Oxford, Chester County, Pa. Bicycle races. T. K. Stubbs, Lock drawer 365.

10 June. Amateur championship meeting of the N. A. A. A. Two and five-mile bicycle races. Secretary, Box 3,478, New York.

THE LOUISVILLE RACES OF 22 AND 24 APRIL. — We two weeks since condensed from the Louisville *Commercial* an account of the racing events in that city on the night of 22 April, in which the winner of the twenty-mile race covered the distance in the fast time of 1h. 14m. 13s. (by a typographical error we made it 30s.). Our advices of the second day's (the 24th) events failing to reach us, we sent for the account, and our correspondent mailed us a copy of the *Commercial's* report, from which we condense the following, with our correspondent's correction of some errors since discovered: —

"The first race, — a ten-mile heat, best two in three, for a $30 gold medal and the championship of Louisville, and open to all amateurs of Louisville, — was the race of the evening. There were three entries, and Will Francke, Orville Anderson, and George Francke started. With a good send-off Will Francke led until the second lap in the third mile, when he was passed by Anderson. They maintained this position, George Francke having fallen behind a whole lap, until the seventh lap on the fifth mile, Will Francke then catching up with Anderson and going at a rapid rate past him. Anderson, on the second lap of the eighth mile, again passed Francke, and was forging ahead, every one expecting him, seeing his fine riding qualities, to win the heat, when George Francke, who had fallen two laps behind, had his machine slip and fall with him; and Anderson, in order to keep from running over his neck, turned his wheel and ran against a post, and was precipitated to the floor. George Francke was hurt and did not mount again, and Anderson's machine was bent, and before he could get another wheel Will Francke was over a lap ahead. Anderson rode to the end, but made no effort to catch up, and then the heat was won by Will Francke in the time of thirty-seven minutes and four and a half seconds.

"The next race was a one-mile dash for boys under fifteen years old, the prize being a gold medal; had only one starter, and to him, Master H. Kampfmuller, was awarded the prize.

"The five-mile dash had three starters in Henry Houpt, Hugo Helburn, and Samuel Holloway, Albert Dietzman not being on hand. The prize was an elegant gold medal offered by Horace Beddo, and the boys made quite an effort to gain it. Helburn led off briskly, but was first passed by Haupt and then by Holloway. On the third lap of the fourth mile, Holloway suddenly spurted and passed to the lead, and was in a fair way to come off victor, when his machine slipped and threw him, thus leaving the race to be won by Haupt in 19.03.

"The second heat between Will Francke and Orville Anderson was then called, and they again started, with Francke in the lead. The sympathy of the audience was with Anderson because of his misfortune in the first heat, and every time he went to the head he was loudly cheered. In this heat he showed himself to be the faster wheelman of the two, though Francke was allowed to maintain the lead most of the time. At the end of five miles the time was 18.25, with Francke in the lead. Before the sixth mile had been made Anderson had passed his opponent and had been again passed by Francke. Nine miles were completed in 33.10, and Francke was in the lead when Anderson shoved ahead, and in spite of the other's efforts made the ten miles in 36.45, and won the heat two lengths ahead of Francke.

"The ladies, as the bicyclists mounted their machines for the third heat, were offering two pair of gloves to one, with few takers. In this heat neither made any special effort until after the eighth mile, Francke being allowed to lead most of the time. On the seventh lap of the ninth mile Anderson went to the lead, and through the remaining mile kept gaining, completing the ten miles in 45.02, nearly half a lap ahead. The victor was loudly cheered and was presented with the medal, as being winner of the race, by Capt. Jennings in a short speech."

The good time made in the twenty-mile race as reported, having elicited some expression of doubt about its authenticity, the *Commercial* prints the following: "We gave a list of the judges, scorers, and time-keeper who officiated at this race last week. The track was measured by Horace Beddo, who reports it to be three feet over one eighth of a mile, and according to this calculation Mr. Francke ran exactly four hundred and eighty feet over twenty miles, as the race was scored on a basis of eight laps to the mile. This race having been run under the auspices of a League club (the Falls City), the time made is the American amateur record for that distance."

Prof. Rollinson's associate, Mr. T. W. Eck, stated to us recently that he had measured the track, and found it short. We should like to have an official statement of the measurement of the track, if it has been officially measured (which we do not doubt), in order to settle all cavil about the record.

MISS VON BLUMEN'S RIDE AGAINST HORSES. — Our correspondent at Detroit writes that the second benefit tendered Miss Elsa Von Blumen came off at Recreation Park, Thursday, 4 May, in the presence of about 500 people. The event was a race between Elsa and five horses, the latter to trot in heats, 20 miles to the former's 10. Capt. W. A. Owen's "Seth T. Bane" led off. In the back stretch, "Bane" passed Elsa, but before he had completed his second round. Elsa had finished her first; time, 3.22½. "Bane," on his second round, was lapped by Abbott's "Rosalind," trotting two rounds, and was succeeded by the other horses, as follows: John Archer's pacer, "Bay Harry," three rounds; Frank Weithoff's "Kitty Mack," two rounds; Norman Williams's pacer, "Clear the Track." two rounds, and "Seth T. Bane." two rounds again; "Rosalind" again two rounds; "Bay Harry" again two rounds; and "Kitty Mack" again one round, making eighteen rounds in all. "Kitty Mack" had reached the quarter stretch on her second round (nineteenth) when Elsa buzzed under the wire on her tenth round, the winner in 37m. 18s; time, 3.22½, 4.32½, 4.02½, 3.45, 3.28¾, 3.34½, 4.06, 3.30, 3.41, and 3.15¼. Elsa was beaten in but one heat, having stopped to get a drink of water, and as horses were changed every heat, her performance was a remarkable one in many ways. William McGuigan, of this place, wants to trot his horse against Miss Von Blumen for a purse of $100 or $500, a distance of 100 miles, she to ride her bicycle, and he to drive in straight trotting. — *Turf, Field and Farm.* If this is all correct (which we shall take the liberty to doubt until better advised), it is faster riding than the average racing *man* accomplishes, and bonnie Louise's record is n't anywhere; and would n't the two opposed make a pretty competition? Louise is credited with a practice mile in 3.42, at the Institute track recently, and now Elsa has a reported record of 3.15¼. Who were the judges? who were the timers? are they reliable? and what sort of a track is Recreation Park?

STENTON, PA., 9 May. — The Germantown Bicycle Club races having been postponed from Saturday, 6 May, on account of heavy rains, took place on the 9th, the weather being fine, but attendance not as large as hoped for. Races otherwise a complete success. The track is slow, with sharp corners, which accounts for the bad times made. The first trial heat of the one-mile scratch race was won by A. G. Powell from Miller in 3.31; the second heat by C. G. Wright from Ramsden, in 3.3⅝; and the third by Jos. Dyson from Merchant in 3.37. Final heat, Powell 3.22½, Wright 3.23, Dyson 3.24. The second event, boys under sixteen, gave a victory for the half-mile to Irvin Corse; time, 1.46½. The third event, a two-mile handicap, was won easily by Powell, from scratch, in 7.11; Wright, 25 yards, second. Fourth event, novices, race: First trial heat won by R. J. W. Brewster in 3 30, A. Hansall second. Second heat, J. P. Croasdale, first, 3 38; C. Harley second. Third heat, H. S. Wood, first, 3.33½; J. P. Curran second; and final heat, Wood 3.25⅝, Brewster 3.25¾. The five-mile race was more like a procession, — G. D. Gideon, scratch, J. V. Ramsden, 250 yards, S. Crawford, 280 yards, Jos. Dyson, 300 yards, all starting. On the third lap, "Gid" had made up his handicaps, and on the fifteenth lap was an entire lap ahead. Time, 17 41, Dyson second.

THE city of Boston has appropriated $300 for the Fourth of July bicycle races this year.

THE two-mile bicycle race in the Yale Sophomore games, 4 May, resulted in a victory for Paterson in 8m. 20⅘s., Walker second.

THE storm last Saturday necessited a postponement of the Capital Bicycle Club races, which are now announced for to-morrow instead.

NEXT Thursday the 50-mile race between Mlle. Louise Armaindo and John S. Prince, the latter allowing the lady five miles, is to take place, and Prince offers to back himself for from $50 to $100 a side that in this race he will beat all previous American records, amateur or professional.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Scranton.

Editor Bicycling World: — The interest manifested in bicycling in this city during the past few weeks is something remarkable; among the many patrons of our riding school are professional and business men, who, from their skill displayed in learning, promise to make good riders and excellent club members. ....The fine condition of the roads and the favorable weather have given us an opportunity to take some very enjoyable runs, the last one being a particularly pleasant one, and a short account of it may be of interest to your readers. Leaving Scranton at 6.10 A. M., Sunday, 23 April, our party comprised Capt. A. J. Kolp, Mr. J. W. Pentacost, and your correspondent, our destination being Honesdale, distance thirty-two miles. Having intimate friends there, we had for some time been anticipating the trip, only waiting for miserable roads to be at their best. The weather proved most favorable, and the prospect of a pleasant trip was good. Olyphant (five miles) was reached in 41 minutes, without incident.

At Peckville, two miles beyond, however, occurred an accident, the first we have to record in the history of bicycling in this vicinity. As we were riding on the pathway through the above place, a horse and buggy were met. The road being of good width, and the horse showing no signs of fright, it was deemed unnecessary to dismount; but when opposite, or in fact when the horse was passed, it suddenly shied out and started, much to the surprise of the driver, who held a loose rein on him, not thinking for an instant he would frighten. It was all so very sudden that before the horse recovered (which was at once) the buggy overturned, renewing the fright, and the result was a badly smashed vehicle. No further damage was done. The driver, by his cool, quiet manner displayed through it all, proved himself a gentleman, and received the sympathies of our party, who, after securing him another wagon, continued our trip; but regretting the affair, which, however, was the result of no carelessness on our part, as we are always careful in such cases and invariably dismount when the occasion calls for it. Jermyn (twelve miles) was reached in an hour and forty minutes. Here we were entertained pleasantly for a few minutes at the residence of John Jermyn. Arriving at Carbondale, we stopped for a little rest at the Harrison House before climbing the mountain. The distance to the top (3½ miles) was made in an hour, and in the ascent we were reminded of the trip in the White Mountains so graphically described in the WORLD some time since. From the top of the mountain to Waymart (two miles) we coasted — and such a coast! After walking to the top we were prepared for almost anything, and the road must be indeed very bad that we would not tackle. If 'cyclers want something exciting, and at the same time exhilarating and just dangerous enough to be interesting, we can commend to them the coasts down our mountains, many of which we have tried; and as consul of the L. A. W., I will be pleased at all times to make known to visiting wheelmen, and I can assure them it will be a pleasure for us to join them in a trip when they find it convenient to call on us. At Waymart, we were met by our friend Capt. W. D. Wood, of the Honesdale Club, who came coasting down an opposite hill simultaneously with our finish of the mountain coast. After partaking of a hearty dinner and enjoying a chat on wheel matters, we started again, finding the roads in fine condition. We made good time, and as we were about entering Prompton, we saw nickel glistening in the distance, and soon we came upon President Atkinson, the genial and heavy-weight rider of the Honesdale Club. The ride from Prompton proved the most pleasant part of our trip; and we arrived at Honesdale in good condition, where we were handsomely entertained during our stay.....Dr. J. E. O'Brien, our club surgeon, has been visiting his patients for the past week on his wheel, having lost his valuable horse. Below is found a clipping from the *Republican* of this city, which will give a correct idea of the loss: "Dr. O'Brien's mare 'Kitty,' well known to all our horsemen as one of the best trotters on the road, succumbed yesterday to 'pink-eye' or epizootic cellulitis. The doctor has immortalized his favorite 'Kit' in the following lines: —

"*Ex nihilo nihil fit,* —
Death hath beat thee, gentle Kit;
Had I his scythe, I'd shatter it.

"Thy heart with courage ever glowed;
None swift as thee upon the road,
Except the horse old Death bestrode.

"I place thy hoofs my mantel o'er;
They 'll echo on the road no more,
Nor sound on any other shore."

F. C. H.

SCRANTON, 28 April, 1882.

Additional Advice.

I agree with what "Cyclos" proposes in to-day's WORLD about the reorganization of the League, just as I have before agreed with his remarks about the League's tendency to give undue encouragement to racing. "F. M." also seems to me to speak the solid truth when he denounces all amateurs who yearn for any other prizes than medals (medals even being allowable only in their character as formal records of victories "won for the love of winning," not for the love of gaining something of material and intrinsic value). But in regard to the League officers I wish to urge a point which I don't recollect having seen any one else present, — I mean the desirability on general principles of keeping them all in harness just as long as they prove competent and are willing to serve. I therefore regretted the effort that was made last year to displace the commander by a new man; though, when the selected commander lately resigned, I regretted that that same man refused to be elected as his successor. The commander actually chosen then would have been my second choice, however, and I earnestly hope he may be re-elected. My feeling in the case is that each year's experience in the management of a parade is a valuable acquisition, which the commander ought to retain indefinitely for the benefit of the League in successive seasons. The fact that the paraders grow accustomed to one man's face as that of their commander is an element of success which ought to outweigh all theoretical advantage in having each annual parade directed by a marshal chosen from the locality thereof. For the same reason the minor commanders of the procession should be changed as little as possible from year to year. I hope, for instance, that Mr. Clark of Baltimore, who commanded the unattached at Newport in 1880 and at Boston in 1881, will perform the same sad task at Chicago in 1882. Messrs. Munroe, Hodges, and Marsden have all, I think, helped managed the parades of 1880 and 1881, and nothing which I have written above is intended to discriminate between them. Whichever one of the three might have been chosen commander at the outset is the one whose re-election I would have urged by the same argument that I now urge in favor of the present incumbent. The longer a competent man can be kept in such an office, the more and the better the work which the League can get out of him. The idea that this or any other office in the League is an "honor" which ought to be "passed around," so as to "give all sections a chance for distinction," is an idea that ought to be throttled off-hand. The organization of the League is flimsy enough from the very nature of things. The only hope of expecting any good work from it lies in keeping experienced officers in control.

Apropos of the thirst which a long ride induces, let me suggest to the Chicago managers that they engage forty or fifty men to sell iced milk, lemonade, soda water, ginger ale, and other mild liquid delights, along the line of the parade, while the wheelmen are waiting to be reviewed on 30 May. For lack of soma such arrangement at Boston last year, a good many of the paraders were tormented with parched and burning throats even before the signal was given to mount and sally forth into the fierce glare of the sun. KOL KRON.

Chicago.

Editor Bicycling World: — As the time for the League Meet draws near, all arrangements for this important event need to be more fully perfected; consequently a joint meeting of the Aeriel and Chicago Bicycle Clubs was held Tuesday evening, 2 May, for this purpose, and also to establish a more united feeling between the two clubs. The Chicago wheelmen have very judiciously and wisely, it strikes us, decided upon one person to have full control of all arrangements pertaining to this Meet, such as appointing committees and attending to all the little details which, when well arranged, go together to make an assembly of this kind a pronounced success. No better person, and one more fully competent to manage such an affair, could have been found than our genial vice-president, Mr. John M. Fairfield. Dr. Pruyne, president of the Chicago Club, was elected chairman of the meeting, and L. J. C. Spruance, of the Aeriel Club, secretary. Mr. Schimpeler, of the Kentucky Bicycle Club, was present; also quite a delegation from his city. He informed your scribe that Louisville would be sure to send a goodly number of wheelmen to the Meet. There was some discussion as to where the League picture might be taken. Unfortunately, we have no hills in Chicago, and one might scour the surrounding country for miles without being able to find an undulation of fifteen degrees; consequently we will have to fall back on the steps of the court-house, or the seats on the base-ball grounds.

We desire very much that there shall be a marine bicycle race. Very few in this section of the country have ever seen one of these specimens of wheel propulsion, and the novelty of the affair would undoubtedly attract great crowds to the lake front, where the race would be held. I hope it will be our pleasure to see a number of them here. As to the parade: it will probably be reviewed from the veranda of the Foxhall Club house, which is situated at the junction of Grand Boulevard and 35th street. This is one of the most desirable locations that could be found for our officers to occupy. Directly at the head of the boulevard, with South Park and Calumet avenues on either side, it affords a grand view from whichever way the procession may approach. Mr. Hathaway, captain of the Milwaukee Club, was in the city last week; he is very enthusiastic on the subject of the Meet, and confidently assures us that Milwaukee will send down her entire list of wheelmen, who are a host in themselves.

It strikes me that an admirable idea, and one that would also lend much beauty to the line, would be to have every club that is represented carry an ensign, with the name and place from which it hails painted or embroidered upon it. It would also be of much interest to spectators along the route, informing them, as it would, that delegates from all sections of the United States had made it an object to be present. Let me hear from some of your readers on the subject.

AERIEL.

CHICAGO, 6 May, 1882.

The Essex Meet.

Editor Bicycling World: — My remarks lately in regard to the Essex County meet have perhaps been too numerous; but pardon these few lines, and I will forever after hold my peace on the subject. Is it courteous in "Pedal Pusher," or any other gentleman, after the invitations are out and in most cases accepted, to suggest that the meet be held elsewhere? What if Lawrence *is* twenty miles from Salem and adjoining towns? the roads will average good enough for any fair rider to stay in the saddle all the distance, — barring two or three hills, and which, begging "Pedal Pusher's" pardon, are or will be in better condition then than two or three months later. I should judge from our Salem friend's remarks that I had been over the road between here and there more times than he; and although the riding will not average any better than the roads from Lawrence to the same city, I have never yet succeeded in taking in any "boil bearings" on mine.

The Lawrence wheelmen were the only club in the county who *acted* on "Ellsworth's" idea; the rest of us thought well of it, but were too sluggish, — therefore let us be content to take back seats, and thankfully accept the Lawrence Bicycle Club's hospitality. Secretary Cogswell of Lawrence wrote one prominent bicycler in Salem at least twice, and enclosed necessary postage for reply which never came. After a reasonable time he then wrote the secretary of the Hawthornes and received an immediate answer, stating that they would be happy to come; so, my friend and brother, the old originals are not quite up the tree yet. Long life to them, say I. I hope to be in Salem before 30 May, and shall be happy to have a talk with our pushing friend of the pedals over our —— soup at the Essex House.....The Haverhill Bicycle Club uniform, I will here remark, is cadet gray coat, pants, and caps, faced with blue and dark-blue stockings, and — is it necessary to remark? — I wear the League Ham. "869."

HAVERHILL, MASS., 12 May, 1882.

The Essex Meet Again.

Editor Bicycling World: — It was with much surprise that I read the sentiments expressed by "Pedal Pusher" in the last WORLD regarding the proposed meet of the Essex County wheelmen. He says that the fact that the meet is to be at Lawrence is likely to prove a serious if not fatal mistake. I must say that we are more sanguine, and even labor under the impression that the meet is to be a success. The "Newburyport Idea," advanced in the WORLD a few weeks ago, was very favorably regarded by the Lawrence Club; and wishing to see it carried out, we took measures to sound the sentiments of the other clubs in the county. We received encouragement from them that seemed to justify our moving in the matter; and as no other club has expressed a desire to assume the responsibility, we have the presumption to invite all the wheelmen in the county, unattached as well as club members, to meet at Lawrence on the 30th of May, to form a League of Essex County wheelmen. "P. P." says: "Three fourths of all the riders in the county, probably, are to be found in the cities and towns within five miles of the coast; how many of them will undertake to traverse the fifteen to twenty odd miles of hilly roads, the condition of which at this season of the year is anything but good, in order to be present at the meet." The road from Salem to Lawrence is not a bad one, and is repeatedly traversed by our own club members, with the simple attraction of the run and a dinner at the Essex House, whose excellent bill of fare "P. P." enlarges upon. With the incentive of a meet of fellow-wheelmen, I venture to say that a large part of our club would traverse the road on their machines. The travelling is not much worse from Salem to Lawrence and return than the other way; but if this requires too much pedal pushing for our Salem friend, we hope he will come on the cars. We have a live club, and can count more than seventy-five wheelmen within a radius of three miles. "P. P." wants the meet in Ipswich, Lynn, or Salem, but explains that neither of the Salem clubs are in condition to take hold of the matter. We have received no intimation from Ipswich that they desire us to go there, and I think Lynn has no objection to coming to Lawrence. I must say that the objections of "P. P." are short-sighted; and his attitude seems at least discourteous under the circumstances. I do not think he voices the sentiments of the Salem wheelmen, who have signified their intention to attend the meet.

And now I want to say a word to the wheelmen of Essex County. We desire and expect your presence at the meet in Lawrence on the 30th of this month. We desire to know as early as convenient how many will be likely to come from each place, so that we can make ample arrangements for their accommodation. The hospitality of Lawrence, if not equal to that of some other place, is at least the best we can offer. We propose to have a short run of perhaps three miles through the city, and the roads are in very fair condition for the wheel; dinner will then be served, and after dinner it is expected that the League will be formed, which we hope will bring the wheelmen of the county into closer relations, and form friendships that will add pleasure to our trips on the road.

M. D. CURRIER,
Pres. Lawrence Bi. Club.

LAWRENCE, MASS., 13 May, 1882.

Kankakee.

A PRIVATE letter from a Kankakee (Ill.) wheelman gives an account of bicycling facilities in his section, as follows: "Kankakee has no consul, and until recently but one bicycler, and there seems but little need of a consul here. Our prairie roads are so atrociously and irredeemably bad most of the time that no wheelman thinks seriously of touring hereabout. When our roads (which consist of the natural black loam) are good, they, like all dirt roads, are very good; but this happy state of things exists only a few weeks in the year, and the rest of the time the wheel is confined to the town, where macadamized streets and the sidewalks afford moderate satisfaction. The West has n't learned to build roads yet, and never will until the Almighty instills a little more horse sense into the average granger than the species now possess. When the roads *are* good, the bike has to attend strictly to business and keep in the narrow track traversed by the horses. When you meet or overtake a team, it is extremely difficult and often impossible to turn out, as the road on either side of the beaten track is rough and untravelled. There are not even footpaths which can be taken advantage of. When people go afoot they take the middle of the road. Yet with these disadvantages I would not abandon the wheel. We have four Standards here this spring. The foregoing will perhaps answer in a general way your inquiry about the roads between Chicago and Kankakee. After

two or three weeks of dry weather they are very pleasant to ride over, but it 's a chance if we have such an interval of dry weather. The distance between Chicago and Kankakee is fifty-six miles by rail, due south. The town has 7,000 population, and has a fair hotel."

Why not Bicycles?

IRON (London) says: "There are many articles in which several countries are a long way ahead of us. An example is to be found in the superiority of the tools which are now so largely imported into this country from America, and which, while remarkable for their quality and finish, are much less costly than those of English production."—*N. Y. Sun*, 12 *May*.

Can our manufacturers explain the glaring inconsistency of this paragraph with the *facts* about quality, finish, and *cost* of American wheels? It is a well-known fact that there is not an adjustable wrench made in England that will compare in quality, finish, and serviceability with the Billings & Spencer Pocket Monkey Wrench, nor a cyclometer as accurate as the Excelsior, nor an automatic alarm equal to Hill & Tolman's. But why not bicycles?

DISGRACED AMERICAN.

NEW YORK, 12 May, 1882.

[It is monopoly that causes it. The best made and finished bicycle manufactured in this country would yield the manufacturer a handsome profit if sold at $75, and the ordinary $100 machine costs the purchaser just about $50 too much. The League of American Wheelmen could not do a more valuable service to the cause of bicycling than use its best efforts towards the abrogation or material reduction of the present exorbitant tariff on imported machines. EDITOR WORLD.]

A CHICAGO correspondent sends us the following notes of the forthcoming Meet, dated 7 May: In the parade the line will form on Lake Park and move south on Michigan boulevard, Grand boulevard, and Drexel boulevard to South Park, where refreshments will be served in the grove. The return will be *via* the same route, and during the parade the various evolutions will be performed by companies and battalions at the signal from the bugle. This exhibition will be a grand sight, nothing of the kind on such an extensive scale ever having been witnessed in the West before. The business meeting of the League will be held at the Grand Pacific Hotel, in the Appellate Court room, in the afternoon, and the banquet in the evening at the same hotel. All bicyclists throughout the world are invited to participate in the parade and lunch, but only members of the League and invited guests will appear at the banquet..... The programme of the Meet will include a series of races at the Driving Park, of one mile, two miles, five miles, and also dashes of a quarter and half mile, a hurdle race and a marine bicycle race. The fastest riders in Chicago are Conkling and Miller, of the Chicago Club, both of whom are on record as having made a mile in 3.15, but it is known that Conkling in private spins has covered a mile in 3.02. ...There will be present at the Meet two hundred wheelmen of Chicago, fifty from Milwaukee, and clubs from many other cities have signified intentions to be represented. .....Guides in uniform will await the incoming guests at the various railroad depots, and a neat map of the business portion of the city accompanies the invitations to prevent the boys from going astray. Storage-room for the bicycles has been provided at the north annex of the Exposition building.

A PITTSBURG (Pa) correspondent writes: "I send a copy of the constitution and by-laws of the Keystone Bicycle Club. They have been in the printers' hands a good while, and we have had two new members elected since. There is one amendment left out; for what cause, I don't know. It is to the effect that no person who is not an owner of a bicycle and an *actual* rider shall be eligible to membership in this club. This is necessary, because a good many young men who think they are not able to buy a wheel, but have learned to ride and hire wheels, would like to come into the club. The Titusville Club has sixty members, and *three* Mustang bicycles; we don't want anything like that. Nearly all our club will ride Yales before the close of the season."

SAN FRANCISCO NOTES. — The California Club bicyclists have formed an association to be called the Pacific Wheelmen, the object being to unite the wheelmen in that vicinity for the promotion of touring, racing, and drill and fancy riding.....The San Francisco and Oakland Bicycle Clubs both are beginning the season very actively. The former made their second run Sunday, 30 April, going this time with sixteen men under Capt. Butler to Menlo Park and return, a run of thirty-five miles. The Oaklands at last advices were also arranging for a grand meet and run, to participate in which the local riders generally were to be invited. ...Capt. Butler, of the San Francisco Club, ex-Captain Eggers, and another wheelman started on a few days' bicycle tour the 2d inst., and despite a rain during a portion of it, made fifty-seven miles the first day.

THE *Oarsman*, a bright little sporting paper published in Washington, has just entered on its second volume, and we cull the following wheel items from its pages: Mr. S. Preston Moses, Jr., secretary of the Capital Bicycle Club, has started on an extensive business tour in the West.....A new cap has just been adopted by the Capital Club, somewhat resembling in style that worn by navy officers. A dark-blue cover will be worn in cool weather, and a white cover in summer.....Mr. Rex Smith, of fancy-riding fame, has sold his 54 Royal Challenge and ordered a full-nickelled 52 Centaur. In the interval he is occupying his spare time in building a marine bicycle.....Mr. Fred D. Owen, of the Capital Club, is in Newport, R. I., on business.....The Smith Brothers, two skilled bicycle builders, have just arrived in this city from England, and will at once open a manufacturing and repairing establishment.....Most new riders seem to be either very shy of knee-pants or are ignorant of their comfort and safety. Unsightly leggings or pants rolled up at the bottom are common sights, but the latest is a pair of very high boots that are pushing a handsome machine around town, much to the amusement of the old wheels.

BY invitation of the joint committee of the Chicago bicycle clubs, the Marine Bicycle Company, of Portsmouth, N. H. have forwarded three of their standard, boats to Chicago, to compete in a race on Lake Michigan some time during the League meet The invitation was received too late for the company to finish some semi-racers they are building, and the race will be run on heavy crafts built more for strength than for high speed, but the contest will probably be none the less novel and exciting.

DURATION OF PATENTS. — The Secretary of the Interior has written to the Commissioner of Patents concerning the duration of patents. He refers to the provision of Section 4,887 of the Revised Statutes, which directs that every patent granted for an invention which has been previously patented in a foreign country shall be so limited as to expire at the same time with the foreign patent, or if there be more than one, with the one having the shortest time to run, provided that in no case shall a patent be enforced more than seventeen years. Mr. Kirkwood then sets forth the policy of the law, and concludes his letter with the declaration of opinion that the commissioner should insert in patents issued by him the limitation shown by the facts in his possession touching the existence and date of foreign patents for the same invention so far as developed, and should also refer to the law limiting domestic patents to the life of foreign patents for the same invention. — *Geyer's Stationer*.

BICYCLERS generally will be glad to learn that the attempt of the Pope Manufacturing Company to bulldoze the BICYCLING WORLD has not met with success. The WORLD will express its views, and allow its correspondents to do so likewise, in spite of the imperial House of Pope. Its loss in advertising ought to be more than made up in subscriptions from those who believe the bicycle riders of the country should have a fearless and untrammelled expositor. — *Marblehead Messenger*.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents. by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

To the Board of Officers L. A. W.

A MEETING of the board of officers L. A. W. will be held at Chicago on the evening of 29 May, 1882, at place and time to be decided on that day. Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

K. N. PUTNAM, Esq., *Secretary League of American Wheelmen: Dear Sir*,—I have called at your office twice within the last week, and both times was unsuccessful in finding you in. What I wished to see you about was this: cannot an arrangement be made between the League of American Wheelmen and the National Association of Amateur Athletes, whereupon the bicycle championships can be given under the joint auspices of the two associations? In the athletic clubs belonging to the National Association, we have many bicyclists, and naturally take as much interest in the advancement of that sport as any other branch of athletics. Do you think the following conditions would be agreeable to your association?

The bicycle championships at two and five miles to be given at the annual athletic championship meeting.

The National Association of Amateur Athletes to provide three handsome medals, of gold, silver, and bronze, in each contest. Said medals to be inscribed "League of American Wheelmen and National Association of Amateur Athletes," and the races to be judged by gentlemen connected with the League of American Wheelmen.

If an arrangement of this kind can be made, it would do much towards advancing bicyching, and straighten out the differences that have existed between our two associations in the past. Hoping to hear from you at an early date, I remain,

Yours respectfully,
A. H. CURTIS, *President*.

NEW YORK, 8 May, 1882.

To the League of American Wheelmen.

THE above communication from the president of the N. A. A. A. explains itself. The writer has had a conference with their executive committee, with the following result:—

1st. The championship games are to be held at the Polo Grounds, New York City, on 10 June, at 3 P. M.

2d. Entries close 1 June, but entries for the bicycle races will be received up to twelve o'clock noon of 5 June.

3d. The races will be advertised as under the joint auspices of the League of American Wheelmen and National Association of Amateur Athletes, and will consist of two and five mile amateur championships, and one mile League championship, the latter to be open to League members only, and raced under the rule of the League as it stands at present.

4th. All these races to be judged by three judges appointed by the League officers from their own association. Appeal from the decision of these judges (if any) to be made to the general referee in charge of all the championship games.

5th. The National Association to provide three medals for the two and five mile championships respectively, such medals to be engraved "League of American Wheelmen," and "National Association of Amateur Athletes." The League to furnish one medal for the one-mile League championship. (This medal is now held by a Massachusetts wheelman, and must be won by him twice more before it becomes his property.)

6th. The National Association to pay all the expenses of the meeting, and take all the receipts and entrance fees.

7th. Entrance fee two dollars to each race. Entries to be made to "Secretary National Association," Box 3,478, New York City.

8th. The races to be governed by rules to be jointly agreed upon after the reception of the report of the race committee of the League, which will be made at the officers' meeting on 29 May, at Chicago.

It will be seen that the adoption of the above plan necessitates a complete and radical change of the present League rules, which provide for an annual race meeting to be held in the fall of the year; and such a change of rules can only be made at the business meeting of the League on the 29th and 30th of May. This plan, however, has a number of attractive features, and as it has been approved by several of the League officers already (provided it can be carried out without sinking the individuality of the League), it is more than possible that it will be favorably considered at the said meeting; and with this in view, the following understanding has been arrived at with the executive committee of the National Association:—

If the League should accept their proposition and join forces for this year, a telegram will be immediately sent to their secretary. The medals will not be made nor the programmes printed until they are notified of the League's action in the premises. If the proposition is declined, they will give the two and five mile championships under their own auspices without mention of the League. If the League votes to accept the plan, League men will then have six days left in which to get their entries to the secretary of the National Association, which will be full time, as they can decide whether or not to enter nearly two weeks before any action can be taken by the L. A. W.

Yours fraternally,
KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

To Members of the L. A. W.

THE following letter of resignation from MR. CHARLES E. PRATT, president L. A. W., explains itself:—

KINGMAN N. PUTNAM, *Cor. Sec. L. A. W.*, 54 Wall street, New York, N. Y.: *My Dear Sir*,—In accordance with conclusions to which I have been a long time reluctantly coming, which I conversed with you about when you were in Boston the other day, I have now to communicate to you, and through you to the board of officers, my resignation as president of the League. In the circumstances in which I am placed, and the multiplicity of affairs which claim my attention, I find and have found it impossible to give so much of time and thought and energy to League work as I could wish to give, or as I think the president of the League ought to give. No one, I am sure, who knows about it will doubt my interest in the welfare of the League is just as warm as ever, and my hope and faith in its future success just as strong; nor will you credit me with any disposition to shirk duties which I can possibly or consistently discharge. I have the deepest feeling of gratefulness to all of the executive officers particularly, and to the directors, for the cordial and friendly relations which have existed so long, and for the prompt support which my efforts have always received. I shall still endeavor in such ways as I may find, as a member of the League, to promote its interests and usefulness; and I believe that a change in the office of president, with such a judicious selection as I doubt not will be made, will be one of the things to promote its strength and activity. To you, personally, I have more acknowledgments than I can well express, and hope to take some early opportunity to say to you what I cannot now write,

I am, very fraternally yours,
CHARLES E. PRATT.

597 WASHINGTON STREET, BOSTON, 8 May, 1882.

No action can be taken upon this matter until the meeting of the board of officers at Chicago, 29 May; and as there is nothing in the League rules to the contrary, it is presumed that such a resignation cannot take effect until it is accepted by the officers. Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

How to Get to Chicago.

SPECIAL Pullman sleeping cars will be attached to the train leaving Jersey City at 7 A. M., Saturday, 27 May, for Chicago *via* the Baltimore and Ohio Railroad. These cars will be taken and paid for by the undersigned at the lowest contract price, viz., $100 for a fourteen-section car, and this amount will be apportioned among the men on board. Berths can now be secured from the writer, either from New York, Philadelphia, Baltimore, or Washington. "First come, first served." Each man's name will be marked down on the diagram of the car as soon as received, and his fare for the berth collected on the train.

The rates for tickets will be 20 per cent off from the regular rate from the starting point to Chicago, to be obtained as follows:—

Send a request to the writer, who will return an order on the ticket agent of the Baltimore and Ohio Railroad in the applicant's city. This ticket agent will then sell the applicant a ticket at the reduced rate, and give him an order on the ticket agent in Chicago for a return ticket. The return ticket will be good for a couple of weeks, enabling the wheelman to stay as long as he pleases in Chicago.

Each purchaser of a ticket at reduced rates will be held personally responsible for the proper use of this privilege; and should he be unable to use the ticket, it will be redeemed by the railroad at the price paid for it, *but on no account must it be sold to any other person.*

On this train there will be a baggage car fitted up under the writer's supervision for the safe transportation of bicycles, which will be carried free.

All pedals must be removed and firmly tied to the saddle or carried by the owner. Nickel-plated parts should be wrapped with sheeting to prevent scratching; and all wheels should be delivered at the Pennsylvania Railroad Depot, Jersey City, by 6 P. M. on the 27th inst., to secure their proper storage in the car.

Wheelmen coming from Boston and the East will be taken by the Fall River line at 20 per cent off regular fare, or $2.70 from Boston. An annex boat will wait for them at the dock in New York on Saturday morning and take their wheels and baggage directly to Jersey City, where the car for wheels will be in readiness to receive them. On the return, this car will leave Chicago Wednesday evening, arriving in New York Friday morning, 2 June.

Any wheelman desiring to start before the 27th inst. can secure the same rates by application to the undersigned; but he will have to either crate his bicycle for safe transportation, or leave it in charge of a friend who expects to go on the special train.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.
54 WALL STREET, NEW YORK CITY.

CURRENTE CALAMO

CLAFLIN'S new "Rudge" racer is a beauty.

THE annual meeting of the Chelsea Bicycle Club is to be held this evening.

PRINCE'S wholesale challenge ought to make things lively in the professional ranks.

MR. CHARLES E. PRATT, president L. A. W., has departed for Chicago on business.

CAPT. SHILLABER, of the Massachusetts Club, having taken a long breath of the balmy south wind, will immediately put his command to their best paces.

WILMOT, of the Massachusetts Club, did nearly seventy-two miles of road riding one day last week, and was easily able to have repeated the trip next day.

THE Elastic Hose Company has removed to Needham, Mass., where all communications to them should be addressed. See miscellaneous advertisements.

THE Boston Bicycle Club will make their postponed trip to Providence tomorrow morning, according to the programme arranged for last week. About twenty members will participate.

THE Boston Club serenaded "Juvenis," their veteran member, with select and original verses; but as they are copyrighted by the author, we cannot publish them.

THE Massachusetts Bicycle Club's run to Salem, arranged for last Tuesday, was, on account of the heavy roads, postponed to next Tuesday, starting at

9 A. M., and arriving at the Essex House in time for dinner.

A LARGE paper, a large issue, and a large circulation are to be the exterior characteristics of the BICYCLING WORLD for next week. We shall let our readers judge the interior for themselves; but advertisers would do well to make a note of the former.

RE PRINCE'S challenge, Wilmot "deniges of" the soft impeachment, and claims he is still an amateur. Whether he must be rated professional or not, as he makes no claim as a racing man, we fail to see either the sense or utility of challenging him.

THE attention of wheelmen is called to the announcement of the Great American Casino, to open Monday in the Institute Fair building. The grand bicycle event on Thursday evening, between Prince and Mlle. Louise, is bound to develop some fast wheeling.

CAPT. CARPENTER, of the Crescent Club, made an involuntary dismount one day last week, getting a severe bruise on the thigh; in consequence of which mishap he has temporarily abandoned his usual graceful gait while walking, and uses his cane instead of swinging it.

THE machine poet of the Louisville *Commercial* turned the crank thoughtlessly the other day, and ground out the following enormity (and "still we wonder at crime"): —

"Our ship will never be steered so well,
Since Jenkins has left the 'Wheel';
And if Gilman in turn should leave the 'World,'
How sad we 'cyclers would feel:"

KINGMAN N. PUTNAM has signified his intention of declining a re-election to the position of corresponding secretary of the League. This action we regret, as Mr. Putnam's conduct of the affairs of the League has been eminently satisfactory, and characterized by that despatch and courtesy which are so necessary to the office of secretary.

THE editor of this paper never "flunks." He was the only Boston Club man who put in an appearance at the railway station last Saturday morning during the northeast storm, armed and equipped as the law directs, to make the proposed trip to Providence and a run to Rocky Point. And yet children wonder what makes the wheels "go wound."

ALBERT, the lightning poet of the Boston Club, is guilty of the following, which is said to be very effective when sung by a chorus to the tune of the "Yum, Yum, Yum": —

"There 's a man in our club
Who rides about the 'Hub,'
And his calves are very lean, lean, lean;
But if you tackle him you 'll find
He will leave you far behind, —
Need I say that I 'm alluding to our
Dean, Dean, Dean,
Need I say that I 'm alluding to our
Dean, Dean, Dean."

THE first annual meet of the American branch of the Bicycle Touring Club will be held in New York the 27th inst., the assembling to be at 791 Fifth avenue, from which place a run will be made, starting at 9 30 A. M., to Yonkers, where a fifty-cent lunch will be partaken of at the Peabody House, followed by a business meeting, after which the return run will be made in time to take the evening train to Chicago. This will give those who intend going to Chicago an opportunity for an enjoyable preliminary. for the committee extend an invitation to all wheelmen to join, and we understand a number of the Boston and Philadelphia riders intend doing so.

Owing to some question as to who is chairman of the Committee on the Revision of the League Rules, the work has been somewhat delayed. Mr. Hodges, of the committee, is at work on the revision, and will submit a draft of the new constitution to the committee previous to the meeting at Chicago. The general idea of the proposed revision is to provide each State with representatives according to its League membership, and to facilitate the business by means of State management, which shall be subservient to the national organization. These officers will be elected by each State. and will form the national board of officers, who shall elect one of their own number to act as president, and shall appoint the secretaries and treasurer. The changes made in the rules which now govern the League are by no means radical, but seem to be what is needed to put it on a working basis, and will allow of proper and just representation.

THE several communications in the L. A. W. department this week are of more than passing interest to wheelmen and we earnestly commend them to the attention of League members. The communication from Mr. Curtis and the proposition of the executive committee of the N. A. A. A., especially, require consideration, and it is certainly desirable on many accounts that some satisfactory mutual arrangement in relation to amateur bicycling should be arrived at between the two organizations; otherwise, it has already become evident that unpleasant conflicts are likely to ensue, and since the association has offered to meet the League fairly, we trust the latter will as promptly respond. It is as well to state, however, that the proposition respecting the race for the League mile championship to be run on the 10th of June is constitutionally out of the question, as well as unjust to the present holder of the badge, who, not anticipating such immediate action, is now out of practice, and might not be able to put himself into condition for that occasion; and yet we know he has no intention of resigning the championship.

CAPT. HAZLETT, the Portsmouth catamarine, smiles at the yarn about the Biddeford bicyler doing the road from that city to Boston on the machine, and says he thinks the only man in Biddeford who would undertake even a single trip is Director Fairfield, and even he has preferred to car-wheel to Portsmouth and thence bicycle to Boston. His sand-riding powers are well known; but they would be put to a severe test over many miles in Kennebunk and Wells, on a portion of which the sand is so deep that it is impossible to mount the wheel. worse still to ride. The Portsmouth Club walked for miles on their last year's trip to Portland, and the run will not be again attempted. They could find no reliable account that any one had preceded them *all* the distance from Portsmouth to Portland. It may have been done a few times, — for this is feasible but not pleasurable, — and the club would be pleased to put it on record; but they would examine closely the muscles and especially the cheeky face of the seventy-four claimant. The Biddeford *Union* refers to the story, and heads it, "This is a very big lie." When a marine like Hazlett won't believe it the story may as well stop.

H. C. BLUE & CO.
48 Summer Street,
BICYCLE & LAWN TENNIS SUIT
SPECIALTIES.

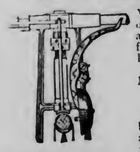


Full assortment of Fine SPRING WOOLLENS in our Custom Department.



HEADQUARTERS FOR
Patent Rubber Bicycle Handles.
ELASTIC TIP Co.
157 Washington St. - - BOSTON, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
With your orders, please give names of machines on which alarms are to be attached.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN. Worcester. Mass.

STODDARD, LOVERING & Co.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.
A. J. PHILBRICK & CO.,
SALEM, MASS.



WORLD JOB PRINT,
A. BASSETT, MANAGER.
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

MISCELLANEOUS.

4-line Addresses in this department, $6 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock at Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished

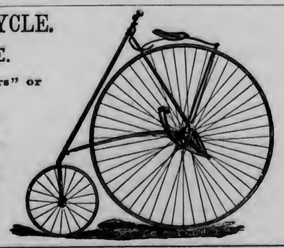
W. W. STALL. — Sole Agent of the Cunningham Co for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1 00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

LEAGUE BADGES. — We have now a stock of L. A. W. Badges, Scarf Pins, and Watch Charms. Those who desire to purchase are invited to call at this office, 8 Pemberton Sq., Boston, and examine.

GOY, the Athletic Outfitter, 21 and 22 Leadenhall street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.



The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,
H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals: —

LE SPORT VELOCIPEDIQUE. — Weekly. J. P. Devillers, directeur. Redaction et administration; 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1 00; six months, 50 cents. *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling* Paper, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

WHEELMAN'S ANNUAL FOR 1882. — Articles by "Ixion"; Pres. Bates; "Kaunak"; "Kol Kron." Specifications for Ideal Machines from leading Wheelmen; Novelties of the Year. Paper, 33 cents; cloth, 80 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

THE VELOCIPEDE (of 1869): Its History, Varieties, and Practice. 30 cents.

LYRA BICYCLICA, by J. G. Dalton. Poetry of the Wheel. 60 cents.

WE have in stock a few copies of Cycling Sketches, in cloth, $1.00, and Sturmey's Indispensable for 1880, 30 cents.

THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition. — all by Henry Sturmey, — are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Cortis's "Book on Training" is also in press, and will soon be ready for delivery.

200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new 'Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

WM. FORD & CO.

Astley Bicycle and Tricycle Works,

WOLVERHAMPTON, ENGLAND.



Our No. 1 Bicycle is fitted with the "Æolus" or "Rudge" Ball Bearings to both Wheels, Hollow Steel Forks, Steel Backbone Wire, Rims, Spring and Spindle, Gun Metal Hubs, Brake, Trouser Guard, Step and Shackle, Stanley or Humber Head, best Red or Gray Rubber Tires, and finished all-bright or painted in three colors

up to 50-inch, for..... $41 00
From 50 to 56 inch..... 43 00

The Cheapest High-class Bicycle made IN or OUT of England.

Our No. 2 Bicycle is fitted with our patent double row Ball Bearings. Stanley Head, Steel U Rims, Backbone, Wire, Spring and Spindle, including Saddle, Bag, Spanner, Oil Can and Bell.

Price up to 50 inch..... $26 50
From 50 to 56 inch..... 29 00

Extract from the "Bazaar" report of Bicycle Exhibition held in London, June 20, 1881:—

"The 'Forester,' by Ford & Co., of Wolverhampton, at £5-10-0 (viz., $26.00), looked as if the wrong card had been placed upon it, AS IT SEEMED IMPOSSIBLE TO PRODUCE IT FOR THE MONEY."

Our No. 3 and 4 Bicycles are cheap, sound, and serviceable,

FROM $20 EACH.

PRICE LISTS FREE. PHOTOS 6 CENTS.

WM. FORD & CO. ------- Wolverhampton, England.

COLUMBIA BICYCLES.



ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - Manager.

COLUMBIA BICYCLES.



FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; **Bown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 26 MAY, 1882.

Volume V. Number 3.

[VOL. V. CONTENTS. No. 3]

Editorial: The L. A. W.; About Bicycles . . 343
Beans and Clams 344
Wheel Club Doings: Chelsea Bi. Club . . 344
Races: Grand Rapids; Washington; Staten Island; Cambridge 344
Correspondence: League Consuls; Dunkirk Ideas; An Explanation 345
Si. Elmer's Last Ride 346
How it Stands 346
Bicycles in Fairmount Park 347
Our Portrait Gallery: No. 3. L. T. Frye; No. 4. G. D. Gideon 348
Notes, Queries, etc.: "H. T. R."; "1089"; The Wire Gauge 348
L. A. W.: L. A. W. Constitution; Order of Parade; Chicago Programme 349
Currente Calamo 351
Bicycling in Washington 351
From another Point of View 352
Books and Pages: Century and St. Nicholas . 352
Caution 352

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

T. T. ROBSON,

30½ HIGH STREET - - BOSTON.

MANUFACTURER OF THE

OFFICIAL BICYCLE SHOE

Ladies' and Gents' Tennis Shoes.

Clubs furnished at Club Rates.

EVERY PAIR WARRANTED.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY



How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA.

Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L, Rochester, N. Y.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.

Knife-Edge Treadle.

Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Conn.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

THIS IS NEW

Bicyclers' Handy Hook

To fasten trowsers at bottom. Take a reef in your pants! Save leggings; neat, strong, pliable and every way effective. Send four 3c. stamps for sample pair. Everybody uses them. Every bicycle dealer sells them. Trade supplied by the

OVERMAN WHEEL COMPANY,

HARTFORD - - - - CONN.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

I claim the only adjustable saddle, and shall defend it.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

A CLUB ROAD RACE



The above depicts a very pleasant feature of bicycling as a sport. The club have ridden from their headquarters in the city, to a suburban village some twenty miles away, where they await the arrival of the racing members who were to start just thirty minutes later.

Five minutes more and the two foremost of the racing men—Fri, on his "Harvard," and Yonson, on his "Yale," appear in sight. The pace is tremendous: the men are neck and neck, and Dodges, the captain of the club whom you observe is leaning on his "Shadow" light roadster, in the foreground, declares the race a tie.

"Where are the other men?" he asks.

"Oh, behind, somewhere," is the reply.

"Are there any 'Harvard's' or 'Yale's' or 'Shadow's' among them?"

"Not one."

"Ah! that accounts for it," says the captain.

American bicyclers as a body will realize the force of the captain's last remark, but the thousands of new riders which the coming year will produce should each one of them realize that the only true economy in choosing a bicycle is to be content with nothing less than the very best that money will procure. Each should find out all he can about bicycles before making his choice, and in order to assist enquirers in their search for information, we will, on receipt of a three-cent stamp, send to any address, a copy of our large illustrated catalogue by return mail.

THE CUNNINGHAM COMPANY,

The Pioneer Bicycle House of America.

(Established 1877.)

Importing Manufacturers of Bicycles & Tricycles,

ODD FELLOWS' HALL, BOSTON, MASS.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
Wm. M. Wright, 791 Fifth Avenue, New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 26 MAY, 1882.

THE L. A. W.

As the official organ of the League of American Wheelmen, we have endeavored, during the two years of its existence, to promote the interests of the organization, and secure the support it merits from every rider of the bicycle throughout the United States and the Dominion of Canada. Our columns have been open to such of its members as desired in any way to criticise in a proper spirit, and with a desire for improvement any of its rules or actions. Each month has seen it progress and gain strength until it has not only become the strongest amateur athletic association in this country, but it occupies a recognized position among those of the world. Certain changes in the method of election of officers, and local government, are found to be necessary, by reason of the immense area over which its membership extends and the sparse wheeling population in many sections. Although many causes have combined to delay and hamper its growth, it has been able to maintain a premier position among bicycling organizations in this country, and is to-day stronger than ever. Its action in regard to the amateur and professional question was firm and just. It maintained its dignity in this respect, and effectually precluded the idea entertained by many that it was subservient to the wishes of the bicycle dealers, who were allowed to enjoy its benefits by the liberality of its promoters. The League is recognized by the N. A. A. A. A. as the proper association to govern bicycle championship, and the older organization in turn receives the support of all its members for the proper concessions made. This harmony cannot but result in good to both organizations, which have the best interests of amateur athletes at heart, and strive to promote all that is good and pure in competitive sports. Although touring is not as yet largely indulged in, the League has endeavored to meet the wants of tourists by the appointment of consuls, a goodly number of whom already form a nucleus for a more complete system when the needs of its members demand it. The Bicycle Touring Club is considering the feasibility of some plan by which its members visiting the States and members of the League travelling in England may be entitled to the privileges of the two associations, respectively. This is complimentary in the extreme, and worthy of consideration, as it is unnecessary for two associations with the same objects to exist in the same country. In considering the practical benefits derived from membership to the League, the social pleasures should not be overlooked, as they form one of the most enjoyable of bicycular associations. Wheelmen everywhere should join the League if they wish to secure the full benefits of the sport they already enjoy so much.

ABOUT BICYCLES.

IT is well understood by all experienced wheelmen that the best bicycles used in this country are of foreign manufacture; and no matter what make of machine the new rider uses at first, he eventually settles down to the conviction that he cannot be well mounted until he gets an imported wheel. This is a humiliating conclusion for a patriotic American to arrive at, but unfortunately he cannot escape it; and yet more unfortunately, if his means of indulging in luxuries are limited, he must patiently accept the situation and continue to ride an inferior mount: and this is all owing to what is often misnamed "protection of home industries." That home industry should be protected, that the inventor or holder of an invention of value should be permitted to reap the profit of his toil or outlay in developing his possession, by letters patent, no fair-minded person will deny; but if, as is often the case, through greedily putting the market price of his commodity too high, or through inadequate facilities for production, he fails to meet the public demand for it, the community is made to suffer, he misuses his privilege: and to meet this latter case especially, some legal provision involving forfeiture of patent ought to be devised. Nearly all valuable patent claims are largely based on the element vulgarly called "bluff." That is, if it has always been the custom for carpenters to grind their chisels on a stone turned by a hand crank, and some body invents a treadle to turn the stone by foot power, and takes out a patent for "a treadle to turn a stone to grind carpenters' *chisels* on," and when introduced it is discovered that all other kinds of tools can more easily be sharpened the same way, the patentee endeavors to make his claim cover not only all tool grinding by foot power, but polishing, locomotion, and as many more applications as the public makes of it; and generally, by winning a case or two in the courts from some impecunious infringer, he succeeds in "bluffing" the community into tacit acknowledgment of his claim, when really he has no right, nor is a reissue valid which gives him any right, beyond the words of his patent for "a treadle to turn a stone to grind carpenters' chisels." All other chisels and all other tools can be ground in this way by any one. Now, we believe that many bicycle patent claims are just as baseless, and properly disputed would not stand in law; and we intend to investigate and endeavor to show our readers just "how it stands," that they may not be deterred from the manufacture or use of parts not actually covered by patent claims We are glad that the opportunity is afforded us to do this, as it has long been our desire, and nothing but a natural reluctance to seem hostile to

one of our largest and most paying advertisers has hitherto withheld us. Now, however, by the deliberate act of that advertiser, we are happily relieved from any delicacy in the matter, and can use our pen more directly in the interests of wheelmen. And here let us say we shall do this in no spirit of malice or retaliation, having none but the best wishes for that company's prosperity, but solely with the view of benefiting bicyclers and the cause of bicycling. Meanwhile, experienced riders want good machines at a reasonable price; but while the exorbitant duty of thirty-five per cent is imposed on English-made bicycles, and importers have to pay royalty and license in addition, and home monopoly can charge a first-class price for a second-class article, the outlook for the immediate popularity of bicycling is anything but promising. The best standard quality of road bicycles can be purchased in England for from $70 to $80 each; the best American bicycles that can approach them cost $125. By directly importing a first-class English bicycle, worth $80 (and it will be first-class), after paying the duty of thirty-five per cent, a royalty of $10, shipping and freight charges, and several smaller fees, a purchaser will get his wheel delivered him at a minimum cost of $133. Now, it is obvious that this makes a good bicycle "cost high," and yet "we must have 'em." And just here, it seems to us, is proper work for the League. The import duty is the principal drawback to the procuring of good bicycles at a fair price. Now, why cannot the League use its influence to obtain a special and reduced tariff for bicycles and tricycles? This would be a practical and direct benefit to wheelmen, and would do more to promote the cause of bicycling than the unrestricted use of all the driveways of all the parks in the country, as important as that is. We most earnestly suggest this to the consideration of the annual meeting; and if it be deemed advisable to take any action, recommend that a committee of reference be appointed with instructions to investigate and report what steps, if any, should be taken to effect this desirable result.

Beans and Clams.

NOTWITHSTANDING the disagreeable weather, fourteen members of the Boston Bicycle Club accepted the invitation of the Providence Club to visit their city, and partake of a Rhode Island clambake at Rocky Point. On the arrival of the train at Providence, the Boston boys were met by the Providence Club, under the command of Capt. Cross. Each member of the club was provided with a handsome silk badge bearing the Providence Club seal. This will be retained by all as a memento of one of the pleasantest trips since the formation of the club. Cars were immediately taken for Rocky Point, as the rain and bad condition of the roads made it impossible to wheel down. On the arrival at Rocky Point each man made it a point to enjoy himself and have a good time, and to carry out the programme of pleasures under cover. At bowling the Bostons, as Prince Albert said, "wiped the floor" with the Providence team, but were compelled to relinquish the flag on walking, as President Carpenter defeated Stall in a mile "heel and toe," in 11m. 45s. Then followed a genuine Rhode Island clambake, in Tinker's best style, in which the pennant was recaptured from the Providence Club by the efforts of Sig. Nicolini. After dinner singing was indulged in, but resulted in a tie between Prince Albert and the Count. The foot-ball game was won by the Bostons, but the bean team was defeated by the clam team at base ball; score, 23 to 15.— Churchill's attempt to "even it up" being an utter failure. The Boston Club claims that owing to the smallness of the hall the Rhode Islanders had an undue advantage, and will shortly challenge the Providence Club to a match game to be played out of doors. At 5.30 P. M. the boat was taken for Providence, arriving about 6.30. Billy Burton was called upon on the way to the hotel, and welcomed the boys in his usual hospitable manner. An excellent dinner was eaten at the Dorrance about eight o'clock, after which the billiard tournament commenced, resulting in a victory for the Bostons. The greatest victory was won by the Providence Club, who conquered the weather and entertained their guests in right royal style, doing everything to make the day most enjoyable to all who were fortunate enough to be present. The Providence Club is composed of the right sort, and retains well its position as one of the leading clubs in New England. We wish them success and prosperity.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

BOSTON BI CLUB, MAY:—

Saturday, 27. Cars for Chicago, Ill., to attend L. A W. Meet.

Sunday, 28. Headquarters 10.30 A. M. Natick *via* Newton Centre, Granitville and Wellesley. Dinner at hotel at 1 P. M. Return 2.30 *ad lib.*

Tuesday, 30. Rendezvous at Whitney's Hotel, Nahant, 12 M. Start for home 2 P. M.

Tuesday, 30. Rendezvous Grand Pacific Hotel, Chicago, Ill., 9 A. M., L. A. W. Meet. Full uniform. Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the May events.

ROXBURY BI. CLUB, MAY:—

Sunday, 21. To Natick *via* Brookline Reservoir and Wellesley.

Sunday, 28. To Black Rock House, Cohasset.

30 May. Crescent Bicycle Club. Trinity square, 10 A. M., for run to Lexington *via* Waltham.

CHELSEA BI. CLUB.— At the annual meeting of the Chelsea Bicycle Club, held 19 May, the following were elected officers for the ensuing year: President, William E. Gilman; secretary and treasurer, Wendell P. Yerrinton; captain, Francis W. Whiting; sub-captain, Joseph F. J. M. Brown; first lieutenant, Harry W. Turner; second lieutenant, James H. Eustis; bugler, Horace J. Phipps; color bearer, Lorenzo T. Farnum; club committee, J. A. J. Wilcox and Frank M. Gilley. The club also adopted a badge design, the badges to be the property of the club, and appointed a committee to procure them. Capt. Whiting has already assigned club runs for to-morrow and Memorial Day. The club will have thirty-three votes in the annual meeting, and will send three men to Chicago.

RACES

Coming Events.

30 May. Williamsburg Athletic Club, Brooklyn, N. Y., two-mile bicycle handicap. G. R. Smith, secretary, cor. Penn and Rutledge streets, Brooklyn.

3 June. Manhattan Athletic Club, New York. One-mile bicycle handicap. F. J. Graham, 56th street and 8th avenue.

3 June. Montreal Athletic Association games. Three-mile bicycle race. Chairman sports committee. Box 1,138, Montreal.

8 June. Oxford Agricultural Fair, Oxford, Chester County, Pa. Bicycle races. T. K. Stubbs, Lock drawer 365.

10 June. Amateur championship meeting of the N. A. A. A. A. Two and five-mile bicycle races. Secretary, Box 3,478, New York.

GRAND RAPIDS, MICH., 16 MAY.— About a thousand people were at the fair grounds to witness Elsa Von Blumen's race with horses, as announced. The weather was all that could be desired for a good afternoon's sport, save the prevalence of a cold western wind. This interfered somewhat with Miss Von Blumen's chances of making fast time. At 2.30 Miss Von Blumen emerged from the tower part of the judges' stand, clad in a becoming suit of steel-gray. She was given a trial of one mile so as to regulate her speed with the trotting horses. She made the mile in 4.36. It was decided that the trotter should go one mile and a half to her mile. Her first heat was with White Cloud. She beat him by several lengths in 4.37. The second heat was won by Miss Von Blumen, beating "John the Reformer" by a length. Time. 4.32. The third heat was won by "Martin L." Time, 4.31. "Mulligan," the pacer, was chosen for the fourth heat, and at the finish the little lady was just turning into the stretch as he went under the wire. Time, 4.35. The fifth and last heat between "John the Reformer" and Miss Von Blumen was won by the latter, who came out fifteen lengths ahead, amid deafening applause. Time, 4.28. The

are, and for what they were taken out. Where they were designed to express and explain a specific thing, to be used for a specified purpose, the intent of the inventor will be shown in the specification wherein he applied for the patent; and as the Supreme Court has clearly and intelligibly stated that a patent covers only what is clearly described and stated in the application, our readers can readily interpret what is covered and what is not. It is a notorious fact that many patents are interpreted by the holders to cover what they never dreamed of at the time of the application, which idea, if sustained, would work to the disadvantage of the public; but happily the Supreme Bench has said (Justice Bradley): "We regard with jealousy and disfavor any attempts to enlarge the scope of an application once filed, or of a patent once granted, the effect of which would be to enable the patentee to appropriate other inventions made prior to such alteration, or to appropriate that which has in the mean time gone into public use" (7 Otto, 563).

There must be some novelty in an invention to procure a good patent, and that patent is only good for what is shown in it. An American patent is granted for seventeen years, and cannot be renewed. In the course of the review of this subject it will be stated when these patents expire and become public property. The great interest in this question is the rights of the public. These are held to be primary, and the rights of the inventor — which *do* exist, and should be respected for what they *are* — are regarded as secondary. Without the first part, the second could not survive. The patent interest, as it stands to-day, can, without any disrespect to the owners of patents, be termed a monopoly, particularly as it is continually so asserted by the owners. The writer, having had considerable experience with a similar condition of affairs in another branch of the machine business, and having observed the attempts of an apparent monopoly to regulate the business in his particular line, on probing the matter in question and pursuing it in the courts, demonstrated the inclination of what appeared to be the controlling party to have the public understand that they, for instance, holding a patent on a particular kind of telegraph wire or line, could prove that every housekeeper who put up a *clothes line* infringed on their patent on a telegraph line. This was absurdity, poor judgment, and "bluff." All such arguments are now of the past, and have no force in this country.

On examination of the patents applying to this subject, there are several that date back in the sixties. In April, 1866, a patent was granted to H. A. Reynolds on a child's hobby horse mounted on wheels; a movement of the feet actuated cords or straps which turned the rear wheels. In November of the same year, P. Lallement, of Paris, France, patented in this country a velocipede which was an arrangement of two wheels, provided with treadles and guiding arms, — substantially the old French machine. On 27 November, 1877, eleven years after, this patent was reissued; that is, the old one was surrendered and a substitute taken out. In the reissue it will be observed that there has been *added* the claim of opposite cranks on the front wheel, to be trod by foot to propel the machine. This reissue will expire at the same date as the original patent, November, 1883. It is doubtful if the reissue could be sustained except for what was in the original patent of 1866. The reissue also claims in addition the arms to turn or guide the front wheel, and the wheels one in front of the other, in line. The patents that have thus far been cited are intended to cover the velocipede as a whole. There are other patents which are found, but they are on peculiar three and four wheel machines which do not materially affect the interest of the present bicycle.

There are a large number of patents on improved wheels and other parts that go to make up a vehicle. The first of interest which was issued is the patent to Buzzell, 1 October, 1867 This is on a carriage wheel; and the improvement, as stated in the patent, covers wire spokes coiled around a ring near their central attachment, to give elasticity to the wheel. The writer is not aware whether this was the first wire-spoked wheel patented; but from the appearance of the patent, it was a method of making elastic spokes by the peculiar arrangement stated, the evident novelty being the elasticity rather than the wire spoke. During December of this same year, J. Radden took out a patent, No. 72,538, also on a carriage wheel, which covered several additional improvements. In his patent he claims the felloe and rim of wrought-metal *tube*, and the spokes are to rest against *elastic blocks* (?) in the tubular rim. This patent has also been reissued, the substitute having been taken out and assigned to other parties in December of last year, and it will consequently expire in December, 1884.

Attention is called to the marked changes in the wording of the reissue. In the first patent the invention might be described as a tubular rim, with square boxes projecting from the rim toward the centre of the wheel, and in each of these boxes is a block of soft rubber. The end of the spoke was fastened to this block, and when the wheel was used the rubber took up the jar and kept it away from the hub. This patent was apparently intended to accomplish the same as the Buzzell patent, which is prior in date. In the reissue there are several claims added, one of which (1) makes the felloe of wrought *iron* tube, the outer surface of which is flattened and surfaced by a tire; (2) a hollow metallic felloe and metallic spokes, and the method of fastening the spokes by metallic plates in the felloes; (3) a spoke headed in the felloe, and a tire to bear the tread, having an elastic cushion between end of spoke and the tread. The claims for these inventions, which are stated above in the reissue, are not shown in the original, and it does not appear why a reissue was granted. In 1878 a patent was granted to G. Hanlon *et als.*, which was reissued in the following year. This describes the adjustable seat on the perch, and adjustable pedals, so that the machine could be used by tall or short persons. In the reissue the claim of the bifurcated fork is added.

There are also noticed a large number of patents which are apparently of little or no value as the trade goes, and will probably never be developed. This subject of the American patents on our wheels and what they apply to cannot be dealt with in one paper, and the subject will be continued hereafter The reissued patents are regarded as the important ones to discuss, and on this point it is intended to give the decisions of the Supreme Court in such cases. Thus far the early patents have been examined, and the intents and claims which appear in subsequent patents will receive attention where they appear pertinent to the present.

Bicycles in Fairmount Park.

AT a meeting of the Fairmount Park Commissioners, Philadelphia, held 13 May, the protest against bicycling in the park was thus sensibly disposed of, as reported by the *Bulletin* of that city: —

A communication from Gen. Isaac L. Wistar complaining of what he termed "the deadly bicycles" was received. He stated that he had had a narrow escape with his life because of the fear of bicycles entertained by a "quiet old family roadster" belonging to him. He thought that in this matter the smaller interests should give way to the greater, and he added that he was afraid to take his family to the park any more. "I pay taxes to the city for my horse and carriage, and yet have no roads but those in the park, and I dare not go upon them except at the risk of my life. Why cannot the bicycles be prohibited from using the park after 2 P. M.?" The communication was referred to the committee on superintendence and police.

Mr. Remak, chairman of that committee, later in the session made a report on the subject of bicycles in the park, submitting all the communications and papers relating to the subject which have been received. He said that the first time objections to the bicycles were heard of was when the superintendent complained that horses shied at them. At the next meeting of the committee Gen. Thayer submitted a report in which he recommended the total restriction of bicycles in the park. Following, there were voluminous reports from guards and others stating that the bicycles caused the horses to become frightened. Some of these reports were found to refer to last summer, but no accidents were reported. On 16 April the superintendent went to Mr. Remak's office and reported a fatal accident, resulting from a horse

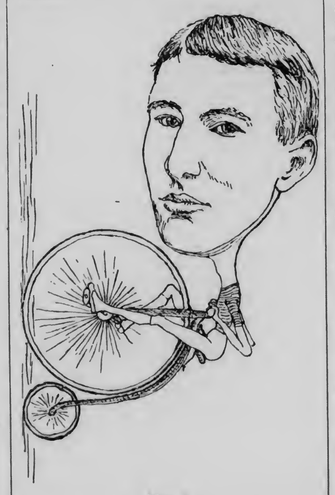
becoming frightened at one of the "wheels." The commissioner at once said that if that were so the bicycles should be stopped altogether; but on a little investigation it was found that the man was not dead at all, and there was a mystery as to the cause of the accident. Mr. Remak then went on to say that he had taken the trouble to watch the horses and bicycles, and far from finding them objectionable, considered them quite an addition to the beauty of the park. Where one horse shied at a bicycle, six became frightened at water carts, or at parasols, or at brilliant articles of clothing worn by the ladies. In conclusion, Mr. Remak thought the board had better let the whole subject alone. The other commissioners took the same view of the matter, and the various papers were ordered to be filed.

OUR PORTRAIT GALLERY.



No. 3.

THIS portrait, reader dear, which we present, is Lew. T. Frye, drawn from a photo. sent by Lew. himself, and gives a very good idea of him when in a quiescent mood. The attitude blends dignity with grace, and suits him well. His strong and handsome face expresses mildly the elation felt by one who holds the L. A. W. belt; and as his left hand grasps the handle bar of his good S. H. F. H. semi R., his half-extended and half-opened right reveals fair courtesy and honor bright. His full red lip, his eye of heaven's own blue, his clustering locks of — call it golden hue, his stalwart frame, his air of manly grace, all speak the hardy Anglo-Saxon race. Though born and reared in rural Marlboro' (distant from Boston thirty miles or so), yet all New England owns and proudly claims his, too, among her list of honored names. Long may he live, and still propel the wheel on road and race-path with unflagging zeal; and when life's race is ended, may he rest with the League medal still upon his breast.



No. 4.

THIS is Gideon. Not that old Hebrew scourge of the uncircumcised Midianites, who never went on a raid until he knew he had a sure thing, and the Lord to back him. No; our Gid. is the great Germantown G. D. Giddy, who, despite his name, is not a giddy 'un. Although a descendant of the "minute men" of '76, he is himself a three-minute man of '82. He is a Quaker, because he is a Philadelphian. He is a Shaker, because he generally shakes all competitors in a race. He is tall and lithe, like a Susquehanna raftsman, with an eye as black as a Pittsburg fence, and a great mouth for pie. The picture represents him forging ahead (the "devil," craning over our shoulder as we write, says the artist forged a head when he drew the picture), as if Dean or Corey or Claflin was trying to pass him. The close observer will notice that his "form" abounds in points, the principal ones being at the elbows, the feet, and the — saddle We would like to say more about Gideon, but this is only a "special" number anyhow, and he has n't paid us anything to advertise him, either, so we will treat him as his racing competitors are obliged to do, — let him pass.

WHEELMEN from New England in tending to go to Chicago *via* New York should start this (Friday) evening, in order to take in the Bicycle Touring Club meet in the latter city to-morrow. It will be a good time and well worth another day's vacation to attend; besides, it will be aiding and encouraging a good institution. Chief Consul F. W. Weston will be there of course.

WHEELMEN in this vicinity who intend to avail themselves of the arrangements secured by the Boston Bicycle Club for passage and transportation to Chicago to attend the Meet, must have their machines, ready crated,. at the Fitchburg Station, Boston, as early, *sure*, as *four o'clock* Saturday afternoon, to secure their shipment on the train. The train will start at six o'clock P. M. Those who prefer may send their machines to the Boston Bicycle Club headquarters, 53 Union Park. Saturday morning, whence they will be carted to the station with those of the club.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

KOL KRON, New York. MSS. received and will be used soon

PENITENT, Dunkirk, N. Y. — Article received and under consideration. Thank you.

K. K., Montreal. — Glad to hear from you once more. Will publish your communication next week.

J. S. N., Holyoke, Mass. — Communication received and contents noted

WE, Lynn, Mass. — Too late to be available, as "Pedal Pusher" explains.

W. A. S., Wilmington, Del. — Thank you for the clipping. The light appears to be nothing but luminous paint, and has been used here for both bicycles and horses.

A. G. C., Canandaigua, N. Y. — We do not know what arrangements have been made, if any, by Secretary Putnam, or other parties, for reduced rates along the railroad lines for intermediate stations, but presume you can obtain discount on application.

Editor Bicycling World: — May I inquire through your columns the condition of the roads from Girard, Pa., to Rochester, N. Y.; also, if the turnpikes are passable for bicycles between Philadelphia and Bellefont, Pa.? H. T. R.

PHILADELPHIA, 22 May, 1882.

Editor Bicycling World: — Can any of your correspondents inform me as to the roads between Albany, N. Y., and Worcester, Mass., whether they are ridaole or not? and oblige "1089."

NEW YORK, 15 May, 1882.

The Wire Gauge.

Editor Bicycling World: — Seeing in a mechanical paper a question relative to the difference between the English and American wire gauges, I thought it might be interesting to wheelmen to know something of the subject. The divisions of the Birmingham or English wire gauge are not made with regard to any system; while those of the American gauge, which is coming largely into use in this country, increase by geometrical progression. As England is our authority on bicycles, the Birmingham gauge is employed to measure the thickness of the spokes, backbones, and forks of bicycles. In both systems, greater numbers mean less thickness:—

BIRMINGHAM GUAGE.

No. 10	.134
" 11	.120
" 12	.109
" 13	.095
" 14	.083
" 15	.072
" 16	.065

The sizes are given in decimal parts of an inch. In the American gauge the corresponding numbers represent larger sizes: as, for instance, in the American gauge No. 10 is 102; No. 11, .091; No. 12, .081.

CHELSEA, 18 May, 1882. F. M. G.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

To the Board of Officers L. A. W.

A MEETING of the board of officers L. A. W. will be held at Chicago on the evening of 29 May, 1882, at place and time to be decided on that day. Yours fraternally, KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

L. A. W. Constitution.

THE following is the draft of the new constitution that will be submitted to the general meeting, in Chicago, May 30, with such amendments as may be suggested by the majority of the committee. In drafting the changes, I have worked on my own ideas, with suggestions kindly made by friends. Owing to the length of time taken to thoroughly revise the constitution and by-laws, this draft has not been submitted to the other members of the committee. The chairman of the committee having neglected to submit a draft, the following is respectfully submitted for correction or adoption.

Very truly,
EDWARD C. HODGES,
Member of Committee on Revision of By-Laws.

CONSTITUTION.

1. THIS organization shall be known as the "League of American Wheelmen."

2. Its objects are: to promote the general interests of bicycling; to ascertain, defend, and protect the rights of wheelmen; and to encourage and facilitate touring.

3. Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of $1.00, and approval by the board of officers or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously; *provided* that the entire active membership of any recognized amateur bicycle club may be received at one half the above-named initiation fee per member.

4. Its officers shall be a president, a vice-president, a corresponding secretary, a recording secretary, a treasurer, chief consuls, one from each State, and representatives, one for every hundred League members in each State; and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this constitution, and shall have power to fill vacancies.

RULES.

OFFICERS.

1. The president shall preside at all meetings of the League and of the board of officers; shall appoint all committees not elected by ballot; may fill *pro tempore* any vacancy in any office or committee until the next ensuing business meeting of the board; shall exercise a general oversight in the affairs of the League; and shall make a report at its annual business meeting next subsequent to his election.

2. The vice-president shall preside, in the absence of the president, at all meetings of the League or of the board of officers, and perform in such absence all the necessary duties of the president at the time; and in case of the death, resignation, or removal of the president, he shall be acting president until the next annual election.

3. A chief marshal shall be appointed by the board of officers, who shall make suitable arrangements and regulations for the annual parade of the League, shall take command at the same, and may appoint such aids and staff officers as he may deem expedient.

4. The corresponding secretary shall receive, cause to be published, and transmit to the membership committee all applications for membership; shall keep a register of all applications and any action thereon; shall receive and answer any correspondence with the members of the board of officers, and any appropriate correspondence with non-members of the League; shall notify all meetings of the League or of the board, and act generally under direction of the board or of the president; and shall submit a report at the annual business meeting of the League succeeding his election.

5. The recording secretary shall make and preserve appropriate records of all meetings of the League, and of the board of officers, a list of all members and officers of the League, with notes of all changes in the same, and he shall report to the board of officers at their business meeting next preceding the next annual business meeting of the League after his election.

6. The treasurer shall receive and be accountable for all membership and annual fees, and other revenues of the League; shall keep suitable books of account thereof, and of all disbursements; and shall pay out of the funds of the League only upon order of the Finance Committee, or any two members thereof. He shall give bonds for the faithful discharge of his duties whenever required by vote of the board of officers; shall make report in abstract at each regular business meeting of the board, and in full at the annual business meeting of the League next succeeding his election.

7. Each chief consul shall have general management and oversight of the affairs of the League in his respective State. He shall call and preside at all State meetings, shall approve and appoint one consul for each city or town in the State, and shall appoint League hotels.

8. Representatives shall forward to their chief consuls for appointment the names of members of the League to serve as consuls, and shall recommend hotels for appointment as League headquarters. They shall, in connection with their chief consul, have power to decide all local matters in their States, as provided for in these rules, and shall have a general oversight over the affairs of the League in their immediate districts.

MEETINGS.

There shall be an annual business meeting of the League on the thirtieth day of May in each year, or on the day following or preceding it if that occur on Sunday, at such place as the board of officers may determine as a meeting to be held at least two months previously, and of which general meeting at least one month's public notice shall be given. At this meeting the order of business shall be as follows: —

Reading of records of previous annual meeting; reports of president, corresponding secretary and treasurer; communications from the board of officers; reports of special committees; motions, votes, and resolutions.

Fifty members shall constitute a quorum; each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that clubs may choose by ballot one member of their club as delegate for each ten members of the club on the membership rolls of the League, to represent them at the annual meeting; and these delegates, upon presentation of credentials signed by the president and secretary of the club, may cast ten votes each in all proceedings of the meeting.

10. At the date and place of the annual meeting of the League there shall be a general parade, to be arranged and commanded by the chief marshal, in which all members of the League shall be invited to participate In this parade the clubs shall have precedence in the order of their joining the League.

11. Once in the autumn of each year there shall be held a race meeting under the auspices of the League, at which meeting suitable League championship prizes shall be offered, which shall be the property of the League until they shall have been won three times by the same competitor.

12. Two meetings of the board of officers shall be held each year; one in the spring, at least two months before the annual meeting, and one in the fall, at the time of the race meeting of the League.

13. The president and corresponding secretary may at any time submit any matter of business properly before the board, in writing, in the form of a vote or resolution to each member of the board by mail, upon which the members may indicate their approval or disapproval; and when replies in approval shall be received from a majority of the members, the president shall declare such vote or resolution carried, and it shall be taken as the action of the board as if done at a regular meeting: and at any business meeting of the board of officers, when a minority greater than six shall desire to appeal from the action of the meeting, they may take an appeal to the full board of officers for a vote to be taken in the foregoing manner.

14. At all meetings of the League, or of the board, the established law of deliberative assemblies shall be observed.

MEMBERSHIP.

15. There shall be a committee on membership, a committee on rules and regulations, a committee on racing (to be called the racing board), to be appointed by the president from the board of officers (except the racing board), to serve for one year or until their successor be properly appointed.

Each committee shall consist of three members (except the racing board which may consist of six), and no member shall be on more than two committees, and two shall constitute a quorum in each, and they shall report to the board or to the president thereof, within one month after reference of any matter to them by the president or by the board, or by the rules.

16. There shall be also a committee on finance, which shall consist of the president, the treasurer, and the corresponding secretary *ex officiis*, to which all matters relating to revenue and disbursement, and League funds and investments thereof, not otherwise disposed of, are referred as they arise, and who shall report to the board of officers at each regular meeting.

17. To the committee on rules and regulations are referred, as they arise, all matters relating to rules of the League or of the board, or for the direction of consuls and members.

18. To the committee on membership are referred, as they arise, all matters relating to the admission, resignation, suspension, or expulsion of members.

19. To the committee on rights and privileges are referred, as they arise, all matters relating to the rights and privileges of wheelmen in highways and public parks, and to legislation of towns or States, and to suits by or against members of the League, and to the conduct of members of the League in respect to such matters.

20. To the racing board are referred as they arise all matters pertaining to racing, arranging for races, the standing of all members whose standing as amateurs is questioned as regards racing, and they shall also have charge of all races held under League auspices.

ELECTIONS.

21. Between the 1st and 10th day of March of each year the corresponding secretary shall send to each member of the League a voting blank for representatives and chief consuls.

Each member shall be entitled to one vote for chief consul for the State wherein he resides, and one vote for each representative that his State is entitled to under these rules; these blanks shall be filled out and returned to the corresponding secretary before the tenth day of April, and by him delivered to the committee of rights and privileges. This committee shall sort and count the votes, and make a return of the same to the president on or before the twentieth day of April; the person obtaining the largest number of votes in each State for chief consul shall be elected, and the persons receiving the largest number of votes as representatives shall be elected. The president shall on or before the first day of May declare the result of the election, and cause the same to be published without delay in the official organ; and also notify every member of the board of officers, and persons so elected, of the result. On the same day at the annual meeting (as provided for in Rule 9) the chief consuls and representatives so chosen shall meet and elect from their number a president and a vice-president, and from the membership of the League a corresponding secretary, a recording secretary, and a treasurer.

MEMBERS.

22. All applications for membership shall be forwarded to the corresponding secretary, together with fees for admission, with such information as may be required.

23. Objections to the admission of any candidate for membership may be made to the corresponding secretary, or to any member of the committee on membership, within two weeks after the publication of the name of such candidate, and such objection shall be considered confidential. When no objection is made to the name of any candidate, the approval of the committee on membership shall be sufficient for an election. When objection is made to the name of any candidate, the committee on membership shall report it, with the fact of objection, to the president or the board of officers, who shall act thereon; and any rejected applicant may learn the grounds upon which his name was rejected by applying to the committee on membership, through the corresponding secretary; and any candidate or member of the League may take an appeal from the action of any meeting of the board of officers, in the method provided for in section 13, by depositing with the corresponding secretary an amount sufficient to cover the expenses of such appeal.

24. In passing upon the eligibility of candidates as amateurs, the membership committee shall be guided by the following rule, and shall take proper pains to ascertain and determine the facts in any case where objection is made to a candidate on this ground, or when the question may arise on complaint of any five members of the League, or otherwise, viz.: —

25. (*a*) An amateur is a person who has never competed in an open competition, (*b*) or for a stake, (*c*) or for public money, (*d*) or for gate money, (*e*) or under a false name, (*f*) or with a professional for a prize, (*g*) or with a professional when gate money is charged; (*h*) nor has ever personally taught or pursued bicycling or any other athletic exercise as a means of livelihood.

26. Bicycle manufacturers, importers, dealers, and agents as such are not to be considered as professionals, but are cautioned that to personally teach bicycle riding as a means to effect the sale of a machine will be taken as an infringement of clause *h* in Rule 25.

27. Any member suspended shall surrender his badge and membership ticket to the corresponding secretary; and in case of his reinstatement, these shall be restored to him.

28. Members shall observe all rules and directions of the League and its officers, and all laws in the locality through which they pass, provided the same be not prohibitory to bicycling.

29. Whenever any member of the League shall be expelled from any amateur club, or shall be protested in writing by four or more members of the League or by any member of the board of officers, his name shall be suspended on the roll of members by the corresponding secretary, and his case shall be considered without unreasonable delay by the committee on membership, and they shall have power to reinstate or expel him subject to the approval of the board.

30. Every member shall have the right to apply for and receive from any chief consul, representative, or consul for his State or district, such aid and information as may be in their power to give, and all circulars and other publications of the League or its officers, upon the terms provided therefor.

31. Members shall extend and accept mutual hospitalities, companionship, and assistance, whenever practicable and appropriate, and the production of a membership ticket or badge shall be sufficient introduction.

32. Every member shall receive from the recording secretary a card of membership bearing his name and number, signed by the recording secretary and the treasurer, good for the League year; these cards to be given up upon suspension or resignation from the League. The loaning of a card shall be sufficient cause for expulsion.

33. The League badges shall be furnished members who deposit with the treasurer a sum fixed as the value by the committee on membership, but shall remain the property of the League, to be given up on demand of the recording secretary.

34. Each member shall pay to the treasurer of the League, on or before the first day of June in each year following his admission to the League, the sum of $1 as a membership fee, and shall forward therewith his name and address and the membership number of his old ticket, and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of thirty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary.

35. The League uniform shall consist of a Bedford blouse, with belt, close-fitting knee-breeches, polo cap or helmet, all of homespun gray, with stockings to match. The wearing of the uniform shall be optional.

36. Additions or amendments to the rules may be made after notice, by mail or otherwise, to every member after board of officers, at a meeting of the board, or as provided in rule 13.

37. The board of officers shall be required through the corresponding secretary to publish from time to time in the official organ of the League, any and all action taken by them whether as a board or committee, or as officials.

Order of Parade.

THE following comprises the clubs who are entitled to parade at the Annual Meet of the League in Chicago, and the order in which they will form; also the date of publication in the BICYCLING WORLD, which is practically the date of admission: —

Name.	*Date.*
Boston, Mass.,	June 12, 1880.
New York, N. Y.,	" 26, "
Massachusetts,	" " "
New Haven, Ct.,	" " "
Lafayette, Ind.,	" " "
Essex, N. J.,	July 10, "
Philadelphia, Pa.,	" " "
Crescent, Boston, Mass.,	" " "
Indianapolis, Ind.,	" " "
Saratoga, N. Y.,	" " "
Chelsea, Mass.,	" " "
Germantown, Pa.,	" 24, "
Worcester, Mass.,	Aug. 7, "
Grand Rapids, Mich.,	" " "
Yonkers, N. Y.,	" " "
Elgin, Ill.,	" " "
Wilkesbarre, Pa.,	" " "
Marlboro', Mass.,	" " "
Louisville, Ky.,	Aug. 21, 1880
Buffalo, N. Y.,	" " "
Detroit, Mich.,	Sept. 4, "
Capital, Washington, D. C.,	" " "
San Francisco, Cal.,	" 18, "
Hartford W. C., Ct.,	" " "
Brattleboro', Vt.,	" " "
Brooklyn, N. Y.,	Oct. 2, "
Harlem, N. Y.,	" " "
Keystone, Pittsburg, Pa.,	" " "
Montreal, Canada,	" " "
Rockingham, Portsmouth, N. H.,	" " "
Portland, Me.,	" " "
Hartford, Ct.,	" " "
Providence, R. I.,	" 16, "
Menotomy, Arlington, Mass.,	" " "
Framingham, Mass.,	" " "
Manhattan, N. Y.,	" " "
Hermes, Providence, R. I.,	" " "
Chicago, Ill.,	" " "
Cincinnati, Ohio,	" 30, "
Waltham, Mass.,	" " "
Haverhill, Mass.,	Nov. 12, "
Brockton, Mass.,	" " "
Albany, N. Y.,	" " "
Centaur, Hartford, Ct.,	" " "
Baltimore, Md.,	" " "
Milwaukee, Wis.,	" 19, "
New Britain W. C., Ct.,	Dec. 3, "
Aeriel, Chicago, Ill.,	" 24, "
Chillicothe, Ohio,	" 31, "
Buckeye, Columbus, Ohio,	Jan. 21, 1881.
Roxbury Mass.,	" " "
Mohawk, Schenectady, N. Y.,	Feb. 4, "
Seaside, Norfolk, Va.,	" 25, "
Arlington, Washington, D. C.,	" " "
Arrow, Richmond, Ind.,	Mar. 4, "
Lennox, N. Y.,	" 11, "
Mercury, N. Y.,	" 18, "
Centaur, Philadelphia, Pa.,	" " "
Plainfield, N. J.,	April 1, "
Omaha, Neb.,	" " "
Pittsfield, Mass.,	" " "
Columbia, N. Attleboro', Mass.,	" 8, "
Star, Lynn, Mass.,	" " "
Hawthorne, Salem, Mass.,	" " "
Stoneham, Mass.,	" " "
Middlesex, Malden, Mass.,	" 15, "
Kings C. W., Brooklyn, N. Y.,	" " "
Erie, Pa.,	" " "
Mass. Agr'l Col. C. W., Amherst, Mass.,	" " "
Lawrence, Mass.,	" 22, "
Waterbury, Ct.,	" " "
Toledo, Ohio,	" " "
Pequot, New London, Ct.,	" 29, "
Poughkeepsie, N. Y.,	" " "
Harvard College,	" " "
Remsen, Brooklyn, N. Y.,	" " "
Pequonock C. W., Bridgeport, Ct.,	May 6, "
East Boston, Mass.,	May 13, "
Amherst College, Mass.,	" " "
Syracuse, N. Y.,	" " "
Toronto, Ont.,	" 20, "
Lockport, N. Y.,	" " "
Æolus, Worcester, Mass.,	" 27, "
Adventure, N. Y. City,	June 17, "
Thorndike, Beverly, Mass.,	" " "
Norwich, Ct.,	" " "
Southbridge, Mass.,	" " "
Co-hocton, Ohio,	July 1, "
Brantford, Ont.,	" 15, "
Fremont, Ohio,	" " "
Heidelberg, Germany,	" " "
Scranton, Pa.,	" 22, "
Missouri, Mo.,	August 5, "
Hill City, Ohio,	" 19, "
Mount Vernon, N. Y.,	" " "
Susquehanna, Pa.,	" " "
Fort Edward, N. Y.,	Sept. 2, "
Arlington, Mass.,	" " "
Cleveland, Ohio,	" 16, "
Dayton, Ohio,	" 23, "
New Bedford, Mass.,	" 30, "
Middletown, Ohio,	" " "
Nashua Wheel, N. H.,	Oct. 7, "
Jackson, Mich.,	" 28 "
Bay State, W. C., Worcester, Mass.,	Nov. 11, "
Peoria, Pekin, Ill.,	" 18, "
Saco, Me.,	" 25, "
Marblehead, Mass.,	Feb. 17, 1882.
Keokuk, Iowa,	" " "
Cortlandt Wheelmen, Peekskil, N. Y.,	March 10, "
Springfield, Mass.,	" 17, "
Rutland, Vt.,	April 14, "
Lancaster, Pa.,	" 21, "
Fall City, Louisville, Ky.,	" " "
Centaur, Providence, R. I.,	" " "
Nashville, Tenn.,	May 5, "
Hermes, Chicago, Ill.,	" " "
Pioneer, Marinette, Wis.,	" 12, "
Aylmer Ont.,	" " "
Dunkirk, N. Y.,	" " "

Total number of clubs, 130, viz.: In Massachusetts 31; in New York, 20; in Pennsylvania, 7; in Ohio, 9; in Connecticut, 9; in all other States and Provinces, 64. First club to join was the Boston, and last, the Dunkirk. The list last year contained 80 clubs; increase during the year, 50.

LONDON W.

The Programme.

The following is the Chicago programme, as far as arranged at the time of going to press: —

HEADQUARTERS. — The Grand Pacific Hotel will be headquarters, the place for business meetings, and the scene of the banquet. This splendid hotel will accommodate all who come; prices will be reduced somewhat; the club rooms therein will accommodate committee meetings, and a large room under the same roof will hold all who attend the open business meeting. The large dining-room will seat all the banqueters. Terms, $3 to $3.50 per day.

The following are other hotels, with varying rates, to suit all tastes and purses: Sherman House, corner Randolph and Clark streets, $3 per day; Tremont House, corner Lake and Dearborn, $3 per day; Commercial Hotel, corner Lake and Dearborn, $2 per day; Brevoort House, Madison, between Clark and La Salle, rooms, $1 per day; Briggs House, corner Randolph and 5th avenue, $2 to $2.50 per day; Palmer House, corner Monroe and State, rooms, with board, $3 to $3.50 per day, rooms $10 to $2 per day; Windsor Hotel, Dearborn, between Madison and Monroe, rooms, 75 cents, $1 and $1.50 per day; Clifton House, corner Wabash avenue and Monroe, $2.50 to $3 per day; Leland Hotel, corner Michigan avenue and Jackson (opposite right of parade), $3 to $3.50 per day.

STORAGE FOR WHEEL. — One end of the immense Exposition Building, near the Grand Pacific, will be fitted for the reception of every bicycle that comes. Attendants will meet you at the door, receive your wheels, give checks therefor, store them in perfect safety, under custody of guardians by night and day, and return them at the door at a moment's notice, at any time during your stay. Ride straight from depots to the store-room in Exposition Building. Oil, rags, wrenches, hammers, cement, lamps, etc., etc., will be provided at the store-room. Experienced repairers will be there at hand, also, to do necessary work.

AMATEUR RACES will occur Monday, 29 May, at hours and places to be named in current daily papers.

A MARINE BICYCLE RACE will take place in the harbor, at some convenient time during the 29th or 30th.

THE BUSINESS MEETING will take place in the Appellate Court Room, in Grand Pacific Hotel, Tuesday, 30 May, at 2.30 P. M.

THE PARADE will form in front of Exposition Building, *exactly* at ten o'clock, A. M., Tuesday, 30 May, and will proceed south on Michigan avenue to South Park.

THE BANQUET will be in the Grand Pacific at 8 o'clock, Tuesday evening, 30 May. Tickets at $2 each. If the banquet costs more per plate, we shall take care of that item.

GUIDES will be at all depots, *in uniform*, on the arrival of all through trains, 28 and 29 May, and on the morning of the 30th, to direct visitors to the Exposition Building, hotels, and headquarters, and to answer all queries.

There is to be a stand from which the officers can review the parade, and the latter will be escorted by a company of mounted police and accompanied by bands of music. The League will be photographed in the park, where lemonade and sandwiches will also be served at the end of the parade. At the banquet, the mayor will deliver an address of welcome to the wheelmen, and other dignitaries will be present. The races will be on the 29th, at the driving park. The marine bicycle race will be in the outer harbor immediately after the parade.

Chicago Meet Addresses.

BOSTON BI. CLUB. — Headquarters, Grand Pacific Hotel. Friends welcome. Monday and Tuesday, 29th and 30th inst.

RICHARD GARVEY. — I will be at the Palmer House, Chicago, Monday and Tuesday, 29th and 30th inst. RICHARD GARVEY, 407 Chestnut street, St. Louis, Mo.

THE Shawmut Bicycle Club of Boston (colored) will hold a fancy dress ball in Paine Memorial Hall, Monday, the 29th inst.

The cost of printing the Bicycle Touring Club's *Monthly Gazette* last year was £93 5*s* 6*d*.; the postage on these cost £108 1*s*. 6*d*. more; and the receipts (for advertising) were £23 0*s*. 11*d*.

A B C OF BICYCLING. Complete instructions for carriers. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

The New York Meet.



EASTERN members of the Bicycle Touring Club who intend participating in the above are requested to report to the undersigned, at 791 Fifth avenue, New York City, promptly at 9.30 A. M., on Saturday, the 27th May. Per order,

FRED. G. BOURNE, *M. B. C. Commander*.

In order to avoid as far as possible any probability of delay, Eastern members are asked to proceed to New York by rail rather than by boat. The chief consul will take the fast train, leaving the Albany Depot at 4.30 P. M. on Friday, 26th inst., and will be glad of the company of as many B. T. C. men as can join him. The New York Meet will be over in season for those who intend to participate in the L. A. W. Meet at Chicago on the 30th inst. to join the Boston Club train at Albany, or to go on by the New York Club train per the Baltimore and Ohio railroad. Every B. T. C. member who can possibly attend both of these important meets is earnestly requested to do so.

FRANK W. WESTON, *Chief Consul, U. S. A.*

SAVIN HILL, BOSTON, 22 May, 1882.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — 56-inch Standard Columbia; originally full-nickelled, but now a little rusty, otherwise good as new; ball bearings to large wheel; will sell very cheap. Address CHAS. P. SHILLABER, Boston, Mass.

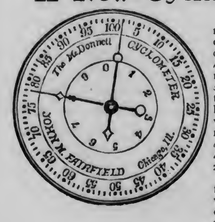
FOR SALE. — My 58-inch Harvard Roadster; full-nickelled; balls to both wheels and pedals; extra long tapered handle bar and rubber handles; in perfect order and condition; new in August, 1881, and is of latest pattern; cost $170, and will sell for $125 cash; have won ten races on it. W. W. STALL, Brighton, Mass.

FOR SALE. — 52-inch English Berkshire ($90); newly full-nickelled; roller bearings in front; year old; first-class order; larger size wanted. Address K. WEST, 84 Meigs street, Rochester, N. Y.

54-INCH RUDGE RACER, COMPLETE, with ball pedals; nickelled forks and backbone; wheels japanned; in perfect order. SCHUYLER & DUANE, 189 Broadway, N. Y.

FOR SALE CHEAP. — A 46-inch Harvard; half-nickelled; in first-rate order; rubber handles, etc. Address J. B. M., Box 632, New Britain, Conn.

A New Cyclometer.



FULL SIZE

Warranted to record accurately on a bicycle all distances from *one hundredth* of a mile to *one thousand* miles. Positive action, cannot be jarred backward nor forward; readily attached, *can be used with Anti-lamps*; weight 2 1-2 ounces.

No direct orders filled in places where local dealers carry a line in stock.

Nickel-plated and well finished, price $4.00.

FREDONIA, N. Y., April 8, 1882.

FAIRFIELD & TAYLOR: *Gentlemen*, — I enclose a money order for $4.25 for the Cyclometer. I put it on my wheel by the side of my own instrument, and to my surprise it has kept a true record this week, I having ridden about fifty miles and some of it *very* rough riding. I feel satisfied, and will recommend it to my friends.

Yours truly, E. N. BOWEN.

FAIRFIELD & TAYLOR,
Cor. State & Van Buren Sts., Chicago.

H. C. BLUE & CO.
48 Summer Street,
BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

SECOND-HAND BICYCLES FOR SALE.
GARVEY'S BICYCLE AGENCY,
407 Chestnut St. . . St. Louis, Mo.

All sizes from 36 to 56 inches.

In our Second-hand Department all machines are trued up and adjusted before being put on the market, and are warranted in A1 order for road service.

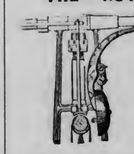
Send for circular.



HEADQUARTERS FOR
Patent Rubber Bicycle Handles.
ELASTIC TIP CO.
157 Washington St. - - BOSTON, MASS.

BICYCLES, BICYCLES, BICYCLES. Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals: —

E SPORT VELOCIPEDIQUE. — Weekly. J. P. Devillers, directeur. Redaction et administration: Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

'RICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges Co., 8 Pemberton square, Boston.

'YCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1.00; six months, 50 cents. *Cycling and Bicycling World* $3.00. E. C. Hodges & Co., Boston.

'YCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Turney. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., Pemberton square, Boston.

'HE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

'HE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, turning, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., L. A., and L. A. W. organizations, etc. Edited by H. H. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

MERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 50 cents.

AND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

WHEELMAN'S ANNUAL FOR 1882. — Articles by "Ixion"; Pres. Bates; "Kanuck"; "Kol Kron." Specifications for Ideal Machines from leading Wheelmen; Novelties of the Year. Paper, 33 cents; cloth, 80 cents.

ICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

'HE VELOCIPEDE (of 1869): Its History, Varieties, and Practice. 30 cents.

YRA BICYCLICA, by J. G. Dalton. Poetry of the Wheel. 60 cents.

VE have in stock a few copies of Cycling Sketches, in cloth, $1.00, and Sturmey's Indispensable for 1880, 30 cents.

'HE Indispensable for 1882: Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition, — all by Henry Sturmey, — are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Cortis's "Book on Training" is also in press, and will soon be ready for delivery.

200 copies only of the *Wheelman's Annual* for 1882 remain in stock. If you want a copy, order it at once, as the book cannot be reprinted.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

E. C. HODGES & CO. - - - - 18 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

LIVINGSTON'S PERFECTION CYCLOMETER

GUARANTEED CORRECT

Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.

H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, CINCINNATI, OHIO.

SOULE PHOTOGRAPH CO.

W. B. EVERETT. W. S. SOULE.

PHOTOGRAPHIC ART PUBLISHERS.

A Specialty of Unmounted Photographs of Ancient and Modern Works of Art, embracing reproductions of famous original Paintings, Sculpture, Architecture, etc. Price, cabinet size, $1.50 per dozen.

Send 6-cent stamp for catalogue and supplement of 3,700 subjects, or $1.50 for sample dozen with catalogues. Address

SOULE PHOTOGRAPH CO.
338 WASHINGTON STREET,
(*Mention this paper.*) BOSTON, MASS.

THE JOHN WILKINSON CO.

77 State Street, CHICAGO,

MANUFACTURERS OF

BICYCLE UNIFORMS, RACING SUITS,

And ACCESSORIES of all kinds.

Manufacturers of the Wilkinson Bicycle

AND AGENTS FOR THE COLUMBIA BICYCLES.

We carry in Stock everything pertaining to a Wheelman's Outfit. Call when in Chicago, or send for 64-page Illustrated Catalogue.

COLUMBIA BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - Manager.

COLUMBIA BICYCLES.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

CHAS. R. PERCIVAL,

Manufacturers' Importer of Bicycles & Tricycles.

FITTINGS, STAMPINGS, PARTS, SUNDRIES, BEARINGS, ACCESSORIES, ETC.

—AGENT FOR—

COVENTRY MACHINIST CO. HILLMAN, HERBERT & COOPER, LAMPLUGH & BROWN, WM. BOWN (Æolus Ball Bearings).
HY. KEAT & SONS, E. COLE & CO. JOS. LUCAS & CO. STARLEY & SUTTON,
WARMAN, LAXON & ASLATT, JOHN HARRINGTON & CO. R. LANGTON & CO. Etc., Etc.

Principal Office and Salesrooms - - 1291 Washington Street,

BOSTON, U. S. A.

Direct Importer and Sole Agent for the United States, for Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings; Brown's Humber, Premier, Excelsior, Palmer, Rudge, Club and Matchless Ball Bearings**; Thompson's **Cyclometers**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 2 JUNE, 1882.

Volume V. Number 4.

[Vol. V. CONTENTS. No. 4]

Editorial: Bicyclers' Rights; Explanatory and Apologetic 359
Wheel Club Doings: Holyoke; Oakland; Charleston; Phillips; Hamilton; Massachusetts 360
L. A. W. Meet, Chicago 360
B. T. C. Meet, New York 361
Essex County Meet 361
Races: New York; Philadelphia; Princeton; Boston; Intercollegiate; Boston; Charlestown; Melbourne 361
Correspondence: San Francisco; Montreal; Missouri Run; Road Reports 363
Currente Calamo 365
Glances Abroad 366
Deacon's Drop 366
Notes, Queries, etc. 366

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

T. T. ROBSON,

30½ HIGH STREET - - BOSTON.

MANUFACTURER OF THE

OFFICIAL BICYCLE SHOE

Ladies' and Gents' Tennis Shoes.

Clubs furnished at Club Rates.

EVERY PAIR WARRANTED.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries. and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY



How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA.

Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L, Rochester, N. Y.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.

Knife-Edge Treadle.

Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Conn.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

THIS IS NEW

Bicyclers' Handy Hook

To fasten trousers at bottom. Take a reef in your pants! Save leggings; neat, strong, pliable and every way effective. Send four 3c. stamps for sample pair. Everybody uses them. Every bicycle dealer sells them. Trade supplied by the

OVERMAN WHEEL COMPANY,

HARTFORD - - - - CONN.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

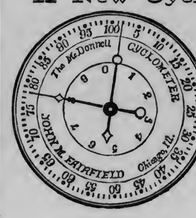
I claim the only adjustable saddle, and shall defend it.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

A New Cyclometer.



FULL SIZE

Warranted to record accurately on a bicycle all distances from *one hundredth* of a mile to *one thousand* miles. Positive action, cannot be jarred backward nor forward; readily attached, *can be used with hub lamp;* weight 2 1-2 ounces.

No direct orders filled in places where local dealers carry a line in stock.

Nickel-plated and well finished, price $4.00.

FREDONIA, N. Y., April 8, 1882.

FAIRFIELD & TAYLOR: *Gentlemen,*—I enclose a money order for $4.25 for the Cyclometer. I put it on my wheel by the side of my own instrument, and to my surprise it has kept a true record this week, I having ridden about fifty miles and some of it *very* rough riding. I feel satisfied, and will recommend it to my friends.

Yours truly, E. N. BOWEN.

FAIRFIELD & TAYLOR,
Cor. State & Van Buren Sts., Chicago.

JEFFERY'S IMPROVED BELL.

The Strongest and Clearest Toned Bell made.



No. 1.

2¼ inch. Boys' Nickel-plated Bell.....$0 50

No. 2.

2½ inch. Favorite Bell. Nickelled Bell and Clamp, 0 75

No. 3.

3¼ inch. Nickelled Bell and Clamp. This is absolutely the loudest bicycle bell in use, 1 00

No. 4.

The Chiming Bell sounds two clear musical notes, and does not rattle..... 1 50



Manufacturer of the neatest and most durable low-priced boys' bicycles. Send for circulars. Liberal discount made to dealers.

T. B. JEFFERY, 38 & 40 S. Canal St., Chicago.



HEADQUARTERS FOR

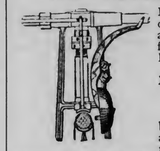
Patent Rubber Bicycle Handles.

ELASTIC TIP Co.

157 Washington St. - - BOSTON, MASS.

BICYCLES, BICYCLES, BICYCLES. Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN. Worcester. Mass.

"League of American Wheelmen."

GOLD BADGES of the NEW DESIGN

Exact Size.



Pat. Sept. 13, 1881.

Handsome Solid Gold Pins

With garnet stone centres, $3.50 and $5.00 each. The same with extra finished sittings, $7.00 and $8.00. Small size, enamelled, a neat dress pin, $2.50. Best finish with small DIAMONDS, $15 to $25 and upwards.

The same design is also mounted as watch-charms, sleeve-buttons, etc. All suitable for constant wear.

(These badges will be on exhibition and sale at Chicago, May 30, at Headquarters.)

Orders by mail enclosing cash or P. O. order for the style of pin desired will receive immediate attention.

Address,
C. H. LAMSON, PORTLAND, ME.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

FOR SALE.—56-inch Standard Columbia; originally full-nickelled, but now a little rusty, otherwise good as new; ball bearings to large wheel; will sell very cheap. Address CHAS. P. SHILLABER, Boston, Mass.

FOR SALE.—My 58-inch Harvard Roadster; full-nickelled; balls to both wheels and pedals; extra long tapered handle bar and rubber handles; in perfect order and condition; new in August, 1881, and is of latest pattern; cost $170, and will sell for $125 cash; have won ten races on it. W. W. STALL, Brighton, Mass.

52-INCH PREMIER ROADSTER, MADE by Hillman, Herbert & Cooper, Coventry. Bearings parallel and cone; perfectly new; never had a saddle on; a bargain, but not at a second-hand price. Address JULIUS WILCOX, 63 Murray street, New York. (Do not call in person.)

FOR SALE.—An Andrews Health Lift. Nickel-plated. Cost $30. Will be sold for $10. Address "B," this office.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates:—

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places:—
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume.* Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 2 JUNE, 1882.

BICYCLERS' RIGHTS.

WE are often asked to furnish information regarding the legal rights of wheelmen, from parties in places where the legal authorities are narrow enough to place restrictions upon riders. We have published many articles covering the points referred to by our correspondents, and must refer them to our files for the information they seek. The rights of bicyclers have always been supported by the courts, but at the same time riders are obliged to comply with every rule needed for the safety of others. So long as a wheelman exercises due care and caution, the law will furnish him the same protection that it gives to the driver of a carriage under the same circumstances. The highest court of England has decided that "the bicycle is a carriage, and the propulsion of it by means of a person seated on and carried by it is a driving of a carriage." Town or city ordinances which prohibit the use of a bicycle on a public highway cannot stand. If any person still doubts, let him turn to 21 Illinois Reports, p. 552, and reflect on what Mr. Chief Justice Caton said in rendering an opinion of the highest court in that State: "A street is made for the passage of persons and property; and the law cannot define what exclusive means of transportation shall be used. To say that a new mode of passage shall be banished from the streets, no matter how much the general good may require it, simply because streets were not so used in the days of Blackstone, would hardly comport with the advancement and enlightenment of the present age."

EXPLANATORY AND APOLOGETIC.

A FEW weeks since we printed an editorial entitled "Amateur Racing," which, being written under the impulse of impatience at the seeming arrogance and assumption of superiority on the part of the national organizations of amateur athletes in England and America in their relations to bicycling, was somewhat hastily prepared, and contained expressions likely to convey a meaning never intended. Had our attention been properly called to the offensive construction which would naturally be put upon some of our statements, we would have willingly and promptly explained and modified them; but a writer in one of the best conducted and most reliable sporting journals in this or any other country, and (if we rightly guess his identity) himself a well-known and esteemed gentleman and one of the best and most reliable of critics and advocates of popular sports, immediately accepted these offensive constructions, and in a very unjournalistic manner, and in more ungentlemanly language, directed a tirade of abuse at the editor of this paper, instead of a calm and dignified refutation of our article, which would seem to indicate that the same indiscreet and indignant haste actuated his response that inspired our offending editorial; but he excelled us in pointedness and clearness of expression, as not one of his epithets could possibly be misunderstood.

We had not intended to take any notice of this, but to simply apologize for our seeming reflection on the character and abilities of the many gentlemen so honorably connected with the world of sports whom he cites in his article, not one of whom but we should esteem it an honor and an advantage to have the services of as an officer at a bicycle race. But his article was commented on in several English sporting journals, naturally to our discredit, and by a writer in one of them so coarsely as to seem to justify in his case at least the worst construction which any expression of ours was capable of, so that a prominent and highly esteemed wheelman, and one of the ablest writers for the English bicycling press, was constrained to rebuke him and generously speak a word in our defence. In justice, therefore, to our voluntary champion, we deem it proper to confess our error in failing to discriminate, in our term "general athletics," between collegiate and the comparatively few regularly organized and recognized athletic associations connected with the National Amateur Association (like the Union Club of this city, for instance, which we know embraces as good a class of young men as any community can boast, and which is sustained by one of the most practical of Christian institutions in the world), and the host of mal-organized and ill-disciplined "clubs" which, from the frequency and noise of their exhibitions as well as from their personal and social characteristics, are most objectionably conspicuous, and with whom wheelmen participating in combination entertainments are necessarily brought in contact. Our most objectionable and admittedly indiscreet phrase, in relation to the unreliability of non-bicycling officials and tracks, was certainly not intended to mean the managements of standard athletics, either amateur or professional, these not being in our thought at the moment, but referred solely to the numerous extempore shows and agricultural-fair games constantly tempting our wheelmen throughout the riding season. So far from disapproving of bicycle races being officered by men identified with other branches of popular sports, those who know us best know that we have often urged the desirability of securing one or more of these in the lists of judges and scorers for races in this vicinity, on the ground of the comparative inexperience of wheelmen in racing matters; and we have several times given offence to the local clubs for criticising, in this paper, their management.

This article is written and will be in type before we know what action will be taken at the League meeting on the pending question of uniting the amateur racing eligibility of our organization with that of the N. A. A. A. A.; yet, inasmuch as at present and probably for some time to come the interests of both must more or less coincide, we sincerely trust that some amicable mutual arrangement will be effected which will more clearly define and establish the status of our racing men.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

CHELSEA BI. CLUB, JUNE: —

Friday, 2. Moonlight run. Headquarters 7.15 P. M. Winthrop.

Sunday, 4. Hingham. Rendezvous at Ferry, 9 A. M.

Sunday 11. Nahant. Rendezvous at Cary square, 9 A. M.

A HOLYOKE (MASS.) correspondent, J. S. Newton, writes that the interest in wheeling in his community is rapidly increasing. The club was formed last September with eight members, and this spring there are more than twenty wheelmen there, most of whom belong to the club. They have frequent runs, generally turning out eight or more riders. The uniform is dark-green cadet coat and knickerbockers, and hat, with drab stockings The roads, except towards Springfield, are rather poor, but they make the best of them. They expect such an increase of membership this season that the club will be able to secure permanent headquarters, and reduced hotel rates have been secured for visiting wheelmen.

CAPT. GEO. H. STRONG of the Oakland (Cal.) Bicycle Club writes that his club, with a large delegation of the San Francisco Club as guests, made an enjoyable run recently to Hayward's, fifteen miles. The whole, numbering thirty-one riders, were marshalled in two divisions, under the command respectively of Charles A. Butler of the San Francisco Club and Lieut. W. H. Lowden of the Oakland Club, the whole under Capt. Strong of the Oakland Club. Mr. Callingham, late sub-captain of the City of London Bicycle Club (England), courteously accepted the position of bugler, and filled it very satisfactorily. Shortly before 10.30 the cavalcade passed through the streets of Oakland across 8th street bridge, through Brooklyn and out upon the San Leandro road, making the first halt at Dieves's (five miles), where a plentiful supply of milk and soda had been provided. At San Leandro (nine miles) similar refreshments were had, and Hayward's was reached without any accident at 12.30, and at one o'clock the riders sat down to lunch at Oakes' Hotel, enjoying a quiet smoke in the garden afterwards. Some fancy riding was indulged in, the group photographed, and shortly after two o'clock the start was made for home, the majority of the riders taking the train at an intermediate station. The roads were never in finer condition, and all voted it the finest run of the season. The joint annual trip of the two clubs to San Jose was to take place shortly, if the weather proved propitious.

CHARLESTON, S. C., BI. CLUB. — At our meeting last night, the following gentlemen were elected active members of our club: Theo. Nathan, Geo. L. Holmes, Jr., J. S. Whaley, J. P. DeVeaux, Jr., and A. J. Salinas. We have written to the only two clubs we know of in our section of the country, to get them to join in our June parade and races, and we hope by so doing to advance bicycling down here. Our club now is in good condition, and we hope that should any wheelmen pass this way, they will make themselves known, and we will do all in our power to make their visit pleasant. B. B.

PHILLIPS BI. CLUB. — At a recent meeting of the Phillips (Andover Academy) Bicycle Club, the following were elected officers for the rest of the school year: Captain, A. J. du Pont; first lieutenant, W. A. Nettleton; secretary and treasurer, W. B. Segur. A uniform of League gray coat, shirt, and pants, with navy-blue stockings and cap has been adopted. Our membership at present is fifteen. 1415.

A CORRESPONDENT in Hamilton, Ont., writes that a promising club has been formed in that place recently, comprising some of the most energetic and respectable young men in the community, and they have tri-weekly runs well attended. The uniform is dark-blue coat and breeches, with stockings and polo caps to match, the club monogram on the latter. Club colors are old gold and cardinal. A grand bicycle display is to be made there 1 July, to which all wheelmen are cordially invited.

THE MASSACHUSETTS BICYCLE CLUB. — An exceedingly pleasant affair occurred at the residence of Col. Albert A. Pope, one of the original members of the Massachusetts Bicycle Club, and its first president, at his residence in Newton, on Wednesday evening, 24 May. Between thirty and forty members of the club were present in full uniform, a large number of them riding on the wheel from Boston to Newton, arriving at Col. Pope's residence at 7 P. M. The ride was made in form, and the club presented a fine appearance. The members who did not ride out on machines went on the train, and took their ladies with them. After an elegant supper had been disposed of, a musical entertainment of a rare degree of excellence was enjoyed by the guests. The genial colonel lent his aid to the musical numbers, as he modestly remarked, "by way of contrast." After the entertainment the wheelmen returned to the city by moonlight.

L. A. W. MEET

L. A. W. Meet.

CHICAGO ENTERTAINS THE WHEELMEN.

MONDAY. — The Annual Meet of the League of American Wheelmen has passed into history. We shall give a full report of the proceedings in our next issue, and this week will content ourselves with a brief summary of the events.

Monday morning was devoted to the reception of the visiting wheelmen. In the afternoon the bicyclists, to the number of 150, under the lead of Commander A. S. Marsden of New Haven, rode in line through the principal streets of the city to the Chicago Driving Park, where the races took place. The two-mile race was won by W. A Friese of the Milwaukee Club in 8m. 55s., beating J. J. McKeon of Windsor, Ont. Arthur Young of the Missouri Club of St. Louis won the mile race, both heats, in 4m. 10¼s. and 4m. 2¾s. The slow race of 100 yards was won by Ed Brown of Chicago; time, 3m. 16s. The quarter-mile dash was won by Clarence H. Jenkins of Louisville, Ky, in two straight heats; time. 46½s., 46¼s. During the races an exhibition drill was given by the Milwaukee Club.

TUESDAY. — It was 10.30 before the wheelmen started on the grand parade from Lake Park. The weather was bright and clear, and the bicyclists presented a fine appearance as they spun along the concrete walk on Michigan avenue, amid the cheers of the throngs of spectators which lined that thoroughfare. The procession was headed by Maj. Nevins's band in a band wagon. Next came a platoon of mounted police followed by Commander Marsden, the division commanders, and the aids, all of whom were saluted as they passed along the line of wheelmen, waiting their turns to fall in. First came the Boston Bicycle Club, of nine members, in a neat uniform of dark green. Following them were four members of the Massachusetts Club, in handsome uniforms of blue. Next came representatives of the Chelsea and New Haven Clubs, followed by eight members of the Falls City Bicycle Club of Louisville, in their handsome costume of blue shirts and brown corduroy knee-breeches. The Chicago Bicycle Club, sixteen strong, then wheeled into line, in their neat gray uniforms, and were followed by a quartet from the Pittsburg Bicycle Club, in suits of brown corduroy. Three delegates from the Providence Club came next, and the Cincinnati Club, fourteen in number, in their rich uniforms of dark-green velvet, spun along, attracting general admiration. After the Grand Rapids quintet, in white flannel suits and brown knee-breeches, came the Aeriels of Chicago, fourteen in number, neatly uniformed in suits of drab corduroy. Then came a sextet from the Cleveland Club, in tasteful uniforms of black cloth, red hose, with naval caps trimmed with gold lace. The second division was led by the Milwaukee Club, eighteen in number, and they received hearty plaudits for their fine display. Their uniform is a green cloth jacket, gray knee-breeches and stockings, and green felt polo hats. Next in line was the Champion City Bicycle Club of Springfield, Ohio, ten in number, costumed in dark-green velveteen with red hose and green polo hats, trimmed with a gold band. The Hermes of Chicago followed, with ten young men in uniforms of drab corduroy, with blue caps. The Meteors and Detroits of Detroit came next, making a good showing; and following them was the Missouri Bicycle Club of St. Louis, with fourteen men in white flannel shirts, brown knee-breeches and brown caps. The Fond du Lac Club was represented by two members, the Keokuk Club by five men in blue uniforms, the Piqua (Ohio) Club by six men in gray suits, and the Freeport and Rockford (Ill.) Clubs by twelve men neatly uniformed. The unattached wheelmen brought up the rear of procession. Immense crowds cheered the wheelmen all along the line. Rain in the afternoon prevented the marine bicycle races, and they were postponed until Wednesday.

The business meeting of the League was held at the Grand Pacific Hotel, Vice-President J. M. Fairfield of Chicago in the chair. Frederick T. Sholes of Cleveland was appointed recording secretary *pro tem*. The corresponding secretary, Kingman N. Putnam of New York, read the annual report, showing that since the last meeting seven hundred and ninety-seven applications for membership had been made, two hundred and twenty-eight being from unattached wheelmen, and the remainder from forty-two bicycle clubs. Large accessions had been made from the West. Dillwyn Wistar, treasurer, submitted his annual report as follows: —

Treasurer's Report to League of American Wheelmen for Year Ending 30 May, 1882. From 27 May, 1881, to 30 May, 1882, both Dates Inclusive.

DR.

To balance on hand 27 May, 1881	$218 56
" cash dues from members (including $16 twice paid and subsequently returned)	925 00
" cash admission fees (including $13.50 overpaid and subsequently returned)	622 00
" cash deposits on badges issued	377 25
" cash balances from Ex-Secretary Parsons, as per various accounts rendered	33 85
" cash from Cor. Secretary Putnam (balance returned by committee on N. Y. L. A. W. races of October, 1881)	54 00
" cash account sales of L. A. W. Hand-Book (as per various accounts rendered)	56 84
Carried forward	$2,287 50
Brought forward	$2,287 50
To cash returned by treasurer, being difference between am't voted (6 October, 1881), by board of directors ($250) for clerical assistance to treasurer, and am't actually paid ($108.50), viz.	141 50
" cash interest on deposits in Provident Life and Trust Company of Philadelphia	12 92
	$2,441 92

CR.

By cash paid for various expenses of corresponding and rec. sec.'s	$388 02
" cash paid for L. A. W. badges, consular "C's" and engraving	421 25
" cash allowance to treasurer, by vote of board of directors (6 October, 1881), for clerical assistance	250 00
" cash paid K. N. Putnam, chairman race committee, for expenses of L. A. W. races in New York, October, 1881	305 00
" cash paid C. P. Shillaber, treas. Boston L. A. W. entertainment committee, sundry expenses of Boston Meet, 30 May, 1881	105 00
" cash paid G. P. Putnam's Sons, N. Y., for 620 copies L. A. W. Hand-Book	199 40
" cash paid H. R. Robinson & Co. of Boston, per E. C. Hodges, chairman of committee for L. A. W., consular and hotel certificates, etc.	48 25
" cash returned to various clubs and individuals for overpaid dues and badge deposits	53 30
" cash treasurer's miscellaneous office expenses, viz.: —	
Postage $71 93	
3,500 annual tickets 35 00	
Stationery and blank books 18 47	
Printing and type writing 36 82	
Sundries 13 90	
	176 12
By balance on hand	515 38
	$2,441 92

NOTE. — All of the above payments except the current expenses of treasurer's office were made only upon authority of board of directors or finance committee.

Badges on hand, viz., 42 silver, 30 plated, 10 directors'. E. and O. E.

(Signed) DILLWYN WISTAR,
Treas. L. A. W. for year ending 30 May, 1882.
PHILADELPHIA, 27 May, 1882.

A. S. Parsons of Cambridge, H. S. Livingston of Cincinnati, F. W. Weston of Boston, Fred Aldrich of Chicago, and F. R. Benton of New Haven, were appointed a committee on nominations. After the report of the nominating committee had been received, the League proceeded to ballot for officers

The following officers were elected: President, W. H. Miller, of Columbus, O.; vice-president, A. S. Parsons, of Boston; recording secretary, Kingman N. Putnam, of New York; corresponding secretary, Angus S. Hibbard, of Milwaukee; treasurer, W. V. Gilman, of Nashua, N. H.

B. T. C. MEET AT NEW YORK. — The annual meet of the Bicycle Touring Club took place at New York on Saturday, 27 May. At ten o'clock that morning, in front of 791 Fifth avenue, at a signal from Capt. Weber's bugle, the Bicycle Touring Club leaped into their saddles, and set off on their trip to Yonkers, Frank W. Weston of Boston leading the way. The Manhattan, Lenox, Ixion, and New York clubs were represented. The Manhattan delegation were commanded by F. Jenkins, the Lenox men by Louis Stearns, the Ixions by P. W. Harris, and the New York squad by Howard Conkling. Only seventeen went through. After a delightful run, over perfect roads, up Fifth avenue to 110th street, and thence by St. Nicholas avenue and Kingsbridge road to Yonkers, the club alighted at the Peabody Hotel at 1.15, leaned their machines against the trees, and went to dinner. At 3.30 the party set out on the return trip.

ESSEX COUNTY MEET. — The first annual meet of bicyclists of Essex County was held in Lawrence on Tuesday last. There were representatives present from Salem, Lynn, Marblehead, Beverly, Newburyport, Haverhill, Andover, and Bradford. About one hundred and fifty men were in line, and parade was made through the principal streets. The Essex County League of Wheelmen was formed, with the following officers: President, M. D. Currier of Lawrence; vice-president, E. F. Davenport of Marblehead; secretary, J. Fred Adams of Haverhill; treasurer, J. S. Burbank of Salem; commander, W. O. Faulkner of Lynn. The visitors were entertained at a banquet.

RACES

Coming Events.

3 June. Manhattan Athletic Club, New York. One-mile bicycle handicap. F. J. Graham, 56th street and 8th avenue.

3 June. Montreal Athletic Association games. Three-mile bicycle race. Chairman sports committee. Box 1,138, Montreal.

8 June. Oxford Agricultural Fair, Oxford, Chester County, Pa. Bicycle races. T. K. Stubbs, Lock drawer 365.

10 June. Amateur championship meeting of the N. A. A. A. Two and five-mile bicycle races. Secretary, Box 3,478, New York.

10 June. First in the five-mile championship races of the Massachusetts Club, Beacon park, 4 P. M.

17 June. Druid Hill Park Lake, Baltimore, Md. Ten-mile race; open to any Baltimore amateur. Half-mile race; open to any amateur. First and second prizes. Clymer Whyte, 87 W. Chase street, Baltimore. Close on 12th.

NEW YORK, 19 MAY — The annual spring games of the Crescent Athletic Club were held on the Manhattan grounds. The two-mile bicycle handicap was contested by E. A. Thomson, 40 yards; F. E. Davison, 60 yards; R. G. Rood, 40 yards; F. D. Howard, 20 yards; Lewis Stearns, scratch; E. C. Hunt, 120 yards. The handicaps were not well arranged, and the scratch man had no chance; Thomson was winner in 6.58, and the others finished in the order above named.

PHILADELPHIA, PA., 17 MAY. — The annual spring games of the University of Philadelphia were held on the grounds of the Young America Cricket Club at Stenton on the above date. A bicycle race of two miles was contested by J. P. Croasdale, first, 8.45⅘; T. D. Whitaker, second.

PRINCETON, N. J., 17 MAY. — The annual spring games of Princeton College included a bicycle race of two miles. In this W. P. Field had a "walk-over."

BOSTON HORSES VS. BICYCLES, AT THE CASINO. — On Monday last there was begun at this place a very novel contest, in which horses and men are competing for the supremacy. Charles F. Le Roy, who is known as the champion long-distance rider of the world, will with ten horses endeavor to outride John S. Prince and Fred S. Rollinson, who are equally as well known as the best professional bicyclists of America. Mr. Le Roy rides ten horses a day, riding each for five miles. Mr. Prince and Mr. Rollinson will alternate one hour each on the bicycle. Mr. Le Roy has the reputation of being one of the best equestrians in the world, and during the week he has given several exhibitions of his skill, such as bare-back riding, changing horses without stopping, and in using no bridle with the majority of his horses. The race continues from 1 to 11 P. M. each day, and will conclude at 11 P. M. on Saturday, when the winner will be presented with a purse of $2,000. The start was made with Prince on the bicycle. Le Roy started off at a gallop. The contestants finished the first mile together, in 3m. 3⅝s. Le Roy changed horses five times in the first hour, not wishing to push them till they were accustomed to the track, a portion of which was in poor condition. The score at the end of the first day was: Leroy, 122 miles 1 lap; bicyclists, 148 miles 2 laps.

PRINCE VS. ARMAINDO. A FIFTY-MILE RACE AT THE CASINO, BOSTON, 25 MAY. — The fifty-mile handicap between John S. Prince, champion of America, and Louise Armaindo, champion female bicyclist, was run at the Casino (Institute building) on Thursday afternoon last. The race, though a long-distance one, proved of extraordinary interest from the start to the close, and so well was the handicap arranged that the winner could not have been named with certainty during any portion of it. Though Miss Armaindo was not in the best condition, having been sick four days previous to the race, she held out pluckily to the end, and fought for the laurels with a determination that won applause from the entire audience. It was a wonderful exhibition of endurance on her part, and she seemed as free from fatigue at the end as when she started. For the last ten miles she showed some fine spurting, and the champion had no easy task to pass her. "She rides just like a man," is the remark heard by all who witness this lady's performances; but they might go further and say that few men ride with the grace, ease, and steadiness that Miss Armaindo shows. During the first thirty miles Prince rode in fine form and with great speed. He succeeded in cutting every record save one up to this distance. But the pace was too much for him, and he was taken with cramps, and rode the rest of the distance in great pain. It was only by the encouraging words of his friends that he was kept on his machine till the finish. Prof. Rollinson stood ready with remedies, and if Prince had come off there would have been little delay. On the forty-second mile the champion had made up his handicap and was just behind the lady. This position he held until the last mile, holding himself in reserve for a final effort. The last mile proved exciting, for both riders went for all they were worth, and the lady held the lead for three laps. Prince made a magnificent spurt on the last half, passed Miss Armaindo, and won the race by half a lap. So close a contest in a long-distance race is rarely seen. In justice to Mr. Prince it must be said that he has never claimed to be a long-distance rider, and this is his first important long race. All his triumphs have been made in short races, rarely exceeding ten miles. The race was advertised for two o'clock, but did not commence until 2.46. The officers were: Judges, J. S. Dean, Abbot Bassett; clerk, G. C. Coleman; scorers, G. H. Waters, Chas. F. Leroy; timer, Frank W. Weston, whose watch was checked by watches held by the judges and by Mr. Waters. Below we give the time made in the races. A * denotes the best professional record for America.

MILES.	PRINCE.		ARMAINDO.	
1	*3.13	.....	3.40	.....
2	3.11⅜	*6.24½	3.43	7.23
3	3.20¼	*9.45	3.41	11.14
4	3.56½	*13.01½	3.30½	15.04½
5	3.13	*16.14⅜	3.51¼	18.55⅝
6	3.10⅝	*19.35	4.37	22.52⅜
7	3.19½	*22.54½	4.35	26.47⅜
8	4.00⅜	*26.14⅜	4.36	30.43⅜
9	3.18¼	*29.33¼	4.39	34.42⅜
10	3.23	*32.56⅜	4.03	38.45⅜
11	4.03¼	*36.20¼	4.01⅞	42.47⅜
12	3.20⅝	*39.41	4.02½	46 49⅜
13	4.04	*43.05	4.16⅜	50.50⅝
14	3.25¼	*46 30½	4.06½	54.56⅝
15	3.25	*49.55½	4.48¼	59.05⅝
16	4.11	*53.26¼	4.11	1.03 16⅝
17	3.33½	*56.57⅜	4.16½	1.07.32⅝
18	4.15¼	*1.00.33¼	4.14⅜	1.11.47⅜
19	4.19	*1.04.12½	4.57½	1.16.05
20	3.41	*1.07.53½	4.11	1.20.26⅜
21	4.32	*1.11.45½	4.20	1.25.04⅜
22	4.30	*1.14.35¼	4.24½	1.29.30⅜
23	4.00⅜	*1.18.36	4.12½	1.33.43
24	4.00½	*1.22 36¼	4.59	1.38.02
25	4.15¾	1 26.46	4.20	1.42.22
26	4.37½	*1.30.44½	4.27⅜	1.46.49⅜
27	4.01¼	*1.34.45⅜	4.57	1.51.06⅜
28	4.80	*1.38.53⅜	4.21	1.55.27⅜
29	4.37	*1.42.50½	4.22½	1.59.50
30	4.03	*1.46.53⅜	5.01½	2.03.11¾
31	4.37½	1.51 51¼	3.38⅝	2.08.50
32	5.06¼	1.56.58	5.17	2 13.27
33	3.39¼	1.59.57½	5.33⅜	2.18.20⅜
34	4.38	2.03.55½	5.23½	2.23.04½
35	4.46	2.08.01½	4 45	2.27.49½
36	4.38½	2.12	5.19⅞	2.32.10
37	4.13⅜	2.16.13⅜	4.22½	2.36 41⅜
38	4.12½	2.20.26½	5.15	2.41.16½
39	4.14⅜	2.24.41¼	4.33⅜	2 45.50
40	4.09	2.28.50½	4.33	2 50.43
41	4.49½	2 33.10	5 01	2.55.44
42	4.27	2.37.37	5.05⅜	3.00.09⅜
43	5 14	2.42.11	4.57½	3.04.47
44	4.40½	2.46.51½	4.54	3.09.01
45	4.03	2.50.54½	4.03	3.13.04
46	5.34⅜	2.55 49¼		
47	5.04½	3.00.13¾		
48	4.34	3.04.47½		
49	4.55	3 09 02¼		
50	3.35¾	3.12.38⅛		

INTERCOLLEGIATE CONTESTS, NEW YORK, 27 MAY. — Two-mile bicycle race, Eliot Norton, Harvard (1), 6.52⅝; R. G. Rood, Columbia (2).

BOSTON, 27 MAY. — Spring meeting of Institute of Technology Athletic Club. One-mile bicycle race, R. F. Stahl (1), 3.42.

CHARLESTON, S. C., 24 MAY. — The second of the series of races of the Charleston Bicycle Club took place on Sullivan's Island beach, four miles from ths city, Wednesday, 24 May. Handicap half-mile was won by Mr. Geo. L. Holmes, J. R., in 1.40; A J. Salinas, second, 1.41½; J. S. Whaley, third, 1 44. This was a very pretty race, all the men keeping together from the start. The second race was for members of our club only, half-mile dash for gold medal: A. L. Bristol winning in 1.30; J. A. Ball, second, in 1.35; Julien Breese, third, in 1.40. Our next races (club members) I trust will be better than either of the others and I also think we can show better time. B. B.

AT the race meeting of the Fernside Bicycle Club, Melbourne, 18 March, a ten-mile handicap was run by twenty competitors, only one of whom started from scratch, and was won by Bloomfield, who had the longest handicap, 3m. 30s. The scratch man, Hazelton, made the first five miles in 16m.; the second man, H. Stokes, who by mistake was at first awarded the prize, with 2m. 10s. start, covered the remaining distance in 31m. 8⅘s., or equal to 33m. 18⅘s. for the ten miles.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

San Francisco.

Editor Bicycling World: — In relation to "San Francisco's Race Track," of which such a perfect description appeared in the WORLD of 12 May, by "P," it surprises me greatly that such a well-informed person (bicyclingly) as your correspondent should not be able to distinguish, after four year's experience, the difference between a Club Racer and a 52-inch *Special Club*, weighing forty-one pounds, which has been used for the past two years exclusively by the gentleman who owns it for the purpose for which it was built, viz., road riding. The machines used by the others were principally Harvards, weighing from forty-one to forty-seven pounds; and unless the gentleman considers the Club a superior machine to the Harvard, I cannot see the advantage I had. And "P." does me a great injustice; he does not state matters as they really are. I most emphatically deny having been in racing condition, as three of the participants were; having just returned from Los Angeles, a city 482 miles from here, and not having ridden for ten days previous to the race, my condition physically was very poor. He also fails to state that the handicapping was done without the least regard to authority and mathematics. Having had a record of 3.36½, I was figured at 3.23, 13½s. less than was proper. The winning man was figured at 4.10, on account of not having a record for a mile: he was given 330 yards, on a five-lap track, which is across the street from his residence. An enthusiastic wheelman, with a feeling for the sport at heart, would have simply considered it preposterous to have started with such odds, nearly one lap. Had the race been six laps, instead of five, all would have been far in the rear of the scratch man, who rode for the *first time* on this track under other disadvantages unnecessary to here mention, riding the full mile in 3.26⅕, which I can safely consider, at this early date of the season, under the circumstances, not so poor after all.

"P." mentions "racing costume": does he expect a person to contest in a race wearing an overcoat?

Allow me to state that this event was under the strict jurisdiction of the N. A. A. A., for blood only, and not so much as a leather medal as big as a nickel.

SCRATCH MAN.

Montreal.

Editor Bicycling World: — Well, "here we are again," in all the hurry of another bicycling season. "Tempus" has been "fugiting" with a vengeance for some time past. Why, I can hardly believe that a year has come and gone since our "noble five" stood on the rear platform of the eastward-bound Pullman, gracefully kissing their hands to us poor mortals left behind in the classic shades of old Bonaventure. I remember registering a silent vow, when wheeling homewards after the train had departed, that come what would, the next Meet of the L. A. W. would be honored by my presence. This vow was double-riveted when I heard an account of the jolly times our men had while in Boston; but — alas for the best laid plans of mice and men! — mine have gone so far "aglee" that the second (I humbly crave "Kol Kron's" pardon, the third) annual Meet of the L. A. W. will have to get along without "Yours truly" as best it can.... I feel sure you will be glad to hear that we have retained nearly all of our old riders, besides adding quite a number of new ones; but let me be orderly and methodical, and take them in proper rotation. Stand forth, then, modest merit. Ah! "Jingling Johnny," I see, answers the call, and slips briskly forward....."J. J." is as irrepressible as ever; a little more crazy on the subject of club drill and fancy riding, but not quite so inclined to kick over the traces as before. He makes a good, energetic officer, and is a first-class fellow when you know how to take him. ....Next! brings up "Hungry Tommy," as smiling, good-natured, and hungry as ever. The year that is just past has added a few gray hairs to his flowing whiskers, — taken them, I fancy, from the top of his head, — but in all other respects he is the same old H. T. as ever. ...We have lost "Geawge" and "'Arry" this spring, as they, for reasons best known to themselves, have left the club; and no longer will the ladies on the Pavilion be "mashed" by the benign smile shining through "'Arry's" elegant *pince nez* as he sails round the track in a ten-mile club race....."Freddie" Holden, our little champion, is in better form than ever, and is expected to give a good account of himself this year. "Mait." Smith, his great rival, is also working hard and hopes to surpass his last year's records.....The "Long Three" are all getting bigger machines than ever, and are going in for heavy riding. ... "Mosquito" Barclay has a mate now in the person of "Wee Donald," who, small and young as he is, manages his "46" with an ease and grace that put many an older rider to shame....."Tri." Davis has grown a ferocious black beard, and has sold his "tri." and bought a "bi." ....The "Pelican" has improved wonderfully in his riding and good looks, and is, if anything, more good-natured than ever....."Our Bugler" has given us plenty of "chin" music this season, but so far we have not heard one solitary "toot" from his other *blowing* machine; but we live in hope....."Stubby Chawles" is stubby no longer, but keeps his face clean shaven.....And our captain, —

> "As good a fellow, by my word,
> As ever did n't draw a sword,"—

no more the "genial and pains-taking" scribe, he has bloomed out into a "gallant commander." It is a moving sight to see him, after a run to Lachine or St. Vincent de Paul, and after attending to the wants of "Dizzie," the "Club Dawg," drop into an easy seat and

> "Resting a stout and handsome pair
> Of limbs upon another chair,"

proceed leisurely to light his "old reliable" and puff away for fifteen minutes or so;

> "And when the beer came in, and he
> Had drank about enough for three,"

he will turn to Friend Boniface, and in mellow accents demand, —

> "How much, my friend, o' the root of sin,
> Dost charge for what we have tucked in?"

settles the bill, then transfixes "our bugler" with an eagle eye, and in a reproachful tone asks him if he (O. B.) thinks he will live long enough to worry down his last mouthful, so as to be able to sound the "Fall In." Our bugler in his haste and confusion gulps down his last bite, chokes, gets black in the face, and is only brought to by a violent blow between the shoulders from the buckle end of the "Pelican's" surcingle, casts one last fond glance at an untasted sandwich, rushes outside, and in a moment "Boot and Saddle" sounds merrily on the breeze, and we are soon speeding swiftly homewards.

I assure you, Mr. Editor, that when we are drawn up in line, each man with his hand resting on his saddle, we think no "small potatoes" of ourselves; but joking aside, I fancy it would be hard to find a more healthy, better looking or more gentlemanly set of fellows than bicyclers, all the world over. All old riders know, and the outside public can take my word for it, that —

> "When you see a man with a belly as big as a tub,
> He does n't belong to a bicycle club."

K. K.

MONTREAL, 22 May, 1882.

A Missouri Run.

SATURDAY, the 29th of April, three "toughs" met in the headquarters, and after turning up their aristocratic noses at the sixteen-mile run called for the day following, concluded that as the weather was fine and the roads in good condition, a "best on record" run (for this part of the country) would be in order. Let me here explain that a "tough" is a man who can ride all day and half of the night over the most wretched roads, and enjoy it as much as if he were coasting down hill on asphaltum. However, eight o'clock that evening saw the "Tourist" on a fifty-four, and the "Solid Man" on a fifty, waiting impatiently for the "Deacon," who failed to show up. After waiting some time for the sedate 56-incher, we concluded he had ridden into one of the holes in which our city streets abound, and was waiting for a derrick to hoist him out, so we sailed out the white, smooth road at a ten-mile gait. Through Forest Park, Cheltenham, and Benton we rolled, and after a tremendous coast, brought up at Bartold's Eight Mile House. A few minutes' talk with the landlord (and of course some lacteal liquid refreshments), and we mounted again and proceeded to "whoop her up" so as to arrive at Manchester before the hotel was closed. At Stone's Falls the first accident took place, the 50-incher striking a large rock just as he was taking his legs from the handle bar, and he took a magnificent header, leaving his machine in the road for the Tourist to ride over, which feat was performed so successfully that it brought down the house, — also the Tourist. One badly demoralized crank was the result, and detaching same from the axle, it was straightened with the stone that caused the fall. The Tourist sat on the fence and philosophized while the other hammered and wrenched the crank into shape, and finally the procession started again. We were well out in the country now, and the stillness was only broken by the howl of some farmer's dog, or the sharp ring of a loose stone on the steel rims. The moon gave a glorious light, and we struck better roads as we went on, and arrived at our destination at 10.30 P. M., having covered the twenty miles in 2 hours and 20 minutes, including the time lost on the road in blacksmithing, etc.

Our wheels were placed in the stable, and we retired immediately, as we were going to have a hard day's ride on the morrow. We arose early the next morning, oiled our machines, and demolished a good breakfast, paid the landlord

(which was n't much, as he only charged us fifty cents apiece for lodging and breakfast), and started down the road against a tremendous wind. For the next eighteen miles, wind, hills, and fresh gravel on the road forced us to slow down to a funeral gait, and at ten o'clock we left the State road, not without some misgivings, and rode slowly along the banks of Fox Creek. Suddenly the road turned into the creek, and as they don't use bridges in Franklin County, we had to ford it; that is, we carried the machines on our backs and jumped from rock to rock, getting across "O K." We congratulated ourselves on making it dryshod, and proceeded on our way rejoicing; but our joy was of short duration, as some two hundred yards farther the road crossed the creek again, and here it was about twenty feet wide, and no stepping stones were to be seen. The Solid Man picked up his machine and walked in, the water coming nearly to his keees; while the Tourist sat on the bank and suggested that the 50-incher carry him over, as he could n't get any wetter than he was. The 50-incher did n't look at it in that light, so the Tourist took off his shoes and stockings and threw them across, then picked up his 54 and waded over. A farmer was met some minutes later, and he casually informed us that the road crossed the creek nine more times before we reached our destination. We sighed for a marine bicycle, but it was no use stopping there. Pacific and dinner were before us, and nerved us to special exertions (especially the dinner). Five miles of mud, water, and gravel, and we climbed a barb-wire fence with our machines, and took to the railroad for a change. A good road was found some distance up the track, and we mounted and rode into Pacific in good style. As we were the first bicyclers ever seen there, about two hundred people congregated to look at "them things," "all the way from St. Louis." We made for the only hotel the town boasts, and had a very fair meal. After dinner we called on the agent of the railroad company, as the 50-incher works for that corporation, and after talking half an hour or so, gave the "grays" an exhibition of riding on the smooth platform of the depot. The whole town turned out to see us off, and we took the bluffs road back; and if the road we came over was bad, this was certainly worse. Riding was utterly out of the question, so we pushed our wheels up the ascent, stopping every now and then to lay the wheels down and get rested. Over huge masses of rock we slipped and slid, and vented anathemas on the head of the man who directed us to take such a horrible route. There was no road at all, but simply the rocks washed bare by the rains, — in fact, it was like climbing up irregular stairs several hundred feet. Down the other side was no better, and here all traces of civilization were lost, not even a wheel track to be seen. Small scrubby trees grew in the sandy soil, and occasionally a toad hopped out of the road, or a snake glided off among the rocks. We lay down on some nice soft rocks to rest awhile, and decided that if there was any place more lonely, desolate, and generally heaven-forsaken than the Meramec River bluffs, we would like to see it as a curiosity. Three hours' hard work, and we emerged from the wilderness and struck our "Old Reliable," the Manchester road, and fairly made things dance, getting into Manchester at 5 P. M. Here we got supper and lit our lamps, and rode to St. Louis with but one dismount, arriving home at 8 P. M. The machines fared pretty badly, as the sharp rocks cut the tires wofully. We figured up our mileage, and found that we had travelled twenty-one miles by moonlight Saturday night, and seventy-two on Sunday, sixty-one of which we rode, ten walked, and I guess I would n't miss it much if I said that we swam and waded the other mile. This is the longest ride yet taken in this State, with the exception of eighty-eight miles in a day, made by the 46-incher last October; but he confined himself to the State road, where the riding is good.

We would have had five or six men down instead of two, but the captain could not get a 58-inch "road engine" which he ordered two or three centuries ago from Boston (he says centuries, — I guess he means weeks), and the Deacon was seen trying some fancy riding on the boulevard before we started, and the Alton man's wheel was buckled, and various other things ailed the rest, so the excursion narrowed down to two "toughs."

THE TOURIST.

Road Reports Wanted, not "Literature."

Editor Bicycling World: — Ever since 10 June, 1881, I have been burning with indignation concerning an editorial utterance in your paper of that date; and as it seems advisable, for sanitary reasons, to cool off my rage before the approach of summer, I will free my mind now.

The editorial in question was devoted to a laudatory review of the book entitled "A Bicycle Tour in England and Wales"; and I have no disposition to quarrel with the tone of the review, for I am not familiar with the book. In order to point his praises by contrast, however, the reviewer felt called upon to speak slightingly of the ordinary touring reports "which form a large part of the volunteer contributions submitted to the WORLD," because "so few of them rise above a mere dry narrative"; and he added, "It is marvellous that men who succeed in other literary efforts fail in any attempt to reproduce on paper the charm of some delightful tour they have taken."

I want to protest against the use of such language as that, Mr. Editor, because of its manifest tendency to discourage the production of what all tourists are anxious to have produced in abundance, — namely, road reports of a straightforward and matter-of-fact sort, with no nonsense about them. I urge that it is a wheelman's duty, when he discovers a good road of which no report has appeared, to prepare an account of it for publication; and I try to set a good example in this respect by copying off for the WORLD such notes as I take on tours which have not been described in its columns. Writing is my profession or occupation; I earn my daily bread by my skill in pushing the pen: yet I religiously refrain from indulging in any "literary" display or verbal fireworks, when I buckle down to the task of composing a road report. "Mere dry narrative" is the very ideal that I aim at in such composition. "The reproduction on paper of the charm of some delightful tour" is the very thing that I set my face against. Road reports should be stuffed full of solid facts, which the practical tourist can tie to, — not fringed with mere intellectual "charms" for the delectation of the club house lounger. If any one of the latter is curious to watch my antics while sustaining the rôle of "heavy literary man," let him lay out a quarter-dollar in the purchase of the June *Lippincott* and soothe himself to sleep by looking at my first-chop, challenge-the-world, champion-belt prize essay, "On the Wheel."

But my present barbaric yawp is not at all inspired by the desire to explain the absence of 'literature" from my own road reports, or in any way to defend them. I don't suppose the writer of the objectionable editorial had me in his mind at all; and if I knew that he really did aim his criticism at my reports, that knowledge would deter me not at all from providing more of the same quality of reports for the benefit of my fellow-tourists. The trouble is that other possible producers of good road reports are younger and more modest than I am, and less accustomed to writing as a business. They may be perfectly capable of preparing accurate and valuable accounts of the roads they have explored; but they are disinclined to the exertion, and somewhat diffident about taking up the pen. Such men, therefore, need above all things to be assured that they are expected to supply a "mere dry narrative" of trustworthy facts, without verbal garnishment or "literary" frills of any sort. The minute that you infect them with the idea that none save "literary men," who can "reproduce on paper the charm of some delightful tour," should presume to write road reports, that minute you destroy all inclination they may have to assist in the preparation of an American road book.

So I say to you, my younger brethren of the wheel, if perchance ye have ever been deterred from telling of your experiences on strange roads by a belief in the pernicious theory that the simplest style of report is not the best possible style, throw "literature" to the dogs! Write out what you know about the roads in the plain language of every-day talk; and the blessings of your fellow-tourists shall sweeten your slumbers.

Let me in this connection thank "G. F. F." for the report of his 200-mile ride of last June, in the WORLD of 28 April, and let me at the same time reprove him for not having supplied it earlier. It seemed to me at the time, when I drew attention to it in the WORLD of 29 July, as the most creditable road ride yet recorded in America, and I have not since learned of anything comparable to it. There is something satisfactory in having a man confess just how tired he was after such an exploit, instead of pretending that he finished the ride as gayly as he began it; and I hope "G. F. F." will soon favor the WORLD with a report of his tour from New Haven to Saratoga in 1879. I myself have a haunting desire to attempt a hundred miles in a day this season; and perhaps after the Chicago Meet is over, I shall try it on the ridge road along Lake Erie, from Girard, Pa., to Buffalo. My belief is that that is the best long stretch of road in America, and I think that some of our swift riders might make a really remarkable record upon it, if they would only try.

KOL KRON.

WASHINGTON SQUARE, N. Y., 9 May, 1882.

CURRENTE CALAMO

WE shall give a full account of the annual meeting and grand parade next week.

PRINCE did n't have a "walk-over" in his 50-mile race with bonnie Louise last week. He has n't been so hard pushed since the January 10-mile dash with Keen.

MLLE. LOUISE is clear grit, and her powers of endurance are nearly equal to her pluck.

THE *Sporting Gentleman*, a new paper devoted to popular sports and pastimes, is just issued in New York, and presents a handsome appearance typographically; and if the first number indicates the quality of succeeding ones, it will prove an acceptable addition to sporting literature. Marius Lazare is the editor.

LAWRENCE, KAN., has eight wheels, and a club will soon be formed.

THE members of the League now know what it is to be "Chicagoed."

MR. THOMAS HARRISON, the professional, has arrived home from his trip to Europe. He brings a 55-inch Rudge racer, and expects to pump an inside of three minutes gait out of it.

FRANK HOWARD, of New York, entered the races at Washington, 20 May. After the race he telegraphed to his friends: "I got a place, but it was in the hospital."

JACK KEEN is in hard training, preparatory to an attempt to make his twenty miles within an hour.

AND now they have a "Jumbo" bicycle. Will carry a trunk, no doubt.

BOSTON has gained another racing man in the person of W. J. Morgan, who has won fame on the Canadian race tracks.

WE think that all who saw the race of Thursday, 25 May, will admit that Prince is the only man in the country who can give Miss Armaindo five miles in fifty.

THERE is a grand chance for some one to gain a record with little trouble. We have in America no records for $\frac{1}{4}$, $\frac{3}{4}$, $1\frac{1}{4}$, $1\frac{1}{2}$, $1\frac{3}{4}$ miles. The English have such records. Why do not we? It is a plum of easy picking. Who will reach for it?

DIRECTOR C. H. LAMSON, of Portland, Me, and C. W. Reed, the Boston artist, have joined the Massachusetts Club.

IT has been decided by the management of the Casino to charge fifteen cents to parties using their own bicycles on the track. This entitles them to the use of the track during the time it is open.

THE second in the series of championship races will be held by the Massachusetts Club at Beacon Park, Saturday, 10 June, at 4 P. M.

SEVERAL very narrow escapes have been made at the Casino by persons crossing the bicycle track while riders were taking their spins.

A WELL-KNOWN Boston wheelman and his entire family were seen riding through the streets of a suburban town on tricycles, one evening last week.

CHARLES E. PRATT, ESQ., delivered an oration before the assembled G. A. R. Posts of Boston at the soldiers' monument, Boston Common, on Tuesday. It was a very creditable effort.

REV. M. D. BUELL describes a trip from New York to Boston by bicycle in the Boston *Courier* of Sunday last.

MESSRS. LEROY, PRINCE, AND ROLLINSON, contestants in the great race at the Casino, were driven about the streets of Boston in an open barouche, headed by a band of music, on Monday forenoon last.

FRYE is doing nicely. The physician who attended him is but just able to visit his patients, — suffering from injuries to his legs through having been kicked by a horse.

A HAPPY party of wheelmen took the six o'clock train on the Hoosac Tunnel Line Saturday evening, bound for the Annual Meet of the L. A. W. The majority of the party were members of the Boston Bicycle Club, which had engaged the Pullman car Whitehall for the exclusive use of itself and friends, and a special baggage car containing the wheels belonging to the party. The Boston Club representatives were as follows: E. C. Hodges (captain), J. S. Dean (secretary), George B. Woodward (treasurer), William B. Everett, E F. Lowry, C. L. Clark, W. W. Stall, E. Barrows, and E. W. Hodgkins. Mr. F. W. Weston, also of this club, was to join the party *en route*, having gone on ahead to New York to attend the Bicycle Touring Club's Meet in that city on Saturday. There were also three members of the Chelsea Club, — William E. Gilman, Horace J. Phipps, and George H. Hood, Jr.; two members of the Massachusetts Club, — A. S. Parsons and Charles W. Reed; and two members of the Providence Club, — Capt. J. A. Cross and Dr. Bridge. A large body of friends was in attendance to give the boys a "send-off."

BEFORE leaving its club-house in Union Park for the trip to Chicago, the Boston Club was presented with an elegant banjo by Mr. George C. Dobson, which was taken along with the party, — several of the members being expert amateur performers on this instrument.

THERE were giants in those days: Garvey, the St. Louis bicycle dealer, has yanked the bun, having filed an order in Boston this week for a 62-inch bicycle for a member of the Missouri Bicycle Club, who stands six feet five inches in his stockings. Now let Chicago take in its sign. Next!

CAPT. SHILLABER, of the Massachusetts Club, tells us that he boarded the train in which the bicyclers were *en route* for Chicago, at Greenfield, Mass., and that they punched him. "Tell it not in Gath," etc.

S. CONANT FOSTER, of New York, made us a pleasant call the other day.

THE Massachusetts Club was booked for an early morning breakfast run on Thursday, 1 June. Start at 3 30 A. M., and run to West Newton. Breakfast at 6.45 A. M.

H. C. FINKLER, of San Francisco, met with an accident recently, breaking all the bones of his right hand between the knuckles and the wrist. He was hardly in condition to enter the recent races, but he went in.

BICYCLERS everywhere will be glad to learn that the first reports of the accident to Lewis T. Frye were highly exaggerated. He fell from his machine while riding down a stony hill on the Southboro' road, and struck on his head. He was taken up senseless, and lay in an unconscious state for many hours. No bones were broken, and his skull was not fractured. He is now doing well and will soon be out again. Lewis is a good fellow, and has hosts of friends, who will be glad to welcome him on his recovery.

DIRECTOR LAMSON says, if he is ever led into a race, he will cover his wheel with paper, and then it will cut through the air, and there will be less resistance than when every spoke whips the air and retards progress. He will not take out a patent.

THE Massachusetts Club had an all-day run on Decoration Day. The route taken was through West Roxbury (*via* Chestnut Hill), Dedham, and Needham, to Hotel Wellesley, where dinner was served. The return was made *via* the Newtons.

THE Chelsea Club run to Salem on Tuesday, and took dinner at the Essex House. They were accompanied by C. H. Wilkins of the Manchester (N. H.) Club.

JULIUS WILCOX is no longer contributing to the *Wheel*.

MR. W. J. SMITH writes the following to the Philadelphia *City Item*: I wish to contradict a statement in your issue of last week as regards myself and trainer, saying we are English champion bicyclists. I am the amateur champion of America, a title which I won at the Polo Grounds, New York, last October, not an English champion. Mr. Herley, my trainer, is not a champion bicyclist, but I am still in a position to ride against any American amateur bicyclist for the championship. By your earliest publication of this you will greatly oblige

W. J. SMITH.

THE proprietor, editor, and editorial contributor of the WORLD are at Chicago, and a green hand occupies the editorial saddle this week, so look out for headers. Give us a clear track and we will make a run for it. If we should make an untimely plunge and land on the favorite corn of any reader, let him take his revenge on the editor when he gets back. In the mean time, those who desire to send bouquets should hurry them along. Cowhidings can wait till the editor returns.

IN the three-mile race, which was in the series recently held by the Capital Club, at Washington, D. C., and reported in our issue of last week, Mr. J. M. Borden, while going at a high speed, was thrown violently from his machine by a policeman accidentally in the way. Howard, close behind, unable to avoid them, was also thrown, and carried off insensible. Smith, able to avoid the wreck, redoubled his speed. Borden, although badly hurt, remounted and continued the race, although a quarter of a mile behind. As he passed the grand stand he changed machines, overtook Smith, and won the race by nearly fifty yards.

SECRETARY SHAW, of the Charlotte N. C.) Bicycle Club, writes that seeing) our announcement of Capt. Shillaber's being at Newbern in that State, recently, the club sent him an invitation to be present at their 20 May celebration, but as they received no reply, he had doubtless left for home before the letter reached Newbern.

PLEASE send the *Bohemian* and advertisement, Colonel. Can't you see that it is throwing ink at us to get into your good graces? Don't be ungrateful!

WE note with pride the improved condition of many of the avenues in Chelsea. The superintendent of streets, although not a bicycle rider, is interested in having smooth streets, and is making a great name for himself by his good work.

THE resume of the patent question, "How it Stands," will be continued in our issue of 9 June.

THE Chelsea Club appeared in their new uniform on Tuesday. The style and color are very satisfactory.

"KOL KRON," who writes the "College Chronicle" for the New York *World*, gives the whole of his space this week to a consideration of the wheel interest at the colleges. From his article we digest the following: The Michigan University Club has thirty wheels, and sent two representatives to Chicago; Amherst College Club has twenty-five wheels; Princeton College Club has fifty members; Columbia College Club has twenty wheels, and boasts the fastest riders among college men; Pennsylvania University Club has twenty-five members; the Harvard College Club is the largest amateur club in the country, having one hundred and five members; the Yale Club has twenty-four wheels; Williams has a bicycle club, also California University, and Dartmouth, Bowdoin, Rochester, Syracuse. Kenyon, and Marietta are among the colleges whose papers make occasional mention of individual patrons of the wheel. Wheeling on the frozen surface of lake and river was described as a popular pastime at Wisconsin and Michigan Universities, but the present is the most attractive season for exploring the country highways.

GLANCES ABROAD.

SINGER & Co. have a new pedal which is a great success. It is equally good for the two or three wheeler.

TRICYCLES are in great demand in England, and the manufacturers get more orders for these than for bicycles.

THE *Bicycling Times* reports the races at Boston of 29 April, and credits Corey with a mile in 2.51¾. and Claflin, 2 58⅘. It forgets to mention the handicap.

THE Executive Council of the B. U. has recommended that the money value of prizes at race meetings be considerably reduced.

THERE were five hundred tricycles at the meet on Barnes Common, 13 May.

HARRY ETHERINGTON has not been a bachelor since 25 May.

LADIES who ride the tricycle in England are adopting the divided skirt. The editor of the *Cyclist* notes that he recently rode a double tri. with a lady friend, and it was not until the journey was over that he discovered that she wore a divided skirt, so completely does it amalgamate with the folds of the dress.

A CORRESPONDENT of the *Leeds Mercury* has been looking up the best recorded one-mile time for swimming, walking, running and bicycling. He finds that the ratio of these times is expressed by the following figures: Swimming, 9.15; walking, 2.30; running, 1.54; bicycling, 1.00.

THE Scottish Bicycle Meet will be held at Edinburgh, 17 June.

THE ninth annual bicycle competitions between the English universities took place 6 May on a good track, and with the result herewith shown: Two miles — W. F. Buckley, Oxford, first, in 5m. 52⅕s.; G. D. Day, Cambridge, second, by four yards. Ten miles — J. S. Whatton, Cambridge, first, in 31m. 35⅕s.; W. F. M. Buckley, Oxford, second, by two yards; W. K. Adam, Oxford, third, by two yards. Twenty-five miles — G. D. Day, Cambridge, first, in 1h. 21m. 18⅕s.; H. Muir, Cambridge, and W. A. G. Walter, Oxford, rode a dead heat for second place.

The Deacon's Drop.

WITH 'cycle all shining and bright,
With legs that in stockings were cased,
The deacon climbed up on his tall "56,"
And after the Standard man raced.
But the sprinkling-cart fiend had been there,
And the mud would have made a saint curse;
Said the deacon, "By gum! the next time I come
Down this way, it will be in a hearse."

"Oh! men with shovels and picks,
Why left ye that mound in the street?
I will never get safe past that pile of old bricks;
Heaven help me to fall on my feet!
My speed I can't slacken at all;
I resign myself now to my fate":
So he picked out a soft place to fall,
And stood in the mud on his pate.

This tale is a sad one to tell;
He struck like a car-load of lead:
So they buried him there where he fell,
And the wagons roll over his head.
No headstone we raised o'er the place
Where the deacon went down in his might,
But a "56" ghost haunts that Chestnut street coast,
And no wheelman rides there after night.

Let us hope, when to heaven we fly,
That the deacon will pilot us round
Over streets that are level and dry,
In that place where no rock-piles are found.
But if heaven is harder to reach
Than "Old Solomon's" hill side so high,
Fully half of the "gang" their legs over will hang,
And to Hades coast down on the fly.

BICYCLE CLUB, 12 May, 1882. A. Y.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

P. T. D. — Any points will be appreciated. Will do as you wish.

J. M. T., Sing Sing. — Instructions where to send money for League dues will be published next week.

G. C. — Editor away. Wait for his return.

C. J. K., Columbus, Ohio. — Thanks for documents received. Will use next week.

J. H., Boston. — The best professional record for one mile is held by John S. Prince. It was 3.19½ till 25 May, when he lowered it to 3.13. The 3.19½ was made in the race with Rollinson. Rollinson claims 3.04 made at Potsdam, 23 September, 1880, but none of the authorities have allowed it.

F. H. B., New York. — Yes. A record made under cover will stand.

J. M. B., Chicago. — Amateurs are allowed to race with professionals in England only under sanction of the Bicycle Union. Such contests are common over there; the L. A. W does not provide for such races.

H. D. C., Columbus. — "Cortis on Training" is still in press. Long wind, endurance, and quickness of motion are what you should train for.

K. T., Chelsea. — S. Corbett, England, has the best mile on record on a tricycle, 3.34 2-5. Best time in race at Boston, 4 July, 1881, was one mile in 5 43⅘. It was a poor track.

W. L., Englewood. — See article on "Bicyclers' Rights."

H. A. M. — Our columns are always open to suggestions looking to the improvement of the wheel.

A. G. F., Philadelphia. — To make "shandygaff" mix lager and ginger ale in equal quantities.

J. D. — We should have received the "Cyclist Annual" many weeks ago. The delay is unaccountable and uncalled for.

F. M. B. — The duty on books is 25 per cent. You will have to pay it on a single volume unless the postal authorities are lax, as they often are, and the book gets through.

F. B., Newport. — The machine is illustrated and described in "The Velocipede," which we have on sale. Not fresh enough for us.

H M., Boston. — Prince and Rollinson are of English birth. Miss Armaindo is from Montreal, of French descent.

BICYCLING is the particular sport of young men. But young men cannot always raise $100 or more to procure a wheel. They fool away a great deal of money at the riding schools and in hiring machines. How much better to let this money go towards the purchase of a machine. I. P. Lord & Co., of 48 Union street, sell bicycles on the instalment plan, and make easy terms of payment. The firm is noted for its square dealing. Those who cannot raise the necessary funds to buy a wheel outright are recommended to try this firm. Get your wheel and have the good of it this fine weather.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1.00; six months, 50 cents. *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

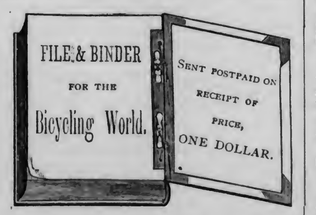
WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., L. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition, — all by Henry Sturmey, — are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Cortis's "Book on Training" is also in press, and will soon be ready for delivery.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.
A. J. PHILBRICK & CO.,
SALEM, MASS.



WORLD JOB PRINT,
A. BASSETT, MANAGER.
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

MISCELLANEOUS.

4-line Advertisements in this department, $6 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 307 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock at Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLELS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

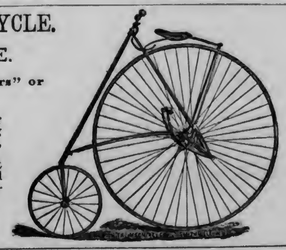
W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

LEAGUE BADGES. — We have now a stock of L. A. W. Badges, Scarf Pins, and Watch Charms. Those who desire to purchase are invited to call at this office, 8 Pemberton Sq., Boston, and examine.

GOY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.



The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,
H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

LIVINGSTON'S PERFECTION CYCLOMETER

GUARANTEED CORRECT

Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.

H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, CINCINNATI, OHIO.

SOULE PHOTOGRAPH CO.

W. B. EVERETT. W. S. SOULE.

PHOTOGRAPHIC ART PUBLISHERS.

A Specialty of Unmounted Photographs of Ancient and Modern Works of Art, embracing reproductions of famous original Paintings, Sculpture, Architecture, etc. Price, cabinet size, $1.50 per dozen.

Send 6-cent stamp for catalogue and supplement of 1,700 subjects, or $1.50 for sample dozen with catalogues. Address

SOULE PHOTOGRAPH CO.
338 WASHINGTON STREET,
(*Mention this paper.*) BOSTON, MASS.

H. C. BLUE & CO.
48 Summer Street,
BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

Rintelman's Patent Adjustable Bicycle Saddle.



This is positively the best Saddle made. It combines comfort, durability, and neatness. The seat is padded with the best of curled hair, and well ventilated in the centre by large eyelets or "grommets." It is easily adjusted by means of a turn-buckle located in the bottom of the frame. No hard points are exposed where any weight touches the saddle. Liberal discount to agents. Send for circular.

Price for Plain Saddle.....$3 50
Price for Nickel-plated Saddle 4 50

Address, AUGUST RINTELMAN,
MILWAUKEE, WIS.

COLUMBIA



BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - Manager.

COLUMBIA



BICYCLES.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48, 50, 52, 54 inch. S. H. F. Premier, 48, 50 inch. Royal Challenge, Singer & Co., 38, 50, 52, 54, 56, 58 inch. S. H. F. Advance, James Beech, 48, 50, 52 inch. The Albert, 36, 38, 40, 52 inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche double driver, 48-in. wheels. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Bugiets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 9 JUNE, 1882.

Volume V. Number 5.

[Vol. V. - CONTENTS. No. 5]

Editorial: The Annual Meet 371
Wheel Club Doings: Battle Creek; Marietta; Hermes; Binghamton; Kalamazoo; Chelsea; 373
Races: New York A. C.; Manhattan A. C.; Worcester; Williamsburg A. C. . . . 373
The League Meet: Parade and Banquet . . 374
Essex County Wheelmen 374
Massachusetts Bicycle Club Run 375
Bicycling in France before the War . . . 375
Some Jersey Headers 376
Correspondence: The League Racing Rules; Essence of Professionalism further considered, 376
L. A. W.: Officers of the League . . . 377
Currente Calamo 378
Horses *v.* Bicycles 378

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

T. T. ROBSON,
304 HIGH STREET - - BOSTON.
MANUFACTURER OF THE
OFFICIAL BICYCLE SHOE
Ladies' and Gents' Tennis Shoes.
Clubs furnished at Club Rates.
EVERY PAIR WARRANTED.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)
THE "HARVARD,"
ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)
THE "YALE,"
ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)
THE "SHADOW,"
LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags,** etc, Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY

How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA.



Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L, Rochester, N. Y.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.

Knife-Edge Treadle.

Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Conn.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

SOULE PHOTOGRAPH CO.

W. B. EVERETT. W. S. SOULE.

PHOTOGRAPHIC ART PUBLISHERS.

A Specialty of Unmounted Photographs of Ancient and Modern Works of Art, embracing reproductions of famous original Paintings, Sculpture, Architecture, etc. Price, cabinet size, $1.50 per dozen.

Send 6-cent stamp for catalogue and supplement of 3,700 subjects, or $1.50 for sample dozen with catalogues. Address

SOULE PHOTOGRAPH CO.
338 WASHINGTON STREET,
(*Mention this paper.*) BOSTON, MASS.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

I claim the only adjustable saddle, and shall defend it.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

A New Cyclometer.



FULL SIZE

Warranted to record accurately on a bicycle all distances from *one hundredth* of a mile to *one thousand* miles. Positive action, cannot be jarred backward nor forward; readily attached, *can be used with hub lamp*; weight 2 1-2 ounces.

No direct orders filled in places where local dealers carry a line in stock.

Nickel-plated and well finished, price $4.00

FREDONIA, N. Y., April 8, 1882.

FAIRFIELD & TAYLOR: *Gentlemen*,—I enclose a money order for $4.25 for the Cyclometer. I put it on my wheel by the side of my own instrument, and to my surprise it has kept a true record this week, I having ridden about fifty miles and some of it *very* rough riding. I feel satisfied, and will recommend it to my friends.

Yours truly, E. N. BOWEN.

FAIRFIELD & TAYLOR,
Cor. State & Van Buren Sts., Chicago.

JEFFERY'S IMPROVED BELL.

The Strongest and Clearest Toned Bell made.



No. 1.

2¼ inch. Boys' Nickel-plated Bell.....$0 50

No. 2.

2½ inch. Favorite Bell. Nickelled Bell and Clamp, 0 75

No. 3.

3¼ inch. Nickelled Bell and Clamp. This is absolutely the loudest bicycle bell in use, 1 00

No. 4.

The Chiming Bell sounds two clear musical notes, and does not rattle..... 1 50



Manufacturer of the neatest and most durable low-priced boys' bicycles. Send for circulars.
Liberal discount made to dealers.

T. B. JEFFERY, 38 & 40 S. Canal St., Chicago.

H. C. BLUE & CO.

48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

—THE—

CASINO

Sole Proprietors and Managers,

CHAS. ATKINSON. JAS A. GILBERT.

Business Manager.....E. W. WOOLCOTT.

Open daily from 10 A. M. to 12 P. M.

An Unparalleled Bicycle Race!

FRIDAY, JUNE 9, 7 P. M.

Unprecedented Speed Attained!!

A 50-Mile Handicap Race between the Champions of the World!

JOHN S. PRINCE & FRED S. ROLLINSON

CHAMPION BICYCLISTS OF AMERICA.

W. J. MORGAN,

CHAMPION OF CANADA.

Thos. | HARRISON BROTHERS | George

EX-CHAMPIONS OF AMERICA.

PRIZES

$200 to the Winner, $100 to the Second, and $50 to the Third Best.

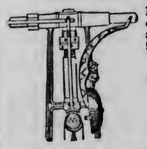
15c. —ADMISSION— **15c.**

☞ Metropolitan horse cars leave Scollay Square every THREE minutes during day and night, and Bartlett Street, Highlands.

In preparation, Blake's new Nautical Opera,

LIGHTKEEPER'S DAUGHTER!

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN. Worcester. Mass.

THE Baltimore Bicycle Club has disbanded. All the active men are now organized as the Maryland Bicycle Club.

THE new catalogue of the Cunningham Company is issued, and contains much that will interest both old and new riders. Send to them for a copy.

STODDARD & LOVERING have imported an elegant 54-inch Royal Mail racer, which weighs less than thirty pounds. We understand it is to be ridden by Prince.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates:—

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places:—
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E. St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 9 JUNE, 1882.

THE ANNUAL MEET.

FOR several weeks preceding the spring meeting of the board of directors, held 27 March, in New York, a constantly growing desire had been expressed from many sources that the Meet might be held in the West this year. It was urged that the cause was assured in New England, and no special incentive to its growth was needed in this section; that no prejudice existed against the bicycle in the Atlantic States, while in the West wheelmen had everything to contend against and needed encouragement to strengthen them, such as the moral influence an imposing demonstration might give. Under pressure of this urging, the board of officers decided to call the Meet at Chicago. It was represented and generally believed that notwithstanding the comparatively small numerical strength of bicyclers at the West, and their widely scattered condition, sectional pride and Western enthusiasm would so largely enter into the question as to insure what our English cousins call a "monster meet"; and even the coolest-headed advocate of the Western Meet, or even those most indifferent to the subject, did not estimate the attendance of wheels would be less than five hundred, while the figures were oftener set at from eight hundred to a thousand. Well, the Meet has been held; and notwithstanding that the bicycling press of the country fully and freely and constantly announced the event, and urged its importance, and strove to induce a large attendance; and notwithstanding that the Chicago men worked nobly and enthusiastically, and did all that was possible for them to do, and did it well, obtaining large local and important municipal favors and concessions; notwithstanding the great increase in bicycling all over the country since the Boston Meet, when a fraction less than eight hundred wheels were in line,—yet the number of bicyclers in the Chicago parade, by actual count, was only two hundred and ninety-four! Now, how much has been accomplished by having the Meet in the West? The assembling and parade of three hundred wheelmen in as large a city as Chicago is by no means an imposing sight. The ordinary annual parade of a lodge of Masons or Odd Fellows, or a single militia company, would have created as much public interest, produced as great a sensation, and impressed the people with the importance of its order, as the Chicago gathering accomplished for bicycling. In Newport, in Cleveland or Columbus, in Worcester or Springfield, in any moderate-sized city, it would have produced a grand holiday; it would have closed the stores, the schools, the public buildings, and proved a more than nine days' wonder, and the entire press of the country would have devoted large space to its description. In Chicago, so immense is its area, so engrossed in business are its people, so little observance is made of holidays of any kind, that probably nine tenths of its populace were unaware of the gathering until they had read the next morning's papers; and then thought no more of it than of the ordinary base-ball championship match, or of a billiard tournament. The most important gain it has obtained for bicycling (and in some respects it is very important) is in securing municipal recognition and official favor through the efforts of the local committee of wheelmen. This may yield good fruit in the direction of securing road rights; but in so far as making an imposing display is concerned, we believe much more good may accrue by holding the Meet in a smaller city.

IN the business meetings much was done that will be important in results,—whether favorable to the League's prosperity or not, time and experience must decide. The action in regard to the proposition of the National Athletic Association was, we think, wise; and all lovers of legitimate amateur racing cannot but cordially indorse the adoption of the rules appointing a racing committee and placing all amateur contests under its supervision. The rules providing for State chief consuls and State representatives, which will be equivalent to the establishment of State or subordinate Leagues, also promises to work to the good of both members and the general body. The abolition of the permanent and elective office of commander, and the substitution therefor of a chief marshal, to be appointed in accordance with the judgment of and by the board of officers, in connection with the selection of the place for the Annual Meet, will likewise win the general approval Other changes and additions to the rules, which the reader will note in the stenographic report, will readily commend themselves to members; and on the whole, we think the organization commences its third year under most favorable conditions for its future strength and prosperity.

IT is seldom that a great body convenes from so many and such distant and widely separated sections without some clashing of opinions and desires, and so we wheelmen must needs have our little unpleasantness to record. At the time of writing, we have not received from headquarters the stenographer's report of the business meetings, in which the reader will have the superficial aspect of the whole difficulty in detail, and which, we may state, was in brief as follows: The committee on credentials had reported in a general way the number of voters present, individually and by delegates. No objection was raised, and tacitly accepting the report, the meeting proceeded to collect

ballots for president; and while these were still being counted, a member of the Massachusetts delegation asked for a detailed report of the committee on credentials, intimating at the same time that all was not right. The Chair then read the report in detail, at the conclusion of which the gentleman objected to the reception of the forty votes of the Crescent Club of Boston, stating that he believed no member of that club was present. The Chair or the corresponding secretary (we forget which) explained that four members of the Boston Club had presented credentials as delegates from the Crescent Club. The Massachusetts member thereupon somewhat hastily cried, "Then I blush for the Boston Club!" and continued speaking in terms severely reflecting upon the honor and integrity of the Boston Club, implying that they were acting in an underhanded and dishonorable manner, and trying to spring a fraud upon the convention. This the Boston Club very properly resented, and in their indignation rather unwisely insisted on a motion to accept the committee's report as final. Considerable interchange of personalities ensued, and before a settlement of the question was arrived at, a temporary adjournment to supper was made. On reassembling, some mutual apologies for personalities ensued, a motion to define the rule under which ballots were cast by delegates was decided adversely to the admission of the Crescent Club representation, and without the election committee having reported the result of the first ballot, a new election was proceeded with and the result announced; which latter proceedings, were, to say the least, slightly irregular, and if properly investigated might be proved invalid.

THAT is how the affair appears on the surface. In forming an opinion, however, it will be well to look beneath and try to discover the motive of the difficulty. The Crescent Bicycle Club is composed of young men of honorable social and moral standing in Boston, who are proud of their club and jealous of their reputations as a club and as individuals. They intended to send a creditably large delegation to Chicago, under and at the earnest instance of their captain; but the latter, having become temporarily disabled by a fall, was obliged to give up the trip, and his men would not go without him. Desiring, however, to be represented in the business of the Meet, and believing that under the rule they might send delegates from outside their own club, they at first intended to invest members of the Massachusetts Club (with whom they share headquarters) with their credentials; but learning that the latter were in favor of a candidate not of their (the Crescents') choice, they delegated four men from the Boston Club to represent them. Both the latter clubs acted in good faith, and made no secret here of the arrangement. In fact, the matter had been discussed by other parties, and a difference of opinion had been expressed about the construction of the rule; and it was resolved to act as they did act, and if the question was raised by the convention, they would submit to its decision. Now, while the action of the Massachusetts delegation at the meeting looked like a burst of virtuous indignation at the wicked and Machiavellian conduct of their Boston colleagues, it was really nothing of the sort, but was the result of two things, viz.: First, it is well known in this vicinity that during the past year there has existed a constantly increasing undercurrent of jealousy and some ill feeling between the two leading clubs of Boston, and any appearance of harmony of opinions or associations has been latterly extremely superficial, and any clashing of interests or desires was likely at any time to culminate in an outbreak. The second "cause" is not remotely connected with a recent unpleasantness between the publishers of this paper and a manufacturing firm, whose representatives engineered the Massachusetts Club delegation and the interests of their candidate at the convention; and therefore we will not dwell upon it.

To sum up: We think that the Boston and Crescent Clubs have acted squarely and in good faith, and that while their delegates at the convention allowed their feeling of resentment under insult to their clubs to get the better of their discretion on the motion to accept the report of the credential committee as final, their conduct else was dignified and honorable. On the other hand, we cannot commend the conduct and methods of the Massachusetts delegation as creditable to their club or themselves, in that not only did they by vote and influence misrepresent the wishes of a large constituency both East and West (for in conversation with members of the leading clubs west of New York we discovered a very general feeling in favor of an Eastern man for the presidency), but they deliberately—and in view of the inter-club relations we have alluded to, with seeming malice—cast a stigma and a reproach upon two prominent and honorable clubs belonging to their own section of the country, the momentary effect of which was to cause a reaction in the convention against the Eastern candidate, and so by discrediting their intentions secure his defeat by a second ballot. We sincerely trust that for its own sake the Massachusetts Club will show its disapproval of the conduct of its delegates, who, under the mildest construction, have clearly overstepped the line of discretion, and committed an injustice they must ever be ashamed of.

WHILE we for many reasons believed it desirable, and for the best interests of the League and bicycling generally, that the president should again be chosen from one of the Atlantic States, yet we are not disposed to find fault with the result on personal grounds, but cheerfully and heartily accept the situation, and bespeak for the Ohio gentleman the earnest goodwill and cordial co-operation of members everywhere. President Miller is personally a genial and courteous comrade and gentleman, a public-spirited and influential citizen in his own community, and is a most enthusiastic wheelman, and we have no fear that the interests of the League will be allowed to lapse under his administration. We hope soon to present his portrait in our gallery of notables. Vice-President Parsons is too well known to the greater portion of the members to need any introduction from us. As the first corresponding secretary of the League, his earnest and patient labors, his active and permeating enthusiasm, his courteous and considerate attention to even the most petty and needless inquiries, all endeared him to the general membership of his year of service; and as a devoted friend of the organization, no one is more entitled to its honors than he. As a friend he is dear to us personally, for when we assumed the editorial conduct of the BICYCLING WORLD he was the first to express gratification and offer valuable counsel and give practical encouragement, and we gratefully acknowledge many words and acts of kindness since. Before his recent unfortunate obliquity of judgment, the invention of the League ham was the only wickedness which could be laid to his charge; but as we believe both these errors were of the head and not of the heart, we personally forgive him both. Secretary Putnam is well known and appreciated by the present members, having served during the past year with efficiency, fidelity, and zeal. Mr. Hibbard of Milwaukee, the new recording secretary, is no new name to the Northwestern wheelmen, he having in the past two years given active and valuable service to the cause, and proven himself a power in that section of the country. Last but not least (except in physique) is the new treasurer, Mr. Gilman of Nashua, who, although of the same name, is not of our kin, unless possibly some ten or a dozen cousins removed; but our readers must be as well aware as ourself that he is one of the best of fellows and most enthusiastic of wheelmen, and will do prompt, honorable, and efficient work in his department of the executive board.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

BOSTON BI. CLUB, JUNE:—

Saturday, 10. Headquarters, 4 P. M. Forest Hill Station, Morton, Austin streets, Blue Hill avenue, Mattapan, Washington street, to "Cobb's," South Canton. Supper and night. (17 m.)

Sunday, 11. Breakfast, "Cobb's." Excursion to Massapoag Pond. Dinner, "Cobb's," 12.30. Return, 1.30. Home, *ad lib.*

Sunday, 18. Headquarters, 2 P. M. To Squantum Point *via* Milton L. Mills, Adams, Coleman streets, etc. Supper at Old Squantum House, or return to city, and supper at Providence Depot.

Sunday, 25. Headquarters, 10 A. M. sharp. To Cohasset *via* Meeting-House Hill, L. Mills, Quincy, etc. Dinner, Black Rock House. Return on wheel, or by boat from Downer's, *ad lib.*

Moonlight runs of short distances will be held, starting from headquarters, at 8 P. M. Friday, 23, Tuesday, 27, and Friday, 30.

Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the June events.

CHELSEA BI. CLUB, JUNE:—

Sunday, 11. Nahant. Rendezvous at Cary square, 9 A. M.

CRESCENT BI. CLUB:—

Saturday, 17 June, seashore run. Trinity square, 8.30 A. M., to Marblehead *via* Lynn (from Central square, 11 A. M.), and Swampscott (dinner), and return by same route.

BATTLE CREEK BI. CLUB. — The Battle Creek Bicycle Club, of Battle Creek, Mich., was organized 4 May, 1882, and officered as follows: President, Frank F. Bock; captain, Wm. K. Kellogg; secretary and treasurer, Ralph H. Alward. The regular meetings are held every Thursday evening. The officers are elected semi-annually. There are at present ten active members, which number will probably receive large accessions during the season. None at present belong to the L. A. W., but it is expected that they will apply for admission immediately. Each member is in possession of a good machine and all properly uniformed. The Kalamazoo Club, Capt. C. Y. Sebring, rode here (a distance of twenty-two miles) 24 May, and the Home Club dined them at the Williams House. A good time was enjoyed by all. We expect to return the visit soon. At the coming Fourth of July celebration in this city there will be bicycle racing, for which premiums are offered.

RALPH H. ALWARD, *Sec.*

BATTLE CREEK, Mich., 29 May, 1882.

MARIETTA BI. CLUB. — On 30 May, a bicycle club was organized in Marietta, Pa., with the following officers: Dr. H. M. Alexander, president; John J. Carroll, vice-president; Victor M. Haldeman, secretary and treasurer; Charles S. Spangler, captain; Clayton E. Musser, first lieutenant; Samuel B. Gramm, second lieutenant; John P. Libhart, bugler; Byron Lindemuth, guide. Benton G. Hipple is the only other member at present; but several more, who have been waiting for the formation of the club, are expected to join very soon.

SECRETARY.

HERMES BI. CLUB. — At the last regular meeting of the Hermes Bi. Club, in place of W. T. Nicholson, Jr., captain, and Charles Brayman, secretary and treasurer, both resigned. James F. Phetplace was elected captain, and W. T. Nicholson, Jr., secretary and treasurer. After a very stirring meeting the club adjourned and partook of an elegant repast at Ardoene's. Bicycling in Providence is for the most part very dull, but the roads are in fine condition.

PROVIDENCE, R. I., 1 June, 1882.

BINGHAMTON BI. CLUB. — A meeting of those interested in bicycling was held here on 1 June. A club was organized, to be called "Binghamton Bicycle Club," with fourteen members. The following officers were elected: President, E. Kettell; captain, A. W. Clark; first lieutenant, W. F. Sherwood; secretary and treasurer, A. M. Durkee. The suits are to be jacket, knee-breeches of dark gray, and blue stockings and cap. Club colors, scarlet and old gold. The regular business meetings are held the first Friday in each month, and the election of officers is annually, on the first Friday in March. The club has weekly runs on Thursday afternoons, and an annual tour of about two weeks. The bicycling fever has just started here, there having been only two or three machines here for the last two years, but we hope to have a good many additional members to our club before fall. The roads in this vicinity are very good, especially those running West from here, down the Susquehanna Valley. A party of six rode from here to Owego on Decoration Day, a distance of about twenty-five miles, and returned home in the afternoon on the cars, having found the roads pretty soft after our recent rains. One of our party in coasting down a hill encountered a drove of cows, but by skilful steering he managed to avoid all but the last one, who, not being very well acquainted with bicycles, turned round to investigate it, the machine striking her broadside and throwing the rider astraddle her back. She turned and ran down the hill, the rider coasting with his legs over her horns, much to the edification of our party and several "hayseeds" along the road, but to the chagrin of a small boy on top of the hill, who yelled out, "Ma won't like that!"

A. W. CLARK.

BINGHAMTON, N. Y., 4 June, 1882.

KALAMAZOO BI. CLUB. — The wheelmen of Kalamazoo, Mich., have formed a bicycle club, organized as follows: President, Charles E. Fisher; vice-president, Frank B. Orcutt; captain, Theron Y. Sebring; lieutenant, Benjamin A. Bush; secretary and treasurer, C. L. Dean. Headquarters are soon to be secured, and a uniform adopted. About a dozen wheels are owned there and more coming.

CHELSEA BI. CLUB. — Captain Whiting, with sixteen men, and Secretary Wilkins of the Manchester (N. H.) Bicycle Club as a guest, made a run to Salem, Memorial Day, dining at the Essex House, and making a side run to Swampscott, the whole trip proving most enjoyable to all. The club was dressed in its new uniform for the first time as a club, and made a neat appearance. On Friday evening of last week, the captain and nine men made a moonlight run to Point Shirley, Winthrop, and return. Just before starting on the Decoration Day run, the club was photographed in the square. They met members of the Somerville and Roxbury Clubs in Salem, who were also dining at the Essex House, and subsequently paid a visit to Philbrick's place where the marine bicycles are manufactured.

RACES

Coming Events.

10 June. Amateur championship meeting of the N. A. A. A. A. Two and five-mile bicycle races. Secretary, Box 3,1478, New York.

10 June. First in the five-mile championship races of the Massachusetts Club, Beacon park, 4 P. M.

17 June. Druid Hill Park Lane, Baltimore, Md. Ten-mile race; open to any Baltimore amateur. Half-mile race; open to any amateur. First and second prizes. Clymer Whyte, 87 W. Chase street, Baltimore. Close on 12th.

NEW YORK, 29 MAY. — The two-mile bicycle race in the programme of games of the New York Athletic Club's spring meeting was won by E. A. Thompson of the Lenox Bicycle Club, in 7m. 16 2-5 s., in the final heat. Thompson won the first heat in 7m., 15 1-5 s.

NEW YORK, 3 JUNE. — The annual

spring games of the Manhattan Athletic Club occurred on the club grounds, New York, on Saturday last. Among the contests was a one-mile handicap bicycle race in trial heats. George D. Gideon, of Philadelphia, won the final heat by two yards in 3.15 2-5; F. E. Davidson, of Lenox Bicycle Club, second.

WORCESTER, MASS., 3 June. — Amateur bicycle race at the skating rink, open to riders from Worcester, Springfield, Lowell, and Providence, G. M. Hendee of Springfield, first; F. E. Bramhall of Lowell, second; C. Whipple of Springfield, third. Prizes: gold badge, cyclometer, lantern.

BROOKLYN, N. Y., 30 MAY. — At the games of the Williamsburg Athletic Club, Decoration Day, the two-mile bicycle handicap was won by R. G. Rood, of the Lenox Bicycle Club, 20 yards, in 7m 16½s.; F. E. Davidson, of the same club, 35 yards, second, in 7m. 23½s.; E. A. Thompson, same, 20 yards, third, in 7m. 37s.; Louis Stearns, London, scratch, fourth.

The League Meet.

THE PARADE.

OUR "green hand" substitute, while we were at the front last week, collated from the daily press a very fair account of this most interesting feature of the Meet; and except to correct several inaccuracies of statement, we shall therefore add but little thereto. Soon after nine o'clock, Tuesday morning, the wheelmen began leaving their various quarters, and proceeded in the direction of the Exposition building, where a dense crowd of spectators had already assembled, and which was constantly being augmented by fresh accessions, until the active and well-disciplined Chicago police had as much as they could do to keep the sidewalks and streets clear for the passage of vehicles, whether bicycles or carriages. The day was warm and bright without the least approach to sultriness, with a strong and invigorating westerly breeze, just enough to stimulate exercise without impeding the riders. In consequence of the bad condition of the portion of Michigan avenue fronting Lake Park, the line was formed on the concrete sidewalk (the right resting on Jackson street), along which the procession moved about a mile before taking the street. Michigan avenue or boulevard is a broad, handsome thoroughfare, several miles in extent, and one of the most magnificent drives in the city, not only for the excellence of the street itself, but also because the dwellings of many of the wealthiest and most prominent residents are located upon it. The road-bed is hard and level, but like the macadam of the road between Malden and Medford in this vicinity, is embedded with small stones which impart some degree of jar to the wheel, which one does not experience in most of our south-side thoroughfares, or on the magnificent stretch of Salem street through Malden, Maplewood, and Linden. The finest wheeling of the whole route of about fourteen miles was on the Drexel boulevard, which was a smooth and easy road-bed like the drive around Brookline reservoir in this city. The line of march was as follows: South on Michigan avenue to Thirty-first street, east to South Park avenue, south *via* Grand boulevard to Fifty-first street; dismount and slack wheels; refreshments; mount and then east to Drexel boulevard, countermarch by the fountain, north to Oakwood boulevard, west to Grand boulevard, north *via* South Park avenue to Twenty-second street, west on Calumet avenue, north to Twenty-first street, west to Prairie avenue, north to Sixteenth street, west to Michigan avenue, north to Exposition building. There were about thirty mounted policemen with the procession, under command of Major Heinzman, and the wheelmen could not speak too highly of the way in which they were looked after by the Major and his men. They were not compelled to stop once, as all the streets were clear, and it was the general opinion that Chicago has one of the best drilled police forces in the world. The review was held in the grand boulevard. Opinions of both press and spectators varied respecting the best appearing clubs; the favorites, however, being the Cincinnati, the Boston, the Chicago, the Milwaukee, and the Champion City Clubs. Of course the Massachusetts and Chelsea Clubs were included in the popular estimate of the Boston delegation; and as one of the three representatives of the Chelsea Club, modesty forbids our expression of opinion on a matter of such vital importance as the comparative excellence of appearance and bearing in the line review.

The number of wheelmen in line, by actual count, was 294. The wheelmen arrived at the Ball Park about two o'clock, and were photographed on the seats at the northeast corner of the grounds. About 250 were in the group. The picture will be 14 x 17 inches, and about 400 copies will be printed. The work was done by the Photo-Mechanical Printing and Publishing Company, of Chicago. The shower prevented the marine bicycle race, which was to have taken place on the basin at half past two o'clock. Three marine bicycles were in the water, and some time was spent in testing them, after which the wheelmen went to dinner.

The parade was officered as follows: Commander, S. A. Marsden of New Haven; staff, Frank W. Hinman of New Haven, Dr. A. G. Coleman of Canandaigua, Alfred Ely, Jr., of Cleveland, A. S. Hibbard of Milwaukee, Fred. Aldrich of Chicago, George H. Day of Hartford, and Buglers Frank L. Sargent of Cincinnati and Arthur Meeker of Chicago. First division, under command of Marshal J. M. Fairfield of Chicago; second division, commanded by Mr. K. N. Putnam of New York City, with William V. Gilman of Nashua, N. H., and Fred. H. Benton of New Haven as aids.

THE BANQUET.

The members and guests entered the banquet hall at about half past eight o'clock, P. M. and spent over two hours among the edibles and speeches. Vice-President Fairfield, presided over the festivities, and after the phenomenal stomachs of the wheelmen had been satisfied, introduced Mayor Harrison the jovial and popular chief magistrate of Chicago, who made a most excellent and cordial address of welcome and congratulation to the visitors, expressing his hearty sympathy with bicycling, and admiration of its representatives assembled. He also assured them that so long as he had any influence in the city or its councils it should be exerted in defending the rights and encouraging the growth of bicycling, as a health-giving pastime and recreation. When he arose the wheelmen gave him three cheers and a tiger, and he was so delighted with the reception that he said, "Boys, I wish I was a bicyclist after that." He then went on to say that they had seen the drives and boulevard, and the walks and windows, packed with ladies and gentlemen, and they had seen the waving of handkerchiefs by fair hands as they passed along in procession, so that they could not but have felt that they were already welcome to Chicago. He had wished that he was young again, so that he might be able to ride a bicycle. He thought it was a misfortune to be a gray-headed man under such circumstances, and he wished that he might have been born later, so that he could enjoy riding a bicycle. When he got out of that bed of roses, the mayoralty of Chicago, where he never was attacked by the newspapers or prayed for by the preachers, he would endeavor to ride a bicycle. If they thought that he could n't ride, they ought to see him on his Kentucky horse. He spoke at considerable length, and prophesied the almost universal use of the bicycle. He was followed by Commander Marsden, Vice-President Parsons, Capt. Hodges of Boston, President Miller, Capt. Miller of Chicago, Director Munroe of Buffalo, Secretary Putnam, Dr. Coleman of Canandaigua, Mr. Bennett of Cincinnati, and other notable wheelmen. The *menu* was excellent and well served, but without unusual display, the tables being simply decorated with bouquets, and each guest was furnished with a buttonhole nosegay.

The local arrangements were all excellent and well carried out, and the Chicago clubs are to be congratulated on the success of their efforts as a whole.

The Essex County Wheelmen.

IN response to the invitation of the Lawrence Bicycle Club of Lawrence, the wheelmen of Essex County — or more strictly speaking, about one hundred of them — met and held a convention in that city, 30 May, at the Hotel Brunswick. The meeting was called to order by President Currier of the Lawrence Club, who in a short and happy speech stated the object for which they had been called together, — namely, the formation of a League of Essex County Wheelmen, the object of which would be to facilitate touring, promote good fellowship, and generally to look after the interests of the wheel; at the same time it was not to clash in any way with the L. A. W., but to help that cause along if possible.

Mr. M. D. Currier was chosen temporary chairman, and J. F. Adams of Haverhill, temporary secretary.

On motion the Chair appointed as committees on organization: —

E. E. Branch of Lawrence, J. H Bowie of Salem, W. E. Bixby of Haverhill, F. W. Goodwin of Lynn, J. R. Sumner of Newburyport, and H. L. Sherman of Lawrence.

On motion the Chair appointed as committee on constitution (said committee to report before committees previously appointed) A. I. Dupont of Andover, George Chinn of Marblehead, and A. D. Blanchard of North Andover.

The several committees having retired to deliberate, it was unanimously *Resolved* by the visiting wheelmen that the Lawrence Bicycle Club deserve and have their hearty thanks for the unbounded cordiality and hospitality which has been shown to them (the visitors) to-day.

Returning to the meeting, the chairman of the committee on constitution presented the following draft, which was adopted — with amendments — by sections, as follows: —

Constitution of the League of Essex County Wheelmen.

NAME.

ARTICLE I. — This organization shall be known as "The League of Essex County Wheelmen."

OBJECTS.

ARTICLE II. — Its objects shall be to promote the general interests of bicycling, and to encourage and facilitate touring.

MEMBERSHIP.

ARTICLE III. — Any amateur wheelmen in Essex County, of good standing, may become a member of this League upon payment of an initiation fee of fifty cents. The standing of an applicant for membership shall be decided by the local wheelmen.

OFFICERS.

ARTICLE IV. — Its officers shall be: a president, vice-president, secretary, treasurer, commander, and an executive committee, to be composed of one member from each town and city; these officers to form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this constitution, and shall have power to fill all vacancies.

The committees on organization reported two lists of officers, which were as follows: —

For president, M. D. Currier of Lawrence; vice-president, E. F Davenport of Marblehead; secretary and treasurer, Chas. Giddings of Beverly; commander, Chas. H. Goodwin of Haverhill.

The second ticket was: For president, M. D. Currier of Lawrence; vice-president, A. J. Philbrick of Salem; secretary and treasurer, J. F. Adams of Haverhill; commander, W. O. Faulkner of Lynn.

Committee's report was accepted, and they were discharged; and on motion the convention proceeded to ballot for officers, with the following result: —

For president, M. D. Currier of Lawrence was chosen by acclamation.

Messrs. M. D. Spooner of Lawrence and David Smith of Andover were appointed to collect, sort, and count ballots for vice-president, and reported as follows: Number of votes cast, 62; necessary for choice, 32; E. F. Davenport had 32; A. J. Philbrick, 28; scattering, 2. E. F. Davenport was declared elected.

The offices of secretary and treasurer having been separated by an amendment of constitution, the same committee collected, sorted, and counted the ballots for secretary, and reported as follows: Number of votes cast, 62: necessary for choice, 32; J. F. Adams had 60; Charles Giddings, 2. J. F. Adams was declared elected. For treasurer, J. P. Burbank of Salem was elected by acclamation. Mr. C. H. Goodwin's name for commander having been withdrawn, W. O. Faulkner of Lynn was elected by acclamation. The following names were proposed for executive committee by the delegates from the several cities and towns, and were unanimously elected. Francis Cogswell of Lawrence, Frank Winship of Lynn, Malcolm Douglass of Andover, A. D. Blanchard of North Andover, R. H. Robeson of Salem, P. H. Shirley of Marblehead, F. D Smith of Newburyport, and W. E. Bixby of Haverhill. Beverly's delegates having been obliged to leave for home, no director was named for that place, it being the sense of the meeting that each town should have the right to name its own director. Meeting adjourned.

J. FRED. ADAMS, *Sec.*

The Massachusetts Bicycle Club.

THE sun shone bright and clear on the morning of Decoration Day, 30 May, as the Massachusetts Bicycle Club pulled on its long blue stockings, congratulating itself meanwhile that at last a club run had been favored by pleasant weather. The run had been called for nine o'clock A. M., and at that hour a baker's dozen of "boys in blue" were mounting wheels beside their comfortable headquarters on Columbus avenue. Several Cambridge members fell into line on the Mill Dam. At the Reservoir a dismount was made for a few moments, and a few words exchanged with the stray wheelmen almost always to be seen lounging about the "culvert" at the upper end of the large basin, and then the club was awheel again, climbing up the long grade toward Newton Centre. At Hammond street a turn was made in the direction of West Roxbury, and the club rolled rapidly along that beautiful highway, enjoying to its utmost capacity the perfect road and sweet spring air, and admiring the charming views of beautiful fields freshly robed in their new spring suits of green, and the new white uniforms of the many apple-trees. A little further on, a road is reached that has not been "sandpapered" for at least a week, and now commences the serio-comic business of the day. "Our bugler," intent upon the beauties of nature all about him, does not notice the white petal of some fragrant apple blossom in the pathway before him, and carelessly allows his wheel to roll upon the tiny obstruction; a moment of agony for "our bugler," a moment of triumphant victory for the tiny white leaf from the apple bloom, and "our bugler" is a mass of struggling confusion 'neath a stanch, full-nickelled Harvard. Five seconds later and every rider is bending anxiously over the fallen blower of the trumpet; thank heaven, he is not dead, else he could not groan so loud! But what a sight! a miller never was more white from the dust of his mill than our handsome bugler from the dust of that West Roxbury road; and *such* a nose! the jolliest toper that ever smacked his lips over his brandy and soda never boasted a more beautiful "toddy blossom" than now illuminated the countenance of this staid old Massachusetts man. But he was not killed, and every one congratulated every one else, and moved on. Just before Dedham was reached, a little 46er was seen to jump suddenly over the head of his machine, and disappear for a moment beneath some bushes beside the road: and then he hastily returned, remarking something about a magnificent butterfly that he had been trying to catch for his collection.

At Dedham a hundred quarts of real milk were quaffed by the thirsty wheelmen. Then came a nine-mile struggle against a head wind to Hotel Wellesley, where the Worcester Club extended its friendly flipper. Messrs. Pratt and Tolman and other famous wheelmen were there, and seemed to be enjoying themselves in true bicycler's fashion. It was quite a novelty to see two 6-inch men together, — Mr. Tolman of the Worcesters and Lieut. Griffiths of the Massachusetts. After dinner Baker's interesting grounds were looked over, and at 5 P. M. the club turned its tireless tires toward Boston, and after a rapid run of twelve miles an hour, by watch and cyclometer, the Decoration Day run was something of the past.

CARL.

Bicycling in France before the War.

BICYCLING really commenced in France in 1868, although as early as 1865 Mr. Michaux, son of the manufacturer to whom is due the application of the pedal, had used a machine. At that period he rode a machine with both wheels of the same size, and only 31½ inches in diameter. In 1867 Mr. Michaux rode a 35-inch wheel. In 1868 several race meetings were held in different parts of France, in which some twenty wheelmen took part. Mr. Moret, a young man nineteen years of age, succeeded in beating all the principal racers, and may be

considered the champion for that year. In the early part of the year he rode a 35-inch machine, but in a race at Enghien he won a 40-inch wheel, which he afterwards rode. The principal prizes were won this year by Messrs. Moore, Tribaut, Castera, and Michaux, but times and distances were not recorded; which is unfortunate, as they would be of great interest now. Bicycling affairs took a great "boom" in France in 1869. Many new manufactories, were established in different places, the number of riders multiplied so rapidly that a special organ, *Le Velocipede Illustre*, was published, and met with great success; clubs were formed everywhere rivalry sprang up among the amateurs of the new sport, and as a natural result great improvements were made in machines. From April to September races were held every Sunday, and sometimes during the week, in many of the principal cities. Medals and money prizes, sometimes as large as $200 (1,000 francs), were offered at these races. Mr. Castera won the title of champion for 1869.

The principal event of the year was a road race from Paris to Rouen, a distance of seventy-six miles (one hundred and twenty-three kilometres). This race was organized by a manufacturing company called *La Compagnie Parisienne*. Four money prizes, the first prize being 1,000 francs, and a commemorative medal for each rider who should reach Rouen within twenty-four hours, were offered by this enterprising firm to induce wheelmen to enter for the race. Sunday, 7 November, 1869, was appointed as the day for the race, and at 7.30 o'clock on the morning of that day *one hundred* wheelmen started off, thirty-one of whom reached Rouen within the given time. Mr. Moore was first, — time 10h. 45m.; Castera and Bobilier came in second and third, in 11h.; and H. Pascaud arrived fourth, in 12h.. only 24m. ahead of Mr. Biot. Before midnight thirteen riders reached Rouen, and eighteen more arrived before 7.30 the next morning; one of these latter, a Mr. Tissier, rode a tricycle. Mr. Castera rode a machine with wire spokes and a rubber tire, and it is said to have weighed only forty-four pounds. Most of the machines were made of wood, and that of Mr. Bobilier, who arrived with Mr. Castera, weighed nearly ninety pounds.

During the year 1869 an exhibition of bicycles was given in Paris, and sixteen different machines of French make, one of English, and one of German, were shown. In the following year (1870) came that terrible war, and as one of its lesser results the total abandonment of bicycling. In the commencement of the year, France probably led the world in numbers of wheelmen and clubs, as well as in perfection of its machines; but the war gave bicycling a blow from which it is just beginning to recover. S.

Some Jersey Headers.

Mr. C. J. Wood, the new director for New Jersey, is an active member of the Orange Wanderers and the Hackensack Bicycle Club.

The Orange Wanderers escorted the Brooklyn and Kings County Clubs from Newark through the Oranges to Montclair, and return, on Decoration Day. Thirty wheelmen participated in the run, and all voted it a most delightful one. Dinner was served at the Mansion House (L. A. W. Hotel), Orange, after which the visitors rode to Newark and took the train home.

Director Johnson, of the O. W.'s, rode a Cheylesmore D. D. tricycle up the Park Hill, Orange Mountain, Saturday evening, 3d inst. This is considered the most difficult ridable hill in the State, and has never been surmounted by a tricycle before, though three or four bicycles have been ridden up it. The surface is fine, hard macadam, and the grade about one in three (?). Length, one fifth mile. There was none of the slip so strongly felt in the two-wheeler.

It is reported that an ingenious Newark 'cycler has patented a flexible stovepipe bicycler's legging for the protection of his fellow-townsmen. Which reminds one of the man with a big copper kettle, who found the mosquitos so unendurable while crossing the Newark flats that he inverted the kettle and crawled under it, whereupon the "bloody varmints" settled in vast hordes and commenced calmly to drive their bills through the metal in search of the tender morsel beneath. The prisoner, however, had a hammer with which he proceeded to clinch on the inside these ferocious weapons. Well — the mosquitoes flew off with the kettle, and the man ——.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The League Racing Rules.

Editor Bicycling World: — I stand up on one of the back benches to protest, in a humble way, against that part of the L. A. W. racing rules which prescribes a standing start for all races, or no record. This rule was no doubt adopted after consideration. Probably it was adopted because most of the racing men who have records desired it to be so. I have no record; I never shall have one, unless somebody invents an improvement to make other wheels go slower than mine. The dignified pace of sober age suits my capacity best. But I claim — though wheelmen generally may be surprised that I should do so — a mild and modest interest in all matters pertaining to the wheel.

If I am not mistaken, among the principal reasons underlying the adoption of the standing-start rule were these: 1. That this is the English rule. 2. That those who now have records obtained them under this rule. 3. That to change this rule would interfere with comparisons with former records in this country and Europe. If the sport were new, and rules were now to be made *ab initio*, I doubt if this rule would have been adopted.

I object to it for several reasons. 1. It renders a race not entirely a contest between the riders themselves, but partly between the skill and speed of the riders, and partly between the skill of the starters. I have myself twice seen the best rider in a race dismounted, and three times one of the best set back, by the blunder of his starter, although the starter was in each instance trained, and might not make another error in a score of races. 2. The true principle is to reduce everything to the skill and speed of the riders alone, unaided and unhindered by any assistants. 3. The flying start, with a rule that there shall be a scoring line thirty feet back of the scratch, that the men shall mount and cross the scoring line abreast, and ride abreast across the starting or scratch line, making it a false start and liable to a recall unless they pass over this thirty feet together, and cross the scratch abreast, would effectually prevent jockeying by attempting to get in fine at too great speed. Also, any dismount before crossing the scratch should occasion a recall, and the judges should have the power to place or exclude any rider who would not, in three trials, make a fair start. 4. If there must be a standing start, every rider should be required to mount and start his own machine without assistance. If he rides a machine difficult to mount alone, that would be his own fault; or if he could not mount easily and quickly. And a foul in mounting, or a fall, should be reason for a recall, with placing or exclusion after a third trial for the guilty ones.

I think the flying start the fairest and best. I believe this will become the rule some day. It will reform handicapping, so as to compel the giving of time at the end of a race, instead of distance at the beginning; and it will tend to separate racers into classes, like trotting horses, according to their records. It will leave each rider solely to his own resources of skill and speed. It will give every rider a fair command of his machine before he begins to race. It is the popular American method, — the English start their trotting horses from a standstill, which we never do. Records under the standing-start system can be compared with the flying start by allowing an agreed-upon average difference in seconds, and always stating under which system the record was made; at least I think the rule should allow a flying-start record, with the letters f. s. attached to show the start, and s s. for standing start. To exclude the flying start from any record, when it is much the most popular, when it allows the spectators to see the start most clearly, and when it makes every competitor in the race dependent entirely upon his own unaided skill and speed, seems to me unwise, and calculated to detract from public interest in bicycle races. In these opinions I am joined by many wheelmen who, like myself, occupy humble positions on the back seats. B.

Essence of Professionalism Further Considered.

Editor Bicycling World: — In my last letter I tried to do justice to the curious position of the framers of the League Constitution, that while a greenback is "money," a ham is "glory"; and that while a racer who takes a ten-dollar bill for a prize and pays his grocer with it is a "professional," and is racing for the money he can make, the one who takes an order on the grocer for ten dollars' worth of goods is an "amateur," and races for "honor" and "love of the sport." I propose now to consider further the equally funny idea that while furnishing one's house by a successful race is evidence of disinterested love of the sport, working ten hours a day teaching the management of the wheel is mercenary and corrupting.

It should be borne in mind that the mere fact of getting money by knowing something about bicycles does not injure a man's character: it all depends on *how* he gets it, and the teacher does not get it in such a way as to damage or corrupt him in the least. His employment gives no opening in itself for dishonorable conduct, and it is grossly unjust to presume it in advance. The truth is, those who speak of a teacher of bicycling as practising the art for money are deceiving themselves with words. He does not do so in the sense in which a professional rider practises it for money, any more than the machinist who repairs bicycles, or the clerk who describes them to customers. Their functions are just as mercenary, just as "professional," and just as liable to make them "careless of their methods" as his; and there is no more reason why he should be barred from amateurship than they. It is a shame that this wretched and meaningless verbal quibble about "making money out of their knowledge of bicycling" should be allowed such weight, and made to uphold such an inequitable distinction.

A similar fallacy underlies the statement that "the theory is that one who devotes his whole time to any particular business will become more proficient in it than a person who gives it a portion of his time only." The teacher does not give his whole time to learning how to race, in any such sense as a lawyer gives his time to practising law, or a machinist to working over machinery. Much of his time is given to business no more in the nature of training himself for racing than if he were running an old-fashioned cider-mill, or teaching a country school; and what he has for private practice is no such formidable thing as to grow alarmed over and make a special rule about. I know the "theory" is that he is sure to become a first-class racer in the employment; but the very point of my argument was that the theory is nonsense, and is not borne out either by facts or reasoning. The truth is notoriously the converse: that they are hired or set up as teachers *because* they are experts in the use of the machine already. Their skill is their original stock in trade: they do not gain it afterwards. If the rule were made that after a racer has shown a given degree of skill, he shall be forced to quit the amateur ranks, there would be some sense in it; but a rule that a man shall be supposed to have fine racing abilities, and also a corrupt character, by virtue of his employment, without further evidence, is a gratuitous affront to the understanding. As it stands now, the teacher has no place at all if he is not a gifted racer: he can't race in professional contests because he would always get beaten, and he can't be an amateur because the sapient League officers consider him a dangerous character.

A word more on the injustice of this: If bicycling is to become general, there *must* be teachers of it. It is not like athletics proper, where those who are trained are trained for competitions, and have no other reason for being trained; it is more like teaching children to walk. I deny that it is "impossible to make any distinction between the teacher of slow and fancy riding and the trainer of racers": that distinction is as clear, radical, and fundamental as that between amateur and professional riders, — much more so if the League rules are taken as a guide. The object of the former is not to make "sports," but road riders; and unless some one teaches them, most of them will never ride at all. The vocation is not only honorable, but indispensable; and it seems to me the height of unfairness to proscribe a class of men without whom the business would virtually come to a standstill, or to insist on affixing degrading conditions to the acceptance of the employment. The result can only be to lower the character of the teachers, and by consequence of those to whom they teach.

Finally, in reply to Mr. Stall's resentful disclaimer of wheelmen's doing anything so mean as to sell even a piece of merchandise won in a race, I freely credit him with a much tenderer conscience and keener sense of honor than my own: for I confess I cannot see the moral difference between using an article and swapping it for something I want more or selling it outright. It all goes into my pocket just the same. I took it for granted the permission to race for such a prize was a tacit permission to do what one pleased with it without any moral obliquity. The fact is, racing for goods is racing for money, disguise it as one will; and what shape they take is of very little importance. Besides, how is any one to keep track of such prizes; who will ask for or care to trace them? Mr. Stall can show his medals or cups to his visitors; but if I called upon him, would he show me the remains of a pair of breeches framed and hung up in the parlor, or an empty potato sack in a glass case? Would a friend say, "Why, where is the barrel of kerosene you won at the Institute?" or remark, "I don't see that quarter of beef you scooped in at Attleboro'"? I doubt it. (Of course I am putting hypothetical cases, and supposing him to be a family man, which I hope he is for his own enjoyment.) It is only necessary to state such possibilities to show the absurdity of raising any high-toned moral questions about the matter.

The foregoing analysis of the League rules has shown, I think, that they rest on no basis of reason or intelligent discrimination, but a mixture of heedless copying of other associations' rules and sheer arbitrary caprice. "We won't let teachers in because — we won't let them in, and there 's an end on 't." This is what it comes to, and perhaps is all that can be expected; but it is very much less than justice demands. And with this I take leave of the subject, and make room for others to be heard. F. M.

Boston, April 30, 1882.

L. A. W.

Amateur Bicyclers everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00: or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the Bicycling World, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

All League Clubs and unattached wheelmen should subscribe to the Bicycling World, which, as the official organ of the League, will contain all important notices to League members.

The "League Hand-Book," containing list of members, directors, consuls, etc., can be obtained from the Bicycling World, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

Officers L. A. W.

President, W. H. Miller, Columbus, Ohio.
Vice-President, A. S. Parsons, Cambridge, Mass.
Corresponding Secretary, K. N. Putnam, 54 Wall street, New York.
Recording Secretary, A. S. Hibbard, Milwaukee, Wis.
Treasurer, Wm. V. Gilman, Nashua, N. H.

DIRECTORS.

California. — Geo. H. Strong, San Francisco; G. L. Cunningham, San Francisco.
Connecticut. — T. B. Beach, Hartford; Dr. T. S. Rust, Meriden.
District of Columbia. — P. T. Dodge, Washington; Max. Hansman, Washington.
Illinois. — J. M. Fairfield, Chicago; H. G. Rouse, Peoria.
Indiana. — Harry Bates, Indianapolis; John O. Perrin, LaFayette.
Iowa. — D. R. Craig, Keokuk.
Kentucky. — H. Beddo, Louisville; C. W. Macklin, Frankfort.

Maine. — C. H. Lamson, Portland; F. H. Ellwell, Deering.
Maritime Provinces. — Clarence H. Dimock, Windsor, Nova Scotia.
Maryland. — Albert Trego, Baltimore; Clymer Whyte, Baltimore.
Massachusetts. — Fred. S. Pratt, Worcester; E. C. Hodges, Boston.
Michigan. — Frank H. Escott, Grand Rapids.
Minnesota. — Chas. N. Chadbourne, Rochester; C. H. Porter, Winona.
Missouri. — F. M. Gifford, Edina; Richard Garvey, St. Louis.
New Hampshire. — C. A. Hazlett, Portsmouth; E. M. Gilman, Nashua.
New Jersey. — L. H. Johnson, Orange; C. J. Wood, Hackensack.
New York. — W. F. Gullen, Brooklyn; J. O. Monroe, Buffalo
Ontario. — S. W. McMichael, Brantford.
Ohio — Fred. T. Sholes, Cleveland; J. G. Kitchell, Cincinnati.
Pennsylvania. — Chas. Bellz, Pittsburg; W. E. Montelius. Philadelphia.
Quebec. — H. S. Tibbs, Montreal; W. N. Campbell, Quebec.
Rhode Island. — Chas. T. Howard, Providence; A. G. Carpenter, Providence.
Vermont. — A. W. Childs, Brattleboro'; Geo. E. Styles, Burlington.
Wisconsin. — A. A. Hathaway, Milwaukee; A. C. Jones, Milwaukee.

STANDING COMMITTEES.

Rules and Regulations. — W. H Miller, Columbus, Ohio; F. S. Pratt, Worcester, Mass.; C. H. Lamson, Portland, Me
Rights and Privileges — A. S. Parsons, Cambridgeport, Mass.; F. T. Sholes, Cleveland, Ohio; W. V. Gilman, Nashua, N. H.
Membership. — K. N. Putnam, New York, N. Y.; W. F. Gullen, Brooklyn, N. Y.; L. H. Johnson. Orange, N. J.
Racing. — E. C. Hodges, Boston, Mass.; A. A. Hathaway, Milwaukee. Wis.; Clymer Whyte, Baltimore, Md.

CURRENTE CALAMO

WELL!!

DID *you* go?

To the Chicago Meet?

THE Capital Club of Washington rode to Great Falls, Decoration Day.

MILWAUKEE turned out the largest number, — eighteen men in line.

"PAPA" WESTON envies Jumbo because he never has to check his trunk.

THE racing season has commenced. Get in training, gentlemen, and lower the records.

THE Essex County Meet was half as large as that at Chicago, and all the city enjoyed it

THE Providence Club sent two of its best and handsomest members to represent it at the Meet.

THE Milwaukee and Cincinnati men generously and materially aided the local wheelmen in their arrangements.

The Boston Club had the largest representation of any Eastern club, — ten men in line; fifteen members in the city.

DOCTOR COLEMAN, of Canandaigua, went as far as Rochester with the Boston Club on the return trip from Chicago.

COMMANDER MARSDEN handled his army admirably, and all things considered we think he would make a good Connecticut governor.

THE press of St. Louis is pretty unanimous in animadverting on the wretched condition of the streets of that city. Come, bicyclers, wake up.

"PAPA" came near being taken in by female banco steerers while the line halted at South Park; but two of his children, who saw the danger, promptly stepped from the ranks and led him out of his peril.

THE Crescent Club are naturally indignant at the action of the Massachusetts Club delegates, and indorse the action of the Boston Club.

THE Roxbury Bicycle Club made an enjoyable run to Cohasset and return, in company with members of the Crescent and Union Athletic Clubs.

THE Cincinnati Club looked quite natty in their rich olive-green suit of velveteen, and won much admiration for their fine riding and appearance.

OUR copy of the stenographic report of the L. A. W. business meeting has not yet come to hand, and we must therefore defer its publication another week.

PARTICULAR attention is called to the advertisement headed "Bicycle Reward." Here is a chance for a person to make $25 with little trouble. Look about for a Special Columbia, No. 586.

EITHER Prince or Rollinson or both could easily have done their seventy-five miles daily each, inside of five hours, at the Casino; or either alone could have beaten the horseman in the six-days' ride.

COMMANDER MARSDEN and FRANK HINMAN were entertained in Washington last Friday by members of the Capital Club. The Capitals are contemplating a steamboat excursion at an early date.

THE Essex Bicycle Club of Newark, N. J., with a number of New York wheelmen, made a run to Plainfield, Memorial Day, indulging in a dinner and a parade. The Orange Club of the same city went to Pompton.

THE portion of the Boston Club that did not go to Chicago "split up" on Decoration Day, in the absence of their captain, and rode whithersoever they listed, some going to Salem, some to Gloucester, and some to other localities.

VICE PRESIDENT FAIRFIELD and the Chicago wheelmen labored earnestly and successfully for the entertainment, comfort, and convenience of the visitors, and they are to be congratulated on the excellence and orderly conduct of the parade.

CAPTAIN C. J. SIDEY, late of the Montreal Bicycle Club, but now in Edinburgh, sends us a circular of the Scottish Meet, to take place in the latter city, 17th inst., he being honorary secretary and treasurer for the occasion.

THE members of the Boston Club each carried two small silver-plated sleighbells on his handle bar, which kept up a continual jingling and produced a pretty effect, much admired by all and eliciting complimentary notice from the Chicago press.

WE cordially thank the officers and members of the Montreal Bicycle Club for a handsomely mounted 10 x 14 photograph of the club. We invite friends to call at our office and see the "Club Dawg," "Jingling Johnny," "Hungry Tommy," and the rest of 'em.

THE correct roster of clubs at the Meet, and the full report of the business meetings with the revised constitution, will be given in the WORLD next week, and every member of the League will receive a copy, as an extra large edition is specially ordered for the purpose.

THE Massachusetts Bicycle Club holds its first championship race at Beacon Park to-morrow, Saturday, 10 June. This is sure to be an exciting event, with three remarkable riders, Messrs. Ahl, Claflin, and Corey contesting first position. The race is called for 4 P. M.

C. F. HANDY, the bicycle dealer of Providence, R. I, whose rink was destroyed by fire a few months since, opened new quarters on Saturday last, on which occasion he received a large number of friends. The new rink contains a bicycle track, shooting gallery, pool room, etc.

WHEELMEN at the League Meet in Chicago, who were so indignant at the scurrilous article in the *Times* of that city on Tuesday morning, will be glad to learn that the editor repudiates the article, and has discharged the low-minded fellow who smuggled it into his columns. Furthermore, the editor not long since ordered a bicycle of the manufacturers for his own son.

THERE is to be a most interesting and exciting bicycle race at the Casino, Saturday evening of this week, and the contests will be genuine. We are informed, in addition to the announcement in our advertising columns, that Prince and Rollinson will be scratch men, Morgan and the Harrisons will be allowed one mile each, and that Mlle. Armaindo will also compete, with a five-mile handicap to her credit.

WM. M. WOODSIDE, late of New York, is now in Ireland, and is surprising the natives by his performances on the race track. At the annual sports of the Templepatrick A. A. Club he carried away the first prize, a silver tea service, in a two-mile race. At Belfast, in the sports of the Queen's College Club, he engaged in a two-mile handicap, gave our old friend, C. D. Vesey, seventy yards, and beat him handsomely. The same day he left his opponents, in a four-mile race, many laps behind. Mr. Woodside now hails from Coleraine.

HORSES VS. BICYCLES. — The race between the horses and the bicyclers terminated on Saturday evening at the Casino. Mr. Le Roy, the horseman, accomplished seven hundred and thirty-six miles, and the bicyclists but seven hundred and seventeen miles. The particulars of the affair we do not care to go into, because the race was not run on its merits, and the horseman was allowed to win. Such riders as Prince and Rollinson could easily have covered one hundred and fifty miles in the ten hours given them, had they been inclined to. Many floral tributes were given to the contestants by lady friends, and the farce was completed by a presentation to Rollinson on the grand stand, by "his many friends," of the same gold bicycle with a diamond centre originally presented him by Elsa von Blumen, last August, at Albany, where he won the first place in a trick-riding contest against no competitors, and which has since done duty as a "testimonial" on many occasions.

DRIVING several times in the park within the past two weeks, when it was very much crowded with vehicles and equestrians, and when mingled among them were a considerable number of bicycles, *we made it a point* to notice what effect they would have upon the horses, and we can say that in *no single instance was the slightest attention paid to them.* The risk run by the riders of these graceful machines is much greater, apparently, than those in vehicles; and we may add that the danger from fast, unlawful driving is five times more to be apprehended. — *Germantown (Philadelphia) Telegraph, May 31.*

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — 56-inch Standard Columbia; originally full-nickelled, but now a little rusty, otherwise good as new; ball bearings to large wheel; will sell very cheap. Address CHAS. P. SHILLABER, Boston, Mass.

FOR SALE. — A 50-inch ball-bearing Columbia; brand new; has not been used but three weeks; owner wants a larger one. Address U. J. WARREN, Lincoln, Ill.

FOR SALE CHEAP. — A 52-inch full-nickelled Standard Columbia; new in 1881; in perfect running order; will sell (inside thirty days) for $60 cash; Hill & Tolman bell, and Pope lamp attached. Address LOCK DRAWER F, Decorah, Ia.

FOR SALE. — A 54-inch half-nickelled Standard; in excellent condition, and ridden but little; will be sold with pants and stockings for $65; a bargain. Address WALTER DEAN, Box 206. Attleboro', Mass.

BICYCLE REWARD. — $25 will be paid to any one writing me where a 52-inch full-nickelled Special Columbia can be seen, with the number 586 stamped on top of back from directly in front of saddle, as the peculiar mechanism of this machine is valuable to the advertiser. Address PROF. EDWARD P. ZONGIBOR, Box 509, Natick, Mass.

SEND 30 CENTS AND GET FIFTEEN bevel-edge crescent and turned-corner gilt-edge cards with your name and new League badge neatly printed on, to JAMES A. SPEAD, South Newmarket, N. H.

WANTED. — A good Second-hand Bicycle, 48 or 52-inch, at a very low price. Address, giving full particulars, E. E. BARRETT, Miller's Falls, Mass.

FOR SALE. — A 56-inch Expert Columbia; half-nickelled; in first-rate order; been run about two weeks. Address L. C. TRAVERS, South Gardner, Mass.

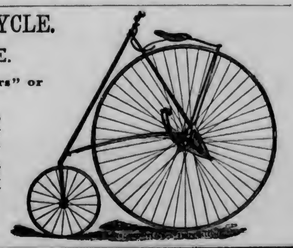
MUST BE SOLD THIS MONTH. — Special Centaur Tricycle; 48-inch wheels; ball bearings; front steering; strap brake; cost $140; price, $75; crated. A 58½-inch Yale Racer; full-nickelled; Brown's ball pedals; almost new; cost $156.50; price, $100. Racer may be seen at the Cunningham Co's. L. H. JOHNSON, Orange, N. J.

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention
A. J. PHILBRICK & CO.,
SALEM, MASS.

LEAGUE
Photographs,
TAKEN AT THE MEET IN CHICAGO,
NOW READY.
PRICE, 17 x 20 for framing.....$1.25 each.
" 5 x 8 Album size..... .50 each.
Send, unmounted, free by mail on receipt of price. These pictures are sharp and well executed, and every person is clearly defined.
THE JOHN WILKINSON CO.
77 State Street - - - - - CHICAGO, ILL.

WORLD JOB PRINT,
A. BASSETT, MANAGER.
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.
The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,
H. B. SMITH MACHINE CO., Smithville, Burlington Co., N. J.


MISCELLANEOUS.

4 line Advertisements in this department, $6 per year.

ST. LOUIS, MO — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock at Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R. Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

LEAGUE BADGES. — We have now a stock of L. A. W. Badges, Scarf Pins, and Watch Charms. Those who desire to purchase are invited to call at this office, 8 Pemberton Sq., Boston, and examine.

COY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.



Exact Size. WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

Rintelman's Patent Adjustable Bicycle Saddle.



This is positively the best Saddle made. It combines comfort, durability, and neatness. The seat is padded with the best of curled hair, and well ventilated in the centre by large eyelets or "grommets." It is easily adjusted by means of a turn-buckle located in the bottom of the frame. No hard points are exposed where any weight touches the saddle. Liberal discount to agents. Send for circular.

Price for Plain Saddle.....$3 50
Price for Nickel-plated Saddle 4 50

Address, AUGUST RINTELMAN, MILWAUKEE, WIS.

Bound Copies of Vol. IV.

BICYCLING WORLD

Now Ready. $2.00, postpaid.

THIS IS NEW

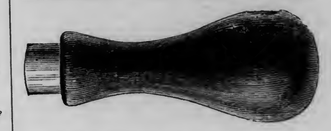
Bicyclers' Handy Hook

To fasten trowsers at bottom. Take a reef in your pants! Save leggings; neat, strong, pliable and every way effective. Send four 3c. stamps for sample pair. Everybody uses them. Every bicycle dealer sells them. Trade supplied by the

OVERMAN WHEEL COMPANY,

HARTFORD - - - - CONN.

BICYCLES, BICYCLES, BICYCLES. Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.



HEADQUARTERS FOR

Patent Rubber Bicycle Handles.

ELASTIC TIP CO.

157 Washington St. - - BOSTON, MASS.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable.*

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new 'Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

BICYCLING LITERATURE. } We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00	Cycling Sketches, cloth	$1 00
" " 2, " "	2 00	Wheelman's Year Book	50
Patent File and Binder for World	1 00	Photographs of Wheelmen at Newport	2 00
American Bicycling Journal, bound in cloth	4 00	SUBSCRIPTIONS.	
L. A. W. Hand-Book, 1881	30	Cycling, Newcastle-on-Tyne, England (monthly)	1 00
Sturmey's Indispensable, 1880	30	Cyclist, Coventry, England (weekly)	1 75
" " 1881	50	Le Sport Velocipedique, Paris (weekly)	1 75
American Bicycler, by Charles E. Pratt	60	Bicycling News, London, England (weekly)	3 50
Velocipede, History of	30	Bicycling Times, London, England (weekly)	3 50
Lyra Bicyclica; Poems by J. G. Dalton	60	Tricycling Journal, London, England (weekly)	2 00

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48, 50, 52, 54 inch. S. H. F. Premier, 48, 50 inch. Royal Challenge, Singer & Co., 38, 50, 52, 54, 56, 58 inch. S. H. F. Advance, James Beech, 48, 50, 52 inch. The Albert, 36, 38, 40, 52 inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche double driver, 48-in. wheels. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William L. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy. | Special Numbers, 10 Cents. | BOSTON, 16 JUNE, 1882. | Volume V. Number 6.

[VOL. V. CONTENTS. No. 6]

L. A. W. General Meeting at Chicago: Full Report of Proceedings	383
L. A. W. Officers' Meeting	390
The Crescent and Boston Clubs	391
Notes, Queries, etc.	391
Races	391
Wheel Club Doings: Ovid; Westboro'	391
L. A. W.: Applications; Notice to Members	392
Wheels at Hamilton, Canada	392
Brooklyn Wheelmen	392
Bremen Bicycle Club	393
Philadelphia	393
Tour through Ireland. V.	393
Currente Calamo	394
Editorial: English Records	394

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

T. T. ROBSON,

30½ HIGH STREET - - BOSTON.

MANUFACTURER OF THE

OFFICIAL BICYCLE SHOE

Ladies' and Gents' Tennis Shoes.

Clubs furnished at Club Rates.

EVERY PAIR WARRANTED.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits and Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England,	London - - - England,	Birmingham - - England,
(BAYLISS, THOMAS & CO.)	(SURREY MACHINIST CO.)	(THOS. SMITH & SONS,)
THE "HARVARD,"	THE "YALE,"	THE "SHADOW,"
ROADSTER AND SEMI-RACER.	ROADSTER, LIGHT ROADSTER & RACER.	LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY



How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA.

Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L, Rochester, N. Y.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.

Knife-Edge Treadle.

Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Co. n.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

SOULE PHOTOGRAPH CO.

W. B. EVERETT. W. S. SOULE.

PHOTOGRAPHIC ART PUBLISHERS.

A Specialty of Unmounted Photographs of Ancient and Modern Works of Art, embracing reproductions of famous original Paintings, Sculpture, Architecture, etc. Price, cabinet size, $1.50 per dozen.

Send 6-cent stamp for catalogue and supplement of 3,700 subjects, or $1.50 for sample dozen with catalogues. Address

SOULE PHOTOGRAPH CO.
338 WASHINGTON STREET,
(*Mention this paper.*) BOSTON, MASS.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

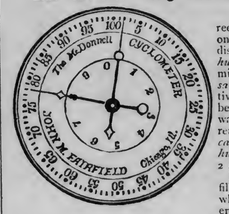
I claim the only adjustable saddle, and shall defend it.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

A New Cyclometer.



FULL SIZE

Warranted to record accurately on a bicycle all distances from *one hundredth* of a mile to *one thousand* miles. Positive action, cannot be jarred backward nor forward; readily attached, *can be used with hub lamp*; weight 2 1-2 ounces.

No direct orders filled in places where local dealers carry a line in stock.

Nickel-plated and well finished, price $4.00

FREDONIA, N. Y., April 8, 1882.

FAIRFIELD & TAYLOR: *Gentlemen*, — I enclose a money order for $4.25 for the Cyclometer. I put it on my wheel by the side of my own instrument, and to my surprise it has kept a true record this week, I having ridden about fifty miles and some of it *very* rough riding. I feel satisfied, and will recommend it to my friends.

Yours truly, E. N. BOWEN.

FAIRFIELD & TAYLOR.
Cor. State & Van Buren Sts., Chicago.

JEFFERY'S IMPROVED BELL.

The Strongest and Clearest Toned Bell made.



No. 1.

2¼ inch. Boys' Nickel-plated Bell.....$0 50

No. 2.

2½ inch. Favorite Bell. Nickelled Bell and Clamp, 0 75

No. 3.

3¼ inch. Nickelled Bell and Clamp. This is absolutely the loudest bicycle bell in use, 1 00

No. 4.

The Chiming Bell sounds two clear musical notes, and does not rattle..... 1 50



Manufacturer of the neatest and most durable low-priced boys' bicycles. Send for circulars.
Liberal discount made to dealers.

T. B. JEFFERY, 38 & 40 S. Canal St., Chicago.

H. C. BLUE & CO.

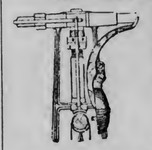
48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN. Worcester. Mass.

Rintelman's Patent Adjustable Bicycle Saddle.



This is positively the best Saddle made. It combines comfort, durability, and neatness. The seat is padded with the best of curled hair, and well ventilated in the centre by large eyelets or "grommets." It is easily adjusted by means of a turn-buckle located in the bottom of the frame. No hard points are exposed where any weight touches the saddle. Liberal discount to agents. Send for circular.

Price for Plain Saddle.....$3 50
Price for Nickel-plated Saddle 4 50

Address, AUGUST RINTELMAN,
MILWAUKEE, WIS.



HEADQUARTERS FOR

Patent Rubber Bicycle Handles.

ELASTIC TIP CO.

157 Washington St. - - BOSTON, MASS.

THIS IS NEW

Bicyclers' Handy Hook

To fasten trowsers at bottom. Take a reef in your pants! Save leggings; neat, strong, pliable and every way effective. Send four 3c. stamps for sample pair. Everybody uses them. Every bicycle dealer sells them. Trade supplied by the

OVERMAN WHEEL COMPANY,

HARTFORD - - - - CONN.

WE have in stock a few copies of Cycling Sketches, in cloth, $1.00, and Sturmey's Indispensable for 1880, 30 cents.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 16 JUNE, 1882.

The L. A. W. General Meeting at Chicago.

OUR readers who are not interested in the affairs of the L. A. W. must bear with us for devoting almost our entire space this week to the national organization. The annual convention comes but once a year and it is but just that members who could not attend, by reason of distance, should be informed of the doings of their representatives and others at Chicago. Although the report occupies more space than our regular pages would allow, and its entire publication necessitates several additional columns, we deemed it best to make one job of it, and let all else that could be delayed as well as not lie over another week; for we shall print an extra large edition, that every member may receive a copy of the full revised constitution and by-laws for immediate information and future reference, as it is not probable that a new hand-book will be published for a considerable period, and it would entail a much larger expense on the League, and considerably embarrass us, to extend the report through two or more numbers. With this apology for the omission of more varied, and perhaps more interesting matter, therefore, we respectfully submit for your consideration the report.

THE meeting was called to order at three o'clock, Vice-President Fairfield in the chair.

On motion, the Chair appointed Frederick T. Sholes of Cleveland, Ohio, recording secretary *pro tem*

Secretary Putnam read the minutes of the last meeting, which were approved.

In the absence of President Pratt, Secretary Putnam made the following statement: I suppose all present have noticed the resignation of Mr Charles E Pratt as president of the League of American Wheelmen, which was published in the BICYCLING WORLD. The board of officers saw fit to accept the resignation of President Pratt, with expressions of great regret at the decision that he had been forced to come to. He certainly had very good reasons for resigning, and he did not take this step hastily or without consideration. He gave me his reasons in full, which of course I cannot now give to the meeting, but which I assure the gentlemen were, so far as I was personally concerned, perfectly satisfactory, and justified him in the course which he pursued. This will explain the absence of the president's report, though I had hoped he would send one on, showing what had been done last year.

CORRESPONDING SECRETARY'S REPORT.

Corresponding Secretary Putnam presented his report, which was in substance as follows: —

During the year, over 2,000 communications had been received and answered. There had been nine hundred and seventy-nine applications for membership in the League received, two hundred and twenty-eight being from unattached wheelmen, and the remainder from forty-five bicycle clubs. Large accessions had been made from the West. Mr. Putnam in conclusion spoke of the pleasure he had had in his relations with clubs throughout the country, and said he thought if the League had done nothing else but to bind 2,500 men throughout the country together in mutual sympathy in the interest of bicycling, it had done a good work.

The report was received with applause and was unanimously accepted.

TREASURER'S REPORT.

In the absence of the treasurer his report was presented by Secretary Putnam (published in full in our issue of 2 June).

SECRETARY PUTNAM. — In the absence of Mr. Wistar, I may say that the League might have searched far and wide to have found a better and more efficient treasurer then he has proved. He has systematized the work of his office so that his successor will have a very easy time of it. He has criticised every cent expended, and every item of personal expense beyond his office has been submitted to the finance committee and approved before being paid by him. In accepting that report, I think the League should pass a vote of thanks to Mr. Wistar for his efficient services during the past year. His services have met with no approval anywhere, so far as I can learn. They have been purely gratuitous on his part; and as the only way in which the League can testify their appreciation of the work he has done, I move that the report be accepted, and that the League pass a vote of thanks to Mr. Wistar.

The motion was carried with a unanimity that would have undoubtedly made Mr. Wistar's heart glad.

CREDENTIALS.

The Chair appointed the following committee on credentials: Angus S. Hibbard, Milwaukee; L. J. C. Spruance, Chicago; and Alfred Ely, Cleveland.

NOMINATION OF OFFICERS.

On motion of Secretary Putnam, the Chair appointed the following committee on nomination of officers for the ensuing year: Albert S. Parsons, Cambridge, Mass.; H. S. Livingston, Cincinnati; F. W. Weston, Boston; Fred. C. Aldrich, Chicago; and Fred. H. Benton, New Haven.

On motion of Mr. Edwards, the committee retired for consultation.

THE REVISED CONSTITUTION.

SECRETARY PUTNAM. — As a member of the committee on revision of the constitution, I will report the constitution, as amended at the meeting of the board of officers yesterday. The report may be amended as the gentlemen here may see fit.

Secretary Putnam read the following: —

1. THIS organization shall be known as the "League of American Wheelmen."
2. Its objects are: to promote the general interests of bicycling; to ascertain, defend, and protect the rights of wheelmen; and to encourage and facilitate touring.
3. Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of $1.00, and approval by the board of officers or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously; *provided*, that the entire active membership of any recognized amateur bicycle club may be received at one half the above-named initiation fee per member.

SECRETARY PUTNAM. — The board of officers yesterday adopted the following amendment to Sect. 3: "*Provided*, that any club that has a rule in its by-laws to the effect that every member shall be and remain a member of the League as long as he is a member of said club, may be received at one half the above-named initiation fee per member." The only change in this rule is in inserting the clause regarding the rule in the by-laws to the effect that every member shall be and remain a member of the League as long as he is a member of said club. That is in order to make the League, as far as possible, an association of clubs, reducing thereby materially the work of the secretary and the treasurer,

and reducing the expenses in many respects. It only applies to active members of the club; it would not refer to the associate members. As it stands at present, the secretary of a club that has just been formed sends to the secretary of the League six names, with $3.00, and says that is the membership of the club. The secretary of the League has no possible hold on the secretary of the club applying for members in enabling him to decide whether that is really the active membership of that club. A dozen members may join that club within the next week, and the League receive no advantage of it at all. If the League becomes an organization of clubs, all applications for dues are made directly through the club secretary, and the constitution and by-laws may have a clause to the effect that the dues of that club shall include entrance-fee dues to the League, and the members are relieved of trouble in the payment of League dues. That has been the cause of a great deal of trouble, and this amendment seems to the board of officers a decided change for the better.

Mr. DEAN. — How in case a man belongs to two clubs? How would the rule act in that case?

SECRETARY PUTNAM. — Under the rule he is entitled only to one vote, as a League member. Of course he would only pay dues as a single member of the League. Of course that rule would apply to members of a club who are already members of the League. He could elect to which club he should pay his League dues.

Mr. DEAN. — But the second club would be required to send his name in, and under the rules, without his entrance fees.

SECRETARY PUTNAM. — I think the secretary of the League could keep that matter straight.

Mr HODGES. — He would merely be required to be a League member, and he is a League member of the other club.

SECRETARY PUTNAM — I move that these new rules of the League shall stand as approved and ratified by this meeting unless otherwise decided The motion prevailed.

4. Its officers shall be a president, a vice-president, a corresponding secretary, a recording secretary, a treasurer, chief consuls, one from each State, and representatives, one for every hundred League members in each State; and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this constitution, and shall have power to fill vacancies.

SECRETARY PUTNAM. — Rule 4 is changed completely, and on the changing of Rule 4 depends all the changes following in the constitution. Under it, if there are only fifty members in each State, that State will still be entitled to a representative. I do not know whether the members appreciate that we entirely change the system of the League as it is at present. It now provides for two directors from each State, such directors to be elected at the anuual meeting of each State. This amendment provides for democratic government. Every League man is entitled to his vote whether he leaves his home or not. The election of these officers is provided for in succeeding rules, and is held in this way: The corresponding secretary in March sends out voting blanks to every League member in his State, with instructions to such League member as to how many representatives he is entitled to vote for. Then when those votes for consul and for representatives come in, they are taken by the committee on rights and privileges, sorted and counted, and the man receiving the highest number of votes for representative and the highest number of votes for chief consul is elected. Of course this may work rather unfairly for some of the League States. There are at present only nine States in the Union in each of which there is one hundred League members. Massachusetts would be entitled to about ten or twelve representatives and a chief consul. As the rule stood at first, there was no provision made for any State having a representative which had not one hundred League members. As it was amended by the board of officers, each State is to have a representative, although it may only have, say, fifteen League members. Each State is to have one representative and one consul. This is based entirely on the method of representation in the United States government: the representatives corresponding to the House of Representatives, and the chief consuls corresponding to the Senate. There has been a great deal of discussion and a great deal of dissatisfaction in various quarters in regard to the old constitution of the League, and it was deemed advisable by the board of officers to make a new departure in some way; and this seemed to them to be the best way to treat the matter. It is only an experiment, and it may prove a disastrous one to the League. If it is unsatisfactory, it can be rescinded in a year.

Secretary Putnam read the following: —

RULES.

OFFICERS.

1. The president shall preside at all meetings of the League and of the board of officers; shall appoint all committees not elected by ballot; may fill *pro tempore* any vacancy in any office or committee until the next ensuing business meeting of the board; shall exercise a general oversight in the affairs of the League; and shall make a report at its annual business meeting next subsequent to his election.

2. The vice-president shall preside, in the absence of the president, at all meetings of the League or of the board of officers, and perform in such absence all the necessary duties of the president at the time; and in case of the death, resignation, or removal of the president, he shall be acting president until the next annual election.

3. A chief marshal shall be appointed by the board of officers, who shall make suitable arrangements and regulations for the annual parade of the League, shall take command at the same, and may appoint such aids and staff officers as he may deem expedient.

SECRETARY PUTNAM. — This third rule is a change from the present method of having the commander one of the standing officers in the League. The old method does not work very well, as the commander might reside in a city a thousand miles from where the League Meet is held, and it would be unfair for him to deputize a real worker to the office at the place where the Meet is to be held, and then the commander to come on the day before the day of the Meet and take all the glory of it; so it was deemed expedient to provide that when the officers decide where the annual Meet of the League is to be held and the time of it, they shall have the power to appoint a marshal to take charge at that Meet. Of course that marshal would in most cases be appointed from the city in which the League Meet is held.

Mr. WOODWARD. — It seems to me to be much more satisfactory to have a yea and nay vote upon each article. I move a reconsideration of the former vote by which it was decided that each article should be considered as ratified if no fault was found with it.

The motion was put, and the Chair being unable to decide, a division was called for, which resulted as follows: Yeas, 48; nays, 31; and the motion was declared carried.

The question recurring on the adoption of the third rule, it was carried.

The following rules were then read:—

4. The corresponding secretary shall receive, cause to be published, and transmit to the membership committee all applications for membership; shall keep a register of all applications and any action thereon; shall receive and answer any correspondence with the members of the board of officers, and any appropriate correspondence with non-members of the League; shall notify all meetings of the League or of the board, and act generally under direction of the board or of the president; and shall submit a report at the annual business meeting of the League succeeding his election.

5. The recording secretary shall make and preserve appropriate records of all meetings of the League, and of the board of officers, a list of all members and officers of the League, with notes of all changes in the same, and he shall report to the board of officers at their business meeting next preceding the next annual business meeting of the League after his election.

6. The treasurer shall receive and be accountable for all membership and annual fees, and other revenues of the League; shall keep suitable books of account thereof, and of all disbursements; and shall pay out of the funds of the League only upon order of the Finance Committee, or any two members thereof. He shall give bonds for the faithful discharge of his duties whenever required by vote of the board of officers; shall make report in abstract at each regular business meeting of the board, and in full at the annual business meeting of the League next succeeding his election.

7. Each chief consul shall have general management and oversight of the affairs of the League in his respective State. He shall call and preside at all State meetings, shall approve and appoint one consul for each city or town in the State, and shall appoint League hotels.

8 Representatives shall forward to their chief consuls for appointment the names of members of the League to serve as consuls, and shall recommend hotels for appointment as League headquarters. They shall, in connection with their chief consul, have power to decide all local matters in their States, as provided for in these rules, and shall have a general oversight over the affairs of the League in their immediate districts.

SECRETARY PUTNAM.— In connection with this eighth rule, I would say that it is giving the States all State rights, and it is really making an individual League in each State, with the General League of American Wheelmen in control of them all, with this same scheme of reapportionment adopted.

The sections above read were then adopted.

The following sections were read and adopted without debate: —

MEETINGS.

There shall be an annual business meeting of the League on the thirtieth day of May in each year, or on the day following or preceding it if that occur on Sunday, at such place as the board of officers may determine at a meeting to be held at least two months previously, and of which general meeting at least one month's public notice shall be given. At this meeting the order of business shall be as follows: —

Reading of records of previous annual meeting; reports of president, corresponding secretary and treasurer; communications from the board of officers; reports of special committees; motions, votes, and resolutions.

Fifty members shall constitute a quorum; each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that clubs may choose by ballot one member of their club as delegate for each ten members of the club on the membership rolls of the League, to represent them at the annual meeting; and these delegates, upon presentation of credentials, signed by the president and secretary of the club, may cast ten votes each in all proceedings of the meeting.

10. At the date and place of the annual meeting of the League there shall be a general parade, to be arranged and commanded by the chief marshal, in which all members of the League shall be invited to participate In this parade the clubs shall have precedence in the order of their joining the League.

11. Once in the autumn of each year there shall be held a race meeting under the auspices of the League, at which meeting suitable League championship prizes shall be offered, which shall be the property of the League until they shall have been won three times by the same competitor.

12. Two meetings of the board of officers shall be held each year; one in the spring, at least two months before the annual meeting, and one in the fall, at the time of the race meeting of the League.

13. The president and corresponding secretary may at any time submit any matter of business properly before the board, in writing, in the form of a vote or resolution to each member of the board by mail, upon which the members may indicate their approval or disapproval; and when replies in approval shall be received from a majority of the members, the president shall declare such vote or resolution carried, and it shall be taken as the action of the board as if done at a regular meeting: and at any business meeting of the board of officers, when a minority greater than six shall desire to appeal from the action of the meeting, they may take an appeal to the full board of officers for a vote to be taken in the foregoing manner.

14. At all meetings of the League, or of the board, the established law of deliberative assemblies shall be observed.

Secretary Putnam read the following: —

COMMITTEES.

15. There shall be a committee on membership, a committee on rules and regulations, a committee on racing (to be called the racing board), to be appointed by the president from the board of officers (except the racing board), to serve for one year or until their successor be properly appointed.

Each committee shall consist of three members (except the racing board which may consist of six), and no member shall be on more than two committees, and two shall constitute a quorum in each, and they shall report to the board or to the president thereof, within one month after reference of any matter to them by the president or by the board, or by the rules.

16. There shall be also a committee on finance, which shall consist of the president, the treasurer, and the corresponding secretary *ex officiis*, to which all matters relating to revenue and disbursement, and League funds and investments thereof, not otherwise disposed of, are referred as they arise, and who shall report to the board of officers at each regular meeting.

17. To the committee on membership are referred, as they arise, all matters relating to the admission, resignation, suspension, or expulsion of members.

18. To the committee on rules and regulations are referred, as they arise, all matters relating to rules of the League or of the board, or for the direction of consuls and members.

19. To the committee on rights and privileges are referred, as they arise, all matters relating to the rights and privileges of wheelmen in highways and public parks, and to legislation of towns or States, and to suits by or against members of the League, and to the conduct of members of the League in respect to such matters.

20. To the racing board are referred as they arise all matters pertaining to racing, arranging for races, the standing of all members whose standing as amateurs is questioned as regards racing, and they shall also have charge of all races held under League auspices.

SECRETARY PUTNAM. — The only change in this is the appointment of a racing board, which will consist of three directors or three chief consuls under the new rules, and these three chief consuls will each choose an assistant or a colleague who will live near him, in order that this racing board may always be able to get a quorum together to discuss any matters pertaining to races. All League racing matters are referred direct to this committee, they to have charge of the racing rules and have jurisdiction over all such matters.

The sections last read were then adopted.

The following was read by the secretary: —

ELECTIONS.

21. Between the 1st and 10th day of March of each year the corresponding secretary shall send to each member of the League a voting blank for representatives and chief consuls.

Each member shall be entitled to one vote for chief consul for the State wherein he resides, and one vote for each representative that his State is entitled to under these rules; these blanks shall be filled out and returned to the corresponding secretary before the tenth day of April, and by him delivered to the committee of rights and privileges. This committee shall sort and count the votes, and make a return of the same to the president on or before the twentieth day of April; the person obtaining the largest number of votes in each State for chief consul shall be elected, and the persons receiving the largest number of votes as representatives shall be elected The president shall on or before the first day of May declare the result of the election, and cause the same to be published without delay in the official organ; and also notify every member of the board of officers, and persons so elected, of the result. On the same day at the annual meeting (as provided for in Rule 9) the chief consuls and representatives so chosen shall meet and elect from their number a president and a vice-president, and from the membership of the League a corresponding secretary, a recording secretary, and a treasurer.

SECRETARY PUTNAM. — If you approve the other rules in regard to this proposed regulation, this simply falls in with them. The only other change is that the president and vice-president of the League for the ensuing year shall be elected from these representatives and chief consul and by them instead of the members of the League. The recording secretary, the corresponding secretary, and the treasurer will also be elected by the representatives and the chief consuls, but necessarily from their number. They may be elected from the membership of the League, but the president and vice-president must be either chief consuls or representatives.

Mr. LEWIS, of Philadelphia. — It would seem to me that action could be taken a great deal better by League clubs if the notice of election were sent to the secretaries of the clubs instead of being sent to the individual members. It would be brought up before the business meetings of the clubs, and the necessary vote taken.

SECRETARY PUTNAM. — That point suggested itself to the committee. This matter of sending out the voting blanks would be left to the corresponding secretary, who would naturally wish to curtail his work as much as possible, and he would therefore send them to the secretaries of the club. If a League club had twenty members he would send twenty blank votes to the secretary of that club, who would obtain the signatures and return them to the corresponding secretary.

Mr. DEAN. — It reads: "The corresponding secretary shall send to each member of the League"; it would be a question whether he could do that through the secretaries of the clubs. So far as Mr. Lewis's point is concerned, I should think that would be taken care of by the clubs themselves. They could call a meeting and instruct their members how to vote.

SECRETARY PUTNAM. — It is provided in these rules that all the correspondence with club members shall be done through the club secretary; that was the idea in providing this amendment to Rule 3 of the constitution. There is a further rule to the effect that any notification given to a club through its secretary shall be considered a notification given to each individual member of that club, as regards dues or voting or otherwise.

Mr. DEAN. — The idea, as I understand it, is to assure to the member the privilege of voting and receiving a blank. If you send them to the secretaries you have to rely on their promptness in attending to the matter, and I know that all secretaries are not prompt in doing what they ought to do. That, however, was not exactly Mr. Lewis's point. I think his point could be taken care of by the clubs themselves.

SECRETARY PUTNAM. — Then I understand that you object to this rule as it stands at present?

Mr. DEAN. — No, sir; I don't object to your construction of it at all

SECRETARY PUTNAM. — The construction that the notification of the secretary is considered a notification of each member of the club?

Mr. DEAN. — Yes, sir.

The section as read was adopted.

SECRETARY PUTNAM. — There was an amendment to the rule in regard to voting at business meetings which I overlooked: "Fifty members shall constitute a quorum. Each member present shall have one vote on any question, and no proxies shall be allowed: *provided* however, that clubs whose entire active membership has joined the League may choose by ballot one delegate for each ten members of the club on the membership roll of the League, to represent them at the annual meeting; and these delegates, upon presentation of credentials signed by the president and secretary of the club, authorizing them to do so, may cast ten votes each in all proceedings of the meeting" That is changed, however, so that "League clubs may each choose by ballot one member of their club as delegate for each ten members of the club on the membership rolls of the League to represent them at the annual meeting, etc., but no one delegate shall cast more than one vote." That is to cover the ground where one member belongs to three or four clubs, as some members of the League do, and under this rule he would have no right to act as delegate or proxy from each of those clubs. He is an active member, and if there is no such provision made, each club might send him as a delegate to the League to cast their votes for them; but as this member only pays one membership fee, he is, as far as the League is concerned, only one man.

Mr. MILLER, of Columbus, Ohio. — What is the reason that the number is

fixed at ten instead of the entire active membership?

SECRETARY PUTNAM — That was the provision made in the first constitution, which I have not the honor to criticise.

Mr. MILLER. — But is it not a little one sided? You say "one vote for each ten members." if ten members can send one delegate, with their proxies, suppose they have only seven members?

SECRETARY PUTNAM. — Then, under this rule, they have no right to send a delegate.

Mr. MILLER. — Suppose a club has only seven members, should they be deprived of the right to vote?

SECRETARY PUTNAM. — That is all the more reason why the members of that club should exercise their ingenuity to rope in three more members and get a representative.

Mr. MILLER. — There are many places where it is difficult to get more than seven; we had only five.

SECRETARY PUTNAM. — That works disadvantage to clubs that reside at a long distance from where a League Meet is held. The Eastern members have to travel a thousand miles to attend this Meet. The New York Club has thirty members. Only one representative could get here. Under the old rule he would be entitled to only five votes; under the rule as at present he is entitled to ten votes.

Mr. MILLER. — The number of members for a delegate might be made smaller with a little more justice, probably. I asked this for the purpose of getting the sense of the meeting more than anything else

Mr. MOYES. — A way to obviate the difficulty would be to provide proportional representation. If a club has a membership of nine, let the member present represent the nine, or whatever number they have, but let no man represent more than ten votes. In that way full justice would be done to the clubs, and no one man would have more power to wield than he ought to have.

Mr. BATES, of Detroit. — I rise to move, as an amendment to that clause, that such delegate shall have power to cast the entire vote of any club he may represent, not exceeding ten in any case; that is, if there are more than ten members they must not send more than one delegate for each ten members. That would give the feeble clubs, with less than ten votes, the power to cast their entire vote as one delegate. If it is a large club it is able to send more than one delegate, and should send more than one. If it does not send more than one, it should have but ten votes. (*Applause*)

Mr. DEAN. — If we should insert "or fraction thereof," would not that avoid the trouble?

THE CHAIR. — Will you accept this change, Mr. Bates?

Mr. BATES. — Of course the delegates should have power to cast the votes of a club, not exceeding ten. If they have more, they can send more delegates.

SECRETARY PUTNAM. — If that amendment is accepted, it will not require anything more.

Mr. W. B. EVERETT, of Boston. — If a club has nineteen members, can one member cast ten votes and the other nine?

Mr. WOODWARD, of Boston. — How would this do? "*Provided*, however, that clubs may choose by ballot one member of their club as delegate for each ten members of the club, or fraction thereof, to represent them at the annual meeting; and these delegates, upon presentation of credentials, may cast ten votes, or as many votes as are provided for in his credentials, and no delegate shall cast more than ten votes."

The amendment was adopted.

The following were then read: —

MEMBERS.

22. All applications for membership shall be forwarded to the corresponding secretary, together with fees for admission, with such information as may be required.

23. Objections to the admission of any candidate for membership may be made to the corresponding secretary, or to any member of the committee on membership, within two weeks after the publication of the name of such candidate, and such objection shall be considered confidential. When no objection is made to the name of any candidate, the approval of the committee on membership shall be sufficient for an election. When objection is made to the name of any candidate, the committee on membership shall report it, with the fact of objection, to the president or the board of officers, who shall act thereon; and any rejected applicant may learn the grounds upon which his name was rejected by applying to the committee on membership, through the corresponding secretary; and any candidate or member of the League may take an appeal from the action of any meeting of the board of officers, in the method provided for in section 13, by depositing with the corresponding secretary an amount sufficient to cover the expenses of such appeal.

24. In passing upon the eligibility of candidates as amateurs, the membership committee shall be guided by the following rule, and shall take proper pains to ascertain and determine the facts in any case where objection is made to a candidate on this ground, or when the question may arise on complaint of any five members of the League, or otherwise, viz.: —

25 (*a*) An amateur is a person who has never competed in an open competition, (*b*) or for a stake, (*c*) or for public money, (*d*) or for gate money, (*e*) or under a false name, (*f*) or with a professional for a prize, (*g*) or with a professional when gate money is charged; (*h*) nor has ever personally taught or pursued bicycling or any other athletic exercise as a means of livelihood.

26. Bicycle manufacturers, importers, dealers, and agents as such are not to be considered as professionals, but are cautioned that to personally teach bicycle riding as a means to effect the sale of a machine will be taken as an infringement of clause *h* in Rule 25.

27. Any member suspended shall surrender his badge and membership ticket to the corresponding secretary; and in case of his reinstatement, these shall be restored to him.

28. Members shall observe all rules and directions of the League and its officers, and all laws in the locality through which they pass, provided the same be not prohibitory to bicycling.

29. Whenever any member of the League shall be expelled from any amateur club, or shall be protested in writing by four or more members of the League or by any member of the board of officers, his name shall be suspended on the roll of members by the corresponding secretary, and his case shall be considered without unreasonable delay by the committee on membership, and they shall have power to reinstate or expel him subject to the approval of the board.

30. Every member shall have the right to apply for and receive from any chief consul, representative, or consul for his State or district, such aid and information as may be in their power to give, and all circulars and other publications of the League or its officers, upon the terms provided therefor.

31. Members shall extend and accept mutual hospitalities, companionship, and assistance, whenever practicable and appropriate, and the production of a membership ticket or badge shall be sufficient introduction.

32. Every member shall receive from the recording secretary a card of membership bearing his name and number, signed by the recording secretary and the treasurer, good for the League year; these cards to be given up upon suspension or resignation from the League. The loaning of a card shall be sufficient cause for expulsion.

33. The League badges shall be furnished members who deposit with the treasurer a sum fixed as the value by the committee on membership, but shall remain the property of the League, to be given up on demand of the recording secretary.

34. Each member shall pay to the treasurer of the League, on or before the first day of June in each year following his admission to the League, the sum of $1 as a membership fee, and shall forward therewith his name and address and the membership number of his old ticket, and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of thirty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary.

SECRETARY PUTNAM. — Rule 34 is amended as follows: "Any member failing to comply with the terms of this rule before the following 15 July shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary, provided he be not reinstated by the membership committee" That is altering that rule by the insertion of an amendment increasing the limit of the payment of dues to 15 July. Then there is this clause: "provided he be not reinstated by the committee on membership." The committee on membership at present have entire charge of the application of parties for membership and resignations and expulsions of members; and it was thought advisable to add that clause, so that if a man did have good and sufficient reasons for the non-payment of his dues 15 July, — if he happened to be out of the country or anything of that kind and failed to remit his dues, — he could be reinstated.

The sections read were adopted.

The following sections were then read and adopted: —

35. The League uniform shall consist of a Bedford blouse, with belt, close-fitting knee-breeches, polo cap or helmet, all of homespun gray, with stockings to match. The wearing of the uniform shall be optional.

36. Additions or amendments to the rules may be made after notice, by mail or otherwise, to every member of the board of officers, at a meeting of the board, or as provided in rule 14.

37. The board of officers shall be required through the corresponding secretary to publish from time to time, in the official organ of the League, any and all action taken by them, whether as a board or committee or as officials.

THE CHAIR. — This constitution has been accepted clause by clause, as I understand it, and it is now the constitution of the League.

REPORT OF RACING COMMITTEE.

In the absence of the chairman of the racing committee, its report was presented by Secretary Putnam.

[Copy not received. EDITOR.]

BADGES.

Mr. Hodges was called on to give information in regard to the new badge. He introduced the badge designed by Mr. Lamson, and stated that Mr. Lamson would forever assign to the League the right to make badges after his design without the payment of any royalty, Mr. Lamson holding the patent on the badge. In view of these facts, no other organization could adopt the badge. In silver the design would cost about $1.50. A committee had been appointed to regulate an exchange of badges. This committee had ascertained that the old badges could be exchanged for the new ones upon the payment of about fifty cents, the same deposit to be kept on the new badges. The committee on badges were of opinion that very few of the old ones would come back, at any rate very few of the nickel badges. Parties who had them would probably retain them as souvenirs of the early days of the League. The old League badges were worth $1 as old silver, and they could be exchanged for the new badges at a cost of about fifty cents each without any loss of money to the League.

The committee appointed last fall had not acted, because they wished to be sure that Mr. Lamson would assign to the League the right to make the badge. This he had now consented to. Mr. Hodges thought that a mistake had been made in adopting the old badge. If any change was to be made, now was the time to make it, before the old badges were any more widely circulated. One argument for the change of badges was that very few of the old badges were being sent out.

THE CHAIR. — Does your committee, Mr. Hodges, report favorably on the adoption of this badge?

Mr. HODGES. — Yes, sir; the committee reported to the board of directors yesterday, and the board of directors accepted the report.

Mr. Everett inquired whether the badge produced by Mr. Hodges was simply to show the design, or whether it represented the actual size of the badge.

Mr. Hodges replied that they could be made of any size or any material.

Mr. Everett said that he had understood that Mr. Lamson had been selling the badges to any one, whether League members or not. He thought it was not quite right to adopt a badge which should be within the reach of purchasers outside of the League. He recommended that before adopting the design, Mr. Lamson should be asked not to sell the badges to non-League individuals.

Mr. Miller suggested that Mr. Lamson be requested to require from each person ordering a badge, a certificate from the secretary of the club to which the person claimed to belong; such certificate stating that he was a member of the League. Such a course would prevent outsiders from buying the League badge.

Mr. Hodges said this was a matter like that of Masonic emblems, which are sold in all jewelry stores, and to any one who chooses to buy. Wearing a Masonic emblem, however, was no guaranty that the party wearing it was a Mason. It was merely a convenient way of showing that he was a Mason, and the proof came afterwards. It was a well-known fact that nobody took pride in wearing a Masonic emblem unless he was a Mason. The badge produced was merely a League design; the object being to make a League badge which none but League members could buy. He thought that Mr. Lamson, in selling the badges, was careful to inquire whether parties proposing to purchase were League members or not. The badges, however, would not be furnished by Mr. Lamson; they would be furnished by the League treasurer upon a deposit of $1.50, or whatever the price might be. Mr. Lamson merely assigned to the League the right to make the badges, and the League could have them made wherever they liked. As Mr. Lamson had patented the design, it was a question whether the League should ask him to assign it to them absolutely. If Mr. Lamson assigned the right to the League to make and sell or control the sale of all badges, it would be the same as assigning his property to the League. As it was, he assigned the right to make them to the League, and no one else but himself and the League could make them.

Mr. EVERETT was of opinion that the assignment would not protect the League as it should, because in the League there were no grips or signs such as the Masons had by which to recognize each other. The only means League members had of recognizing each other was by the badge. "If," said Mr Everett, "I meet a man in Boston wearing one of these badges, I should not think of asking him to show his card, before showing him some civilities. I have known of persons who have gone to several cities, representing that they were members of League clubs, and claiming civilities from League clubs on that ground. If these badges should be used generally, we might be taken in by any impostor possessing one of Mr. Lamson's badges. It seems to me we might adopt the design as a League design, and let it be made in silver or gold, or any other metal, by Mr. Lamson or any one else."

Mr. HODGES. — The badge has been adopted by the board of officers.

SECRETARY PUTNAM. — I move that the board of officers' decision in accepting the report of the committee on badges be indorsed by the members of the League here present.

Carried.

Dr. COLEMAN inquired if the number of each League member was to be put on his new badge, as they were on the old ones.

Mr. HODGES. — I will state that this badge is in embryo as yet. One of the objections to numbering badges is this: supposing a badge is returned and it is numbered, a difficulty would arise at once. The Touring Club in England distinguish their officers by differently colored ribbons, so that it may be determined at once who the officers are. We might adopt this plan in regard to our chief officers; the number could be put on the badge; it would cost ten or fifteen cents to do it.

PREPARING FOR ELECTION.

SECRETARY PUTNAM. — If I am in order, I would like to call the League members' attention to the fact that although we have adopted this new constitution, the election provided for in that constitution cannot be held now for the reason that the clause reads that it must be by mail, by ballots sent out by the corresponding secretary to each member of the League. As the terms of all the officers expire to-day, there will be an interregnum unless we provide that the old officers shall hold over until a new election can be held. I would suggest that the five principal officers of the League, the president, the vice-president, the corresponding secretary, the treasurer, and the recording secretary be elected now for the coming year: then the election of consuls, chief consuls, and representatives will be held by mail ballot in June, the present board of directors holding over only until such new election can be held. That gives us the chief officers of the League for a year, and the present board of directors for about a month, until an election can be had of those officers under the new constitution of the League.

The motion prevailed.

SECRETARY PUTNAM. — Before the nominating committee make their report, I would like to call the attention of the members to the action that was taken yesterday by the board of officers in relation to the National Association of Amateur Athletes. That organization submitted a proposition to the League to join forces with the association in giving championship races under the auspices of the League and the National Association. This was submitted to the secretary of the League three or four weeks ago, and he had a conference with the secretary of the National Association, at which conference an understanding was arrived at as announced in the BICYCLING WORLD of 19 May. By vote at the officers' meeting, a communication was sent to the secretary of the National Association that the League would lend its name to the National Association in advertising the two and five mile races as being under the auspices of the League and the National Association. It was proposed to have the one-mile championship League race on the same day; but as that requires two months' notice, the board thought it was not advisable to have that race at that time, especially as the present champion is disabled by a fall. The National Association have been trying to meet us fully and equally in this matter. They are under heavy expenses, having paid about eight times as much for the grounds as we did in giving the race meeting, when we lost about $300. It seemed very desirable to the board of officers to meet them on this ground. I do not know as the board of officers' action has to be indorsed by the League, but I will ask the president to put the motion to the house that the action of the board be indorsed. Of course it is only an experiment for this year, and can be changed at any time we see fit. There is no doubt the association will accept the code of racing rules adopted here to-day; we will appoint three judges to take charge in behalf of the League.

The motion was unanimously carried.

NOMINATIONS.

Mr. Frank W. Weston, chairman of the committee on nominations, presented the following report: Your acting committee, acting for what we believe to be the best interest of the L. A. W., beg leave to present to you a majority and a minority report.

The following is the majority report:—

For President, W. H. Miller, Columbus, Ohio.

For Vice-President, John M. Fairfield, Chicago, Ill.

For Commander, Mr. S. A. Marsden, New Haven, Conn.

For Corresponding Secretary, Kingman N. Putnam, New York City.

For Recording Secretary, J. S. Dean, Boston, Mass.

For Treasurer, W. V. Gilman, Nashua, N. H.

MINORITY REPORT.

Mr. WESTON. — The minority report is the same as the majority report, with the following exceptions: —

For President, E. C. Hodges, Boston, Mass.

For Vice-President, A. S. Parsons, Cambridge, Mass.

For Director, C. L. Clark, *vice* Hodges nominated for the presidency.

DECLINATIONS.

Mr. DEAN. — I should like to withdraw my name as a candidate for recording secretary, because it will be impossible for me to accept the position. I cannot devote to it the necessary time, and I trust the committee will nominate somebody who will be able to discharge the duties of the office better than I can.

Mr. LEWIS. — I am authorized by Mr. Fergusson of Philadelphia to withdraw his name as candidate for director and to nominate in his place William E. Montelius of Philadelphia.

Mr. CROSS, of Providence. — As Mr. Richmond of Rhode Island is practically out of the business, I will nominate in his place Charles T. Howard.

SECRETARY PUTNAM. — As Mr. J. D. Shepard has resigned, I nominate as a substitute, Henry H. Goddard of St. John, N. B.

Mr. PARSONS. — I desire to nominate as second director of the State of Minnesota, Charles W. Chadbourn of Rochester.

COMMITTEE ON CREDENTIALS.

THE CHAIR. — The committee on credentials report that there are delegates present to four hundred and ten votes, and individuals to thirty-three; total, four hundred and forty-three votes to be cast.

The Chair appointed the following gentlemen as tellers for the election: Andrew Hathaway of Milwaukee, J. A. Cross of Providence, R. I., and Alfred Ely of Cleveland. A motion that the first ballot be an informal ballot was lost. Pending the balloting, Mr. Dean moved that the report of the committee on credentials be made final.

Mr. PARSONS. — Before that motion is put, we would like to know something about what the report of the committee on credentials is. There seems to be an impression that if any one is here with credentials that he is not entitled to, it should be brought up before the convention and settled by the convention.

Mr. WESTON. — This committee on credentials have decided that the credentials are correct, and that they have therefore been accepted: what possible question can there be? I move the question.

Mr. PARSONS. — I would ask for the reading of the report of the committee on credentials. (*Cries of "Question," "Question."*)

SECRETARY PUTNAM. — I think there should be a little more discussion in regard to this matter before it is put before the house. I put the question to you because something has come up which may materially influence the result of the election, and which will, if decided in opposition to the report of the committee on credentials, throw out about thirty votes.

Mr. PARSONS. — I move that the report of the committee on credentials be read.

Mr. DEAN. — The question has been called for on the motion before the house, and it seems to me the question should be put.

Mr. ARTHUR EDWARDS of Chicago. — It is always in order to call for the reading of a paper. One person in an assemblage composed of a million has a right to call for the reading of a paper. I second Mr. Parsons's motion for the reading of the paper.

Mr. PARSONS. — It seems to me that with the report before the house, to object to the reading of it shows something very much out of the way.

Mr. DEAN. — What I did was simply to save time, the report having already been read. I certainly did not desire to do anything unfair. I withdraw my motion and ask that the report of the committee, be read. (*Applause.*)

THE CHAIR. — I read to you that there were votes, four hundred and ten by delegates and thirty-three by indieiduals; but that was only a summing up of the report. I will read the report in detail.

The Chair here read the full report, by which it appeared that the Cresent Bicycle Club of Boston was represented by credentials for forty votes.

Mr. PARSONS. — The object I had in asking for the reading of that report is patent. There is a club represented here by forty votes, and I am confident that there is not a member of that club in this room or in Chicago. Now, before we vote on this report, I would like to know about this. The Crescent Bicycle Club in Boston has not a member in this city or in this room; I am very sure of it, and I would like to see these gentlemen who say they represent the Crescent Club of Boston stand up and say when they joined it, and if their names are on the book of the Crescent Club of Boston. (*Applause.*)

SECRETARY PUTNAM. — It is needless to say that Mr. Parsons has struck the point I have aimed at. I find forty votes credited to the Crescent Club, and I would ask if they have joined the League as members of the Crescent Club, and if they are authorized to vote for that club?

Mr. PARSONS. — Every one of these gentlemen is a friend of mine; but I say they have done a thing that they will be ashamed of as long as they live. (*Applause and hisses.*)

Mr. WESTON. — There is no necessity for getting hot on this question. It is a simple question of law and order. It is a simple question of the rules of the L. A. W. If the rules permit them to vote in that way, let them vote; and if not, they should not be permitted to vote. I call for the reading of the rule

SECRETARY PUTNAM. — I indorse what Mr. Weston has said. It is simply a question of whether they have the right to do it or not. We all know the members of the Boston Club are not going to do anything underhand for the sake of getting control of the League. As I understand, the gentlemen of the Crescent Bicycle Club asked several gentlemen to act as their delegates. If they had a right to do that under the rule, the Boston Club are authorized to vote for them There are sixty votes in the Boston Bicycle Club, and sixty have been cast at this meeting. Four of the Boston Club have also cast forty votes for the Crescent Bicycle Club.

Mr. DEAN. — We put on ten men, and six of them were elected delegates for the Boston Club; the other four were elected at a regular meeting of the Crescent Club to represent them.

SECRETARY PUTNAM. — The four men who represent the Crescent Club are four of the sixty active members of the Boston Bicycle Club in the League?

Mr. DEAN. — Yes, sir.

Secretary Putnam read Article 9 of the Constitution, which applies to the question before the meeting.

Mr. PARSONS. — It seems to me a very important point has got to be settled before we can elect any officer. When at the meeting of the board of directors this rule was made, it was one that was discussed more than any other rule brought before the board. The captain of the Boston Club, who is here to-day, was exceedingly opposed to any delegate representation whatever. All were willing to let them be represented; but the thought or the idea that they were to be allowed to send members not of their own club to represent them never occurred to anybody there. It was repeatedly said that no man could be entitled to more than ten votes. I fail to see any difference between this matter of voting the Crescent Club members here and voting by proxy; and voting by proxy has always been opposed in the League in the strongest manner.

SECRETARY PUTNAM. — I call for the question as to whether the report of the credential committee shall be accepted as final.

Mr. WESTON. — I submit there is nothing in the rule which has just been read which will debar the Boston Bicycle Club from acting on behalf of the Crescent Club, who were unable to be present. If that interpretation of the rule is correct, I hope the ballot will be recorded. If it is not correct, the Boston Club should not so vote. If the intention of the rule is different from the reading of it, that is not the fault of the Boston Club or this meeting.

Mr. PARSONS. — It is well known that beside the rules of any organization, there is another element which always comes in, and that is precedent. When there is any vagueness in the reading of a rule, the only resort that I know of is precedent Now, certainly there is no precedent for this. I do not believe that there is a representative of a club in this room who thinks he can come here and represent other clubs than his own.

Mr. MCCLURE, of Chicago. — I wish to call attention to just one word in that rule, and that is the word "delegate." I understand the meaning of that word to be a man who is chosen out of a body, or is a part of that body; and I think that this would be the first case that ever came under my observation of the construction of the word in any other sense. I have no interest in this matter whatever, but I should dislike to see any action of this meeting go on record which is not consistent with the action of parliamentary bodies; and I therefore wish to call attention to the meaning of the word "delegate," and have it used in our rules and by-laws as it is used in all rules and by-laws. (*Applause.*)

Mr. WESTON. — My understanding of the word is, a person with power to act for another; not necessarily a member of his family or a relative, but simply a person empowered to act for him

SECRETARY PUTNAM. — I think Mr. Weston of the Boston Club is rather befogged in his ideas of delegate and proxy. A man who represents another man is a proxy; under our constitution that is distinctly debarred. A man who is chosen to represent a club, from that club, is a delegate. That is where the line has been drawn. (*Applause.*)

Mr. DEAN. — The argument of the gentleman on my right [Mr. McClure] is a very pretty indeed, if we were voting under Crescent Club rules; but we are voting under the League rules, and the members of the League have a right to be represented in that body. I think probably his definition of the word is correct. League members could not go outside and choose outside persons to vote for them, or *vice versa*. (*Applause.*)

Mr. MCCLURE. — If the rule had said "errand boy," I think the gentleman's construction would be a good one. (*Applause and laughter.*)

Mr. W. E. GILMAN, of Chelsea, Mass. — In taking this vote, is it not necessary that all our votes should count? If we have a right to represent our clubs in one thing, we have a right to represent them in another. I am a delegate for ten votes in my club; I have a right to cast my ten votes on this question of accepting the vote of the committee.

Mr. MCCLURE. — It strikes me that that involves a question as to whether the four gentlemen claiming to represent the forty votes from a certain club which they do not belong to, can expect to vote on a question which affects their own eligibility as delegates. Now, if I was one of the four gentlemen, — I merely state this in a private way (*laughter*), — I should refrain from voting on that question.

Mr. GILMAN. — I had no idea of anything different from what the gentleman has stated I naturally supposed that while the question is pending, the four delegates who represent the Crescent Club will not cast their forty votes, but will simply vote here as individual members of the League on this question whether their delegate votes are legal or not. Until this question is settled of their being entitled to be delegates, they have a right to throw their four votes on their own account. But what I mean is this, that we have a great many here who are delegates, who can cast the votes of their club, and on this question we want to be allowed to cast it; because the probability is that it will make quite a difference in the number of votes counting.

Mr. W. W. STALL, of Boston. — In reference to this matter, I would say that the Crescent Club requested the Boston Club to represent them in this meeting, being unable to obtain proper representatives for their club. They saw the rule, and didn't understand it otherwise than has been read. They were gentlemen, and they did not intend to do anything that could be construed in any other manner. The Boston Club are gentlemen, but perhaps some of the other members are not quite as much gentlemen as they are. (*Hisses.*)

Mr. PARSONS. — Has the vote been declared?

THE CHAIR. — The vote has not been declared.

Mr. GILMAN. — I move that the vote we have just taken be thrown aside, and that we proceed to vote on this question as we voted on the election, with the exception that the four members of the Boston Club who represent the Crescent Club as delegates vote as individual members of the League; as we have the names of the delegates, and of the members of the League who vote individually, it would be well to call the roll and vote as they are authorized. If you call my name I vote ten votes.

Mr. PARSONS. — I would like to have that vote declared. We have voted on this question. When it is declared, the gentleman from Chelsea may ask a reconsideration; but before that I would like to hear the vote declared.

THE CHAIR. — The vote could not be obtained without a division of the house, and I will call for that.

Mr. GILMAN. — Before that is done, I would suggest, in answer to Mr. Parsons that we threw up one vote a little while ago, before it was declared. I propose to set this one aside as an informality. I think the desire of most of the members present is to throw it aside, and throw our full vote here that we know we have a right to throw.

A DELEGATE. — The Boston Club is represented by six delegates, and that would give them four votes in addition, which is sixty-four votes.

Mr. DEAN. — The Boston Club is only entitled to sixty votes.

Mr. PARSONS. — Our constitution all through says that our officers shall be elected by ballot The delegates are to put on the ballot the number they are entitled to cast; but in all deliberative bodies a question of this kind is settled by a yea and nay vote, and any person who wishes a vote by yea and nay can rise and ask for it. I ask that that be done, and after that is done, if any person ask it by ballot we can vote that way.

Mr. GILMAN. — My only desire was to save time. I wish to explain one thing, however: when I suggested that the four Crescent Club delegates should vote individually, I had the impression that the Boston Club represented sixty-four votes; that is, that they had sixty votes besides the four gentlemen who would vote as delegates for the Crescent Club.

THE CHAIR. — I am not well posted in this matter, and would like further time to consider it We have invited the mayor of the city to our banquet, and I think we had better adjourn so that I can get a better knowledge of the rule in question before I make a decision.

Mr. PARSONS. — It is very simple. It is simply for the Chair to announce which way he thinks the vote went, and it can be reconsidered afterwards if necessary.

THE CHAIR. — I would prefer not to. As I say, the banquet is waiting and our guests are waiting, and I want to think over this matter further.

THE SECRETARY — It is simply a matter of yea and nay, — the way that vote went.

THE CHAIR. — I would like some gentleman to move to adjourn so that we may have our banquet.

On motion, an intermission was had until 10.30 P. M.

At 10.30 P. M. the League reassembled and was called to order by Chairman Fairfield, who addressed the assemblage as follows: This may be quite a long session for this time of night, and for that reason I wish to say that I hope you will keep as quiet as possible, and push work along as fast as you can consider it well, so that the work may be done in a workmanlike manner.

THE SECRETARY. — Mr. President, I would like to inquire if you are prepared to give us a ruling on that vote.

THE CHAIR. — Gentlemen, I was puzzled and disturbed in mind, as much from my knowledge that we had invited guests outside that courtesy at least constrained us to attend to and meet with at eight o'clock as much as anything else. Now, I am as well satisfied as can be and not have it proved by a division of the house that that vote on the motion to make the report of the committee on credentials final was lost. I am satisfied that vote was lost; that is, I think it was. I could not decide it definitely without a division of the house; but as that division might have some influence on the action of the meeting afterwards, I think it is my duty to call for a division of the house on that question of considering the report of the committee on credentials as final.

Mr. WESTON. — It seems to me that with due deference to the Chair, a division will hardly be necessary. Speaking on behalf of the club whose action is in question, I wish to say that we simply desire to understand the decision of the Chair as to what is right and proper under the rules as established. If it is your decision that the motion was lost, the Boston Club will not object to it, and there will be no necessity for a division.

THE CHAIR. — I have not said it was my decision that the motion was lost, but it was my impression that it was lost. I would like a division of the house on that question. I will take the count in this manner, those voting in the affirmative will please rise. The affirmative of that question would be that the report of the committee on credentials was final.

There being no votes in the affirmative, the motion was declared lost.

THE CHAIR. — As the election of the president would be by delegates, I shall decide that this vote shall be cast by delegates in the same manner as the election of officers.

Mr. PARSONS. — I dislike very much to seem to criticise the action of the Chair, but you put the question by calling for a rising vote in the affirmative. I have seen no one rise. I would like to see the negative called for.

THE CHAIR. — I think that is right. I will call for the negative side.

The motion was declared lost, a majority of the delegates rising when the vote was called for.

SECRETARY PUTNAM. — I move that it be the sense of this meeting that the reading of this Article 9 in the by-laws shall be construed to mean that the delegate who is appointed to represent a club, and to cast ten votes for a League club, must be a member of that club.

Mr. WESTON. — It seems to me that that motion is hardly in order. If we are going to make a parliamentary decision and to give a definition to a rule, the House should resolve itself into a committee of the whole, and we should vote individually and not as delegates.

SECRETARY PUTNAM. — I understand we are acting then as a committee of the whole, as delegates and not as individuals. It is simply in regard to the construction of that rule.

The motion prevailed.

SECRETARY PUTNAM. — I move that we proceed to the election of a president for the coming year.

Mr. PARSONS. — Before we proceed to do that, I would like to do justice to a gentlemen, and say a few words as to the candidate of a number in this meeting for president for the ensuing year. Mr. Miller of Columbus is a gentleman of wealth and position and decided ability. He is president of a large gas-light company in Columbus, and president of a society of gas-light companies. He is a man thoroughly qualified to be our president, but I think beyond this, residence and location should have a claim in this matter. For the last two years the office of president has been ably filled. Would that we could have that president as long as he lives; we would all vote for him (*applause*), but he has declined to serve another year. As a representative of a Boston club if not *the* Boston Club, I think it but right that they of the West should expect us to give them the presidency. I know that no club is emphatically of the opinion that the presidency should go to the West this year. Ohio is in a central position, although in Boston they sometimes speak of it as the West. As you are now going to reconsider the action of a few hours ago, I hope you will all pay attention to the question of location in the election of one who is to preside over us, the one whom the nominating committee favor, one who will build up a very great interest in the League all through the West.

Mr. WESTON. — I wish to say a word on behalf of Mr. Hodges. We think that Mr. Hodges is a gentleman who will serve the League efficiently and with a whole soul. We know that Mr. Hodges is the proprietor of the exponent of bicycling in this country, — a journal which has the honor of diminishing his yearly income very considerably; and we know in various ways Mr. Hodges has always studied to advance the interests of bicycling. The Boston Club will agree with Mr. Parsons that whether we get Mr. Miller or Mr. Hodges for president, we shall have a good man, and that is what the Boston Club want. Whether Mr. Miller or Mr. Hodges will be the best man is the only point upon which we differ. We think Mr. Hodges will be a good president. Mr. Parsons and his friends think Mr. Miller will be a good president. (*Applause.*)

Mr. PARSONS. — It seems to me the Chair should once more state how delegates should write their ballots.

THE CHAIR. — I am requested to state to you how ballots should be written. Those who vote as delegates will place their name and figure 10, as they vote for ten of their club, and the name of their club under it, or in any other form; but that information must be put on each ballot. Those voting individually will simply put their names down, and they will be counted individually. They might add the figure 1, but it would do not good.

The ballot for president resulted as follows: —

Total number of votes cast	363
Necessary for a choice	182
W. H. Miller, Columbus, Ohio, received	207
E. C. Hodges, Boston Mass., received	156

And Mr. Miller was declared elected.

MR. FAIRFIELD WITHDRAWS.

THE CHAIR. — Last year the gentlemen from the East were desirous of giving the West an office. I looked upon Mr. Pratt as a very healthy risk, and I never contemplated a resignation. I knew I was not capable of presiding at this meeting in the way in which it should be done Now I withdraw my name as vice-president, in favor of Albert S. Parsons. In the first place, there should be no question between us as to who should be elected. Furthermore, from the start, whenever there was a sacrifice to be made, it has been made by Mr. Parsons. (*Applause.*)

A VOTE OF THANKS.

Mr. Everett took the chair which was vacated by Mr. Fairfield, and addressed the League as follows: I desire to make a motion which I am sure will meet with the approval of every member here, whether he be an Eastern or a Western man, whether he come from the North or from the South. A few days ago, the Eastern men received an invitation from the West and the Northwest asking us to come to Chicago to join in the parade of the League of American Wheelmen and to attend its annual business meeting; that we have done, and as you all know the meeting and the parade and everything connected with it has been an entire success That success, I think (and I believe you all think with me) is owing to the efforts and energies of one man; and I desire, in behalf of the Boston Club and in behalf of the members of the League of American Wheelmen, to make a motion that a vote of thanks be tendered to J. M. Fairfield of Chicago for the efforts he has made in behalf of the League of American Wheelmen and of this second annual meeting.

The motion was unanimously adopted, and three cheers were given for the gentleman named in the vote of thanks. In response, Mr. Fairfield said: Your good wishes and your good-will and your vote of thanks are very grateful to me. I know that you know it, for I have been with you from the very start, and my best friends are among wheelmen. But I tell you, you overdo this matter of praise. I have not done anything. (*Laughter and applause, and cries of "Oh!" "Oh!"*) I have simply sat back while others have done it. We have received here substantial aid from Milwaukee and Cincinnati, and the hearty support of all Western wheelmen. We said we were going to have you gentlemen out here, and we were going to give you a good time from the start; and if it had n't gone off just as it has, I would have felt eternally disgraced. I would have crawled into a hole and stayed there. (*Laughter.*) No, there is no praise coming to me. We went to our citizens, to our press (*cries of "The Times," "The Times," laughter and hisses*), to the officials. All have given. Let us overlook little things like the rain of last Saturday. (*Laughter.*) We are here for a good time; and I do not want you to go away with the impression that I have done any great amount of work, for I have not. While we have been very fortunate in good weather and in good streets, and the whole thing has passed off pleasantly and without a hitch, the praise is due to the workers here; though, just as things go in this world, it is given to some one who has not been a worker. That is the truth of it. Gentlemen, I thank you for your good-will.

Secretary Putnam officially announced the result of the ballot for president, and moved that that three cheers be given for the newly elected executive.

PRESIDENT MILLER'S THANKS.

Calls were made for President Miller, who responded as follows: I feel something as Mr. Fairfield says he feels. I don't know what I have done that you should make me president of the League.

A DELEGATE. — It is what you are going to do. (*Laughter.*)

Mr. MILLER. — I thought my friends would hardly think I was capable of being president of the League; but to tell you the honest truth, I am very glad that I got it. (*Laughter and applause.*) At the same time, I will say that I really think you could have picked out a better man than, as I said to Mr. Parsons, a man who had no executive experience and who knew very little about parliamentary rules. I came among you a per-

fect stranger, as I might say, never having been to a League Meet before, and I knew but very few of the members. I thank you with all my heart for the honor you have just conferred upon me, and I hope I shall merit all your kindness. I can only say that as far as enthusiasm is concerned as a bicycler, I think I can make you a very fair president. The balance of it will have to come afterward. I hardly know what to say, to tell you the honest truth. I really think I had not better say any more. (*Laughter and applause.*) So, thanking you with all my heart, I remain most sincerely yours, W. H. Miller of the Buckeye Club. (*Applause and laughter.*)

SECRETARY PUTNAM. — In view, Mr. Chairman, of your withdrawal from the field as a candidate for the office of vice-president for the coming year, I move that the secretary be empowered to cast the vote of the League for Mr. A. S. Parsons of Cambridge, Mass., for vice-president for the ensuing year.

The motion was unanimously carried.

MR. HIBBARD, of Milwaukee. — I move that we repeat this motion in favor of our present secretary, Mr. Kingman N. Putnam.

The motion was carried with a unanimity and hearty good-will which voiced the sentiment of the League towards their efficient secretary.

MR. DEAN. — I should like to nominate for recording secretary Mr. Angus S. Hibbard of the Milwaukee Club, and move that the secretary be empowered to cast the ballot of the League for Mr. Hibbard.

The motion was unanimously carried.

SECRETARY PUTNAM. — I move that we proceed to the election of a treasurer, and second the nominating committee's nomination of William V. Gilman of Nashua, N. H.

The motion prevailed without a dissenting voice.

DIRECTORS.

SECRETARY PUTNAM. — I move that the board of directors be elected as they have been recommended to the League by the committee on nominations.

The list of names of directors, as recommended by the committee on nominations, and afterward filled out, was declared elected, as follows: —

California. — Geo. H. Strong, San Francisco; G. L. Cunningham, San Francisco.

Connecticut. — T. B. Beach, Hartford; Dr. T. S. Rust, Meriden.

District of Columbia. — P. T. Dodge, Washington; Max. Hansman, Washington.

Illinois. — J. M. Fairfield, Chicago; H. G. Rouse, Peoria.

Indiana. — Harry Bates, Indianapolis; John O. Perrin, Lafayette.

Iowa. — D. R. Craig, Keokuk.

Kentucky. — H. Beddo, Louisville; C. W. Macklin, Frankfort.

Maine. — C. H. Lamson, Portland; F. H. Ellwell, Deering.

Maritime Provinces. — Clarence H. Dimock, Windsor, Nova Scotia.

Maryland. — Albert Trego, Baltimore; Clymer Whyte, Baltimore.

Massachusetts. — Fred. S. Pratt, Worcester; E. C. Hodges, Boston.

Michigan. — Frank H. Escott, Grand Rapids.

Minnesota. — Chas. N. Chadbourne, Rochester; C. H. Porter, Winona.

Missouri. — F. M. Gifford, Edina; Richard Garvey, St. Louis.

New Hampshire. — C. A. Hazlett, Portsmouth; E. M. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange; C. J. Wood, Hackensack.

New York. — W. F. Gullen, Brooklyn; J. O. Monroe, Buffalo.

Ontario. — S. W. McMichael, Brantford.

Ohio — Fred. T. Sholes, Cleveland; J. G. Kitchell, Cincinnati.

Pennsylvania. — Chas. Bellz, Pittsburg; W. E. Montelius. Philadelphia.

Quebec. — H. S. Tibbs, Montreal; W. N. Campbell, Quebec.

Rhode Island. — Chas. T. Howard, Providence; A. G. Carpenter. Providence.

Vermont. — A. W. Childs, Brattleboro'; Geo. E. Styles, Burlington.

Wisconsin. — A. A. Hathaway, Milwaukee; A. C. Jones, Milwaukee.

STANDING COMMITTEES.

Rules and Regulations. — W. H Miller, Columbus, Ohio; F. S. Pratt, Worcester, Mass.; C. H. Lamson-Portland, Me.

Rights and Privileges. — A. S. Parsons, Cambridge, port, Mass.; F. T. Sholes, Cleveland, Ohio; W. V. Gilman, Nashua, N. H.

Membership. — K. N. Putnam, New York, N. Y., W. F. Gullen, Brooklyn, N. Y.; L. H. Johnson Orange, N. J.

Racing. — E. C. Hodges, Boston, Mass.; A. A. Hathaway, Milwaukee, Wis.; Clymer Whyte, Baltimore, Md.

SECRETARY PUTNAM. — I move that THE BICYCLING WORLD be appointed the League organ for the coming year.

Carried.

THE B. T. C. AND THE L. A. W.

SECRETARY PUTNAM. — Some little time ago we received a communication from one of our new League members in England, Mr. E. R. Shipton, proposing a plan for combining in some way the League of American Wheelmen and the Bicycle Touring Club of England. Mr. Shipton sent on a rough draft of the rules of government of the proposed association, and these were criticised in some points by our ex-president, Mr. Pratt, and by several of the League officers in Boston. The plan was substantially as follows: As it stands at present, if a League man goes to England he is naturally extended all the hospitalities of the B. T. C. there. If a B. T. C. man comes here, he naturally meets with the same reception. Mr. Shipton's idea is to have rather a pooling of the two associations in this way: that you have double dues; they send over two consuls here to correspond with our two directors in England, and those consuls will have to indorse all the League tickets, which tickets will be good either for the B. T. C. or the League, and the directors in England will have to countersign all the tickets issued there for the same purpose. The dues will be increased; that is, we have to pay the ordinary League dues and the ordinary dues of the B. T. C.; and a division of the money in the treasury is to be made by an after apportionment. This plan seemed to the officers to whom it was submitted to be rather cumbersome. Of course we want to meet the B. T. C. more than half-way if possible. They are the older organization, and it would be very pleasant and courteous for them to extend us a hand in this way. We want to show our appreciation of it, but we think the simpler the plan of association is made, the better it will be for the interests of both organizations. The plan that suggested itself to the gentlemen who talked this matter over was as follows: To have the two consuls of the B. T. C. appointed here to correspond with the two directors in England. When a B. T. C. man came over here, he should present his ticket to one of the consuls here, and the consul should issue to him a L. A. W. ticket which will be good for him as long as he remains in the country. That is for non-permanent residents. If a man comes over to make this his permanent residence, he is expected to join the League. These tickets will be good for two or three months. If a League man goes to England, he will present his League ticket to a director there and receive a B. T. C. ticket which will be good for as long as he remains in England, entitling him to all advantages and discounts at hotels and information in regard to roads, and so forth. There will be an increase in dues, no pooling of dues. Of course as long as a B. T. C. man remains in England it will do no good for him to be a member of the League and as a League man remains here it will do him no good to be a member of the B. T. C. If it is in order, I would like to hear a discussion on this matter. If that plan as it suggests itself to the League directors, to whom it has been submitted, seems to be better than the idea of actually combining the two associations and having a pooling of dues and a division of membership fees and so forth, we should perhaps adopt it.

MR. WESTON. — The proposition which you have just heard is not a proposition exactly; it is simply a suggestion from a member of the B. T. C. to one of the executive officers of the L. A. W. It carries no more weight than would a proposition from me as a member of the League to the executive of the B. T. C. in England, to combine the two associations on such basis as that just presented. The combination, in my judgment, is exceedingly undesirable. I think the League can paddle its own canoe in this country without any help from the B. T. C. (*Applause.*) I think it can do so to very much more advantage than it could with any such combined arrangement as that which Mr. Shipton has proposed. Mr. Shipton is a consul of the B. T. C. and a friend of mine; but his enthusiasm in the matter leads him to suggest things which are rather extravagant. The League will be very glad if all the members of the B. T. C. will join its ranks, and I am glad to see that a great many of them have joined. The B. T. C. will be very glad to have the L. A. W. join *en masse* the B. T. C. This they will do as members, some of them, but not as an organization. One is the international club of the world, and the other is the national club of America, and each on its own separate and independent basis is deserving of the sympathy and support of every wheelman; and each can do better separately and independently than they can in any joint combination: that is simply my individual opinion. I have not heard any expression of a desire for change on the part of the executive in England. Mr. Shipton's letter was based on a desire to extend the usefulness of both organizations. I have no doubt that everybody around me is in sympathy with it.

SECRETARY PUTNAM. — In answer to Mr. Weston, I will say that the English consuls' views substantially meet my own, and meet some of the other directors' views to whom this plan has been submitted, if it has not been submitted as an official proposition. If we thought there was any disposition on the part of the B. T. C. to extend us hospitality, it might be that some system might be perfected to accomplish that. We did not expect to join the two; it was simply that a League man, if he went to England, had a right to ask their courtesy and hospitality. There is no doubt but what it would be extended to him whether we had any such plan or not; but at the same time it might be well to have some system of that kind.

MR. WESTON. — I think the B. T. C. and the League are in the position of two very warm friends living in different houses. When one goes to the other's house he will receive a very cordial welcome. A B. T. C. man coming over here has no right to receive the courtesies of the League unless he has paid his dues, and the same applies to a League man going to England. I do not think anything is to be gained by seeking to disturb the present state of things. I think on the contrary that by keeping the two clubs separate, and by keeping the same warm international friendly feeling which now prevails between them, as I think we shall, we will advance the interests of the two clubs a great deal more than by any scheme which proposes to give one club the benefits of the other at a reduced price.

SECRETARY PUTNAM. — I simply submitted this for discussion. I do not make any motion.

On motion of Secretary Putnam, the meeting adjourned.

The L. A W. Officers' Meeting.

A MEETING of the board of officers was held at Grand Pacific Hotel, Chicago, 29 June, at three o'clock, Vice-President J. M. Fairfield in the chair, and the following members of the board being present: J. M. Fairfield, Chicago; K. N. Putnam, New York, corresponding secretary; E. C. Hodges, Boston; J. O. Monroe, Buffalo; G. H. Lamson, Portland, Me.; Alfred Ely, Jr., Cleveland, Ohio; J. G. Kitchell, Cincinnati, Ohio; Fred. T. Sholes, Cleveland; and Richard Garvey, St. Louis, Mo. The following business was transacted: —

The committee on membership rehearsed their action as reported in the March meeting of the board, in relation to the protest of the Æolus Bicycle Club of Worcester against the admission of F. S. Clark, and stated that in consequence of it the members of that club had each resigned from the League. They also reported that W. R. Pitman of New York had since that meeting again made application, but the committee declined to entertain it and gave reasons therefor: and the board discussed the matter at some length. The committee also declined to pass upon the admission of William Smith of the Bristol (England) Bicycle Club, because of misrepresentation in his application. The board indorse the action of the committee in all three cases.

Secretary Putnam submitted the correspondence between the president of the National Athletic Association and himself, as published in the BICYCLING WORLD of 19 May, and the board recommended action as subsequently taken at the general meeting of 30 May.

The report of the committee to revise the constitution and rules (see WORLD of 26 May) was then taken up and recommended as afterwards amended and adopted at the general meeting.

The Lamson L. A. W. badge was reported on and recommended as afterwards adopted at the general meeting.

The secretary brought up the subject of the resignation of President Pratt, and presented the correspondence on the subject as published in the WORLD of 19 May.

The Chair appointed committees as follows, after which the meeting adjourned: Credentials, A. S. Hibbard of Milwaukee, L. J. C. Spruance of Chicago, Alfred Ely of Cleveland. Nomination of officers: A. S. Parsons of Cambridgeport, Mass., H. S. Livingston of Cincinnati, F. W. Weston of Boston, Fred. C. Aldrich of Chicago, F. H. Benton of New Haven.

The Crescent and Boston Clubs.

The following correspondence will be of interest to members of the League: —

BOSTON BI. CLUB, 53 UNION PARK, 7 June, 1882.

ARTHUR E. BROWN, ESQ., *Sec Crescent Bi. Club:*

Dear Sir: — The four members of the Boston Bicycle Club — viz., W. B. Everett, C. L. Clark, C. Barrows, and J. S. Dean — elected by the Crescent Bicycle Club, in accordance with Rule 9 of the by-laws of the League of American Wheelmen, to represent the Crescent Club at the second annual meeting of the League held in Chicago, 30 May, 1882, presented the credentials furnished by you to the committee appointed to examine them. On their acceptance by the committee they proceeded to cast ten votes each for the only Eastern candidate for the office of president, Mr. E. C. Hodges of Boston. Before the result of the ballot had been announced, Mr. Parsons of the Massachusetts Club questioned the right of the Crescent Club to be represented at the meeting by others than members of their own club, and proceeded to assail the position of the Boston Club, and to open a question which had been settled by the committee in accepting the credentials, and had been acted upon by the meeting, which had voted by virtue of the credential committee's report. After considerable discussion, in which with a few exceptions all parliamentary rules were disregarded, the meeting decided that Rule 9 should be construed to mean that delegates must be members of the club which they represent. The meeting then proceeded to a new ballot without announcing the result of the first; your delegates of course not being allowed to vote. The discussion which took place when Rule 9 was adopted seems to indicate that the intent of the rule was to furnish clubs whose entire active membership had joined the League with the means to be represented at its annual meeting although unable to be present.

Your delegates believe they had a right to vote, and that the proceedings of the meeting were unparliamentary. They defend the position they then took and take now for the following reasons: —

1. That the word "delegate" means a person appointed to act as substitute for another.

2. That a fair construction of Rule 9 of the by-laws of the L. A. W. would allow them to represent the Crescent Club on presentation of the proper credentials.

3. That they did present the proper credentials, which were accepted by the committee appointed to examine them.

4. That after the acceptance of the credentials by the committee, and the casting of ballots by virtue thereof, it was unparliamentary and out of order to object to their being counted.

5. That when a committee is appointed for the express purpose of examining the credentials of delegates, any objection to their right to be received should have been made to the committee.

6. That the construction of the rule should have been made by the Chair and not by the meeting, which could then on an appeal from the decision of the Chair decide whether or not the Chair should be sustained.

7. That on failure of the Chair to give a decision as to the meaning of the rule, it should have been referred to the committee on rules and regulations, in accordance with League Rule 18.

8. That when any action has been taken under a rule which is at all doubtful as to its meaning, it should be construed most liberally in favor of the party acting under it.

9. That even after the rule had been construed to mean that your delegates had no right to vote, the result of the first ballot should have been announced as the decision of the meeting, simply throwing out the forty votes cast for the Crescent Club. Your delegates acted as they thought would best serve the interests of the League, the East, and the Crescent Club, and regret exceedingly the circumstances which placed a wrong construction on their action and that of the Crescent Club, which has always maintained a position of honor among the bicycle clubs of the United States. They desire to have their action indorsed by the Crescent Club if it thinks it was consistent with their duties as their representatives. Please place the matter before your club, and inform me of their decision as soon as possible, and oblige Yours respectfully,

J. S. DEAN, *Sec.*

BOSTON, 7 June, 1882.

J. S. DEAN, ESQ., *Sec Boston Bi. Club:*

Dear Sir: — I have this day received from you the report of the delegates — Messrs. Everett, Clark, Barrows, and Dean — elected by the Crescent Bicycle Club to represent it at the annual meeting of the L. A. W. at Chicago, 30 May, 1882.

In appointing the above-named gentlemen its delegates, the club acted in accordance with its conception of Rule 9 of the by-laws of the League of American Wheelmen, which states that "Clubs whose entire active membership has joined the League may choose by ballot one delegate for each ten members of the club on the membership roll of the League to represent them at the annual meeting; and these delegates, upon presentation of credentials, signed by the president and secretary of the club authorizing them to do so, may cast ten votes each in all proceedings of the meeting."

By this rule the club does not consider it requisite for a delegate to be a member of the club which he represents, and considers the action of the League in excluding its delegates a violation of said rule. The club thoroughly indorses the action of its delegates at the meeting, and fully sustains them in the position they have taken in the matter. It furthermore wishes to thank them most heartily for the zeal with which they upheld its cause; and in view of the fact that they are members of the Boston Bicycle Club, hopes that brother wheelmen throughout the country will not misconstrue their motives, but hold the Crescent Club alone responsible. Regretting that the execution of their duties as delegates should have caused them so much inconvenience, I remain yours respectfully,

ARTHUR E. BROWN, *Sec. Crescent Bi. Club.*

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

Answers to Correspondents.

E. R. B., Cambridgeport, Mass. — From the somewhat meagre data we have been able to obtain, we estimate the grade of Corey Hill about as follows: Vertical height, 205 feet; length of road from base to summit on Brookline side, about 2,000 feet; average rise very nearly one foot in ten.

A. E. S., Somerville, Mass. — Apply to Director C. A. Hazlett, Portsmouth, N. H., for information respecting consuls in his State; we do not know whether there are any consuls between Concord and the White Mountains. We wrote you personally in respect to the roads from Concord to Plymouth.

"CYCLUS," Canton, Pa. — We can give you no positive information about Pennsylvania laws. We infer, for several reasons, that bicycles are not accorded there the same privileges as other vehicles. We know of no better method of removing rust from the bright parts than a combination of fine emery cloth and machine oil and elbow grease.

W. C. M., Ovid, Mich. — Under L. A. W. and N. A. A. A. A. rules, an amateur may compete in a race where an entrance fee is charged, under conditions expressed in Rule 25 of the former which see in this issue. We think the "winner's choice" prize violates the *spirit* of the rule respecting money prizes, although it is permitted in both the associations named above. The struggle where there are "winner's choice" prizes is not likely to be so much for the honor of getting ahead as for the chance of getting some needed article without the payment of money. We can give no information respecting the reliability of English firms.

Editor Bicycling World: — Does any person know of a head-light arrangement manufactured by E. F. Pflueger, Akron, Ohio? Is it of any use; and what is the price? O. G. BROWN.

PITTSBURG, PA., 7 June, 1882.

RACES

Coming Events.

17 June. Druid Hill Park Lane, Baltimore, Md. Ten-mile race; open to any Baltimore amateur. Half-mile race; open to any amateur. First and second prizes. Clymer Whyte, 87 W. Chase street, Baltimore. Close on 12th.

24 June. Pittsburg, Pa. Keystone Bicycle Club races at the Exhibition grounds. One-mile heat race for the championship of Western Pennsylvania; prize, $40 gold medal. Five-mile dash and boys' races. John W. Pears, secretary, corner Penn and Homewood avenues.

24 June. Louisville, Ky., bicycle races under the auspices of the Kentucky Bicycle Club. One-mile handicap, two in three, for gold medal; five-mile dash (winner one-mile race not to compete) for gold medal; quarter-mile heat race for riders who have never won a race. Address the secretary.

28 June. Norwalk, Conn. Fairfield County Agricultural Society. One-mile amateur bicycle race, in heats, free, for gold and silver medals. 29 June, one-mile professional race, three in five, $50 and $25; entrance fee $2.

1 July. New York. Games of American Athletic Club. Two-mile bicycle handicap. Secretary American Athletic Club, P. O. Box 2,930.

4 July. Springfield, Mass., Skating Rink. Grand bicycle tournament. Half-mile, one-mile, two mile, and five-mile races, three prizes, and slow race of 100 yards, two prizes, open to all amateur bicycle riders, the prizes in each event being valued at $30, $70, $100, $150, and $200, respectively; two-mile race, open to Springfield Club members only, for medal valued at $70; best club drill of not less than eight members, prize, silk banner and bugle, valued at $50 and $30 respectively. C. K. Ferry, secretary.

4 July. Brooklyn, N. Y. Williamsburg Athletic Club games. Three-mile bicycle handicap. G. R. Smith, secretary, Wythe avenue, Penn and Rutledge streets, Brooklyn, E. D.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

Sunday, 18. Headquarters, 2 P. M. To Squantum Point *via* Milton L. Mills. Adams, Coleman streets, etc. Supper at Old Squantum House, or return to city, and supper at Providence Depot.

Sunday, 25. Headquarters, 10 A. M. sharp. To Cohasset *via* Meeting-House Hill, L. Mills, Quincy, etc. Dinner, Black Rock House. Return on wheel, or by boat from Downer's, *ad lib.*

Moonlight runs of short distances will be held, starting from headquarters, at 8 P. M. Friday, 23, Tuesday, 27, and Friday, 30.

Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the June events.

CRESCENT BI. CLUB: —

Saturday, 17 June, seashore run. Trinity square, 8:30 A. M., to Marblehead *via* Lynn (from Central square, 11 A. M.), and Swampscott (dinner), and return by same route.

ROXBURY BI. CLUB, JUNE: —

June 17 and 18. To Gloucester, Mass. Start at 9 A. M. Walnut avenue and Warren street. Route: Brookline, Cambridge, Malden, Everett, East Saugus, Lynn, Floating Bridge to Salem (where dinner will be had at 1 P. M.), Beverly, Beverly Farms, Manchester-by-the Sea, Gloucester (supper at 7 P. M.) Return *via* Marblehead (where dinner will be had at twelve o'clock). To Boston *ad lib.*

June 25. To Brockton, Mass.

July 2. To Revere Beach, Point of Pines. Supplementary "spins," moonlight.

June 27. To Reservoir.

June 28. To Blue Bell.

MASSACHUSETTS BI. CLUB: —

On the 17th of June the Massachusetts Bicycle Club will make a run from its headquarters to Nahant and return. The club will dine at Hood Cottage.

OVID BI. CLUB. — At a meeting of the wheelmen in this vicinity, a bicycle club was organized with the following officers elected for one year: President, Chas. S. Reeves; vice-president, F. A. Marshall; captain, Horace S. Keys; secretary and treasurer, W. C. Marvin. Will send you further particulars as soon as the club is fully organized. M.

OVID, MICH., 5 June, 1882.

WESTBORO' BI. CLUB. — The Westboro' Bicycle Club was organized the 28th of April, and consists of eleven members with the following officers: President and captain, Walter E. Blanchard; sub-captain, J. E. Balloch; secretary and treasurer, Edward C. Bates. The club has two rooms in Union Block, one for the bicycles, the other for meetings and social times. The uniform consists of a dark-green cap, light-olive shirt, dark-green knee-breeches and stockings, and low rubber-soled shoes. There is a lively interest in bicycling now in this town: several have recently bought or ordered machines who contemplate joining the

club, which will probably have double its present membership soon.

EDWARD C. BATES, *Sec.*

WESTBORO', MASS., 8 June, 1882.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc, can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

UNATTACHED. — A. W. Stuart, Belleville, Ill.; Henry W. Merchant, 1,208 South Broad street, Philadelphia, Pa.; Henry Parsons, Gloucester; Joshua Paine, Provincetown, Mass.; Wm. R. Mitchell, Provincetown, Mass.; Edgar L. Davenport, Canton, Bradford County, Pa; Charles H. Imhoff, care First National Bank, Lincoln, Neb.; Fred. G. Wiese, 96 Farnsworth avenue, Bordentown, N. J.; Edward R. Vail, 54 Wall street, New York City; Wm. C. Scribner, 1108 E street, N. W., Washington, D. C.

Notice to Members.

LEAGUE OF AMERICAN WHEELMEN,
CORRESPONDING SECRETARY'S OFFICE,
54 WALL STREET, NEW YORK, 1 June, 1882.

Dear Sir, — I beg to call your attention to the following rules of the League in regard to the payment of the annual dues, and request that you mail yours as soon as possible to William V. Gilman, treasurer L. A. W., Nashua, N. H.: —

34. Each member shall pay to the treasurer of the League, on or before the first day of June in each year following his admission to the League, the sum of $1 as a membership fee, and shall forward therewith his name and address, and the membership number of his old ticket, and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League; secretaries of League clubs being notified and required to pay the dues of the entire active membership of said clubs. Any member failing to comply with the terms of this rule before 15 July, 1882, shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary, provided he be not reinstated by the membership committee.

Your attention is also called to the new rule of the League in regard to the election of officers: —

4. The officers shall be a president, a vice-president, a corresponding secretary, a recording secretary, a treasurer, chief consuls, one from each State, and representatives, one for every hundred League members in each State: *provided*, however, that no State in which there are League members shall have less than one representative; and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this constitution, and shall have power to fill vacancies.

ELECTIONS.

21. Before the first and tenth day of March* of each year the corresponding secretary shall send to each member of the League a voting blank for representatives and chief consuls.

Each member shall be entitled to one vote for chief consul for the State wherein he resides, and one vote for each representative that his State is entitled to under these rules. These blanks shall be filled out and returned to the corresponding secretary before the tenth day of April, and by him delivered to the committee of rights and privileges. This committee shall sort and count the votes, and make a return of the same to the president on or before the twentieth day of April. The person obtaining the largest number of votes in each State for chief consul shall be elected; and the persons receiving the largest number of votes as representatives shall be elected. The president shall, on or before the first day of May, declare the result of the election, and cause the same to be published without delay in the official organ, and also notify every member of the board of officers and persons so elected of the result. On the same day, at the annual meeting (as provided for in Rule 9), the chief consuls and representatives so chosen shall meet and elect from their number a president and a vice-president, and from the membership of the League a corresponding secretary, a record ng secretary, and a treasurer.

Please fill out the enclosed voting slip, and send it as soon as possible to A. S. Parsons, chairman committee on rights and privileges, Cambridgeport, Mass.

The following list shows the number of representatives each State is entitled to: —

California	One chief consul,	one	representative.
Connecticut	"	"	"	"
Dist. of Columbia,	"	"	"	"
Illinois	"	"	"	"
Indiana	"	"	"	"
Iowa	"	"	"	"
Kentucky	"	"	"	"
Maine	"	"	"	"
Maritime Provs	"	"	"	"
Maryland	"	"	"	"
Massachusetts	"	"	ten	"
Michigan	"	"	one	"
Minnesota	"	"	"	"
Missouri	"	"	"	"
New Hampshire	"	"	"	"
New Jersey	"	"	"	"
New York	"	"	three	"
Ohio	"	"	one	"
Ontario	"	"	"	"
Pennsylvania	"	"	two	"
Quebec	"	"	one	"
Rhode Island	"	"	"	"
Vermont	"	"	"	"
Wisconsin	"	"	"	"
England	"	"	"	"

The enclosed circular contains the names of the directors who were elected to hold office until the chief consul and representatives could be selected.

Your prompt attention is earnestly requested in this matter, so that the new hand-book may be issued early in the season. Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

* This rule not having been adopted until 30 May, it was decided to have the election held in June for the present year.

Wheels at Hamilton, Canada.

Editor Bicycling World: — The Hamilton Bicycle Club held their monthly meeting in their club-room, Friday evening, 19 May, the first vice-president in the chair, and a good turn-out of members. Three new members were proposed and admitted to membership. The committee appointed to wait upon the Irish Protestant Benevolent Society reported that they had made arrangements to hold a grand bicycle tournament in connection with the picnic of the society, to be held here on Dominion Day, 1 July. The programme so far arranged was: one-mile race, two prizes; first, gold medal; second, silver medal. Five-mile race, two prizes: first, gold medal; second, silver medal. Fancy riding, two prizes: first, gold medal; second, silver medal. Club drill, a handsome silver cup with suitable engraving, together with a beautiful badge to each member of the winning club. Races open to all amateurs. The bicycle parade will form on the Gore in the morning at ten o'clock, headed by the 13th Battalion Band, and will proceed to the Crystal Palace park where the races will take place. In the afternoon a grand procession will form at the same place and proceed to Dundurn Park, in the following order: Bicycles, 13th Battalion Band of Hamilton, Royal Encampment of Uniformed Patriarchs of Rochester, N. Y, Toronto, London, Brantford, Goderich, and Hamilton, Can. Encampments, 7th Battalion Band of London, friends in carriages. In Dundurn Park the bicycle club drill and fancy riding will take place, besides an attractive programme prepared by the I. P. B. S. In the evening there will be a display of fireworks, and a band concert in which both bands will take part. Invitations have been sent to the different clubs in Canada, and the secretaries will confer a great favor if they will send in a definite answer at as early a date in June as possible. We would like to make this bicycle meet a grand success, which can be done if every club in Canada will take a hand in it, and see it through. American wheelmen wishing to unite with us on that day will be cordially welcomed, and are requested to signify their intention not later than 20 June. EUREKA.

Brooklyn Wheelmen.

BROOKLYN, 5 June, 1882.

Editor Bicycling World: — A very delightful run by a number of the Kings County Wheelmen and Brooklyn Bicycle Club (twenty-four in all) was indulged in on Decoration Day, starting from Brooklyn at 8.40 A. M *via* Annex and Pennsylvania Railroad to Newark, and on arriving at Central avenue were agreeably surprised at meeting three members of the Orange Wanderers, and recognized the genial faces of Capt. Johnson, Consul J. Warren Smith, and Mr. Browning. Capt. Johnson had been made acquainted with the fact of our intended visit, but we did not expect he would come so far to meet us. We were then escorted by them to Orange, over the finest roads in the United States, where all were invited by Capt. Johnson to partake of soda. After ordering dinner for the party at the Mansion House for 1.30 o'clock, started for a run to Montclair, headed by Capt. Johnson, where we halted and refreshed ourselves with milk and soda. A number of the party ascended a very long hill and indulged in a first-class coast of about one half mile, after which we started on our return to Orange, which was reached in plenty of time for dinner. Capt. Johnson and party were invited to dine with us, but much to our regret, gracefully declined on account of previous engagements. After dinner a number of the party started on short spins, trying to make the best of the good roads around Orange, while others contented themselves with a quiet smoke on the piazza in the shade. Just before it was time to start on our return trip, Consul Smith and Mr. Browning called on us, and when we were ready, escorted us back to Newark; and on parting, three hearty cheers were given for the Orange Wanderers. Leaving Newark by train, and reaching Brooklyn at 6.50 P. M., all declared that this had been one of the most enjoyable runs they had ever taken.

EDWARD A. CANER,
Sec. Brooklyn Bicycle Club.

Bremen Bicycle Club.

OUR last meeting was held the 21st of April, as usual, at Siedenburg's Hotel. Mr. Norman Leete, our energetic and worthy secretary, tendered his resignation, which was accepted with great regret. He is now in London, and the club which finds his name on its roll may well feel proud of possessing such a genial and open-hearted gentleman. Mr. Robert Carew occupies the honorable secretary's position now (address care of Messrs. Bodenstedt & Co., Bremen), and Mr. W. Lohmann is treasurer. The first club run for 1882 was out to Obernenland *via* Horn and return; the second, to Vegesack and back, where an awful head wind and bad roads were encountered; returning, the wind was in our favor, therefore the speed and comfort the greater. Distance, twenty-one miles. Thursday, the 18th of May, was the third run, attended by three members. We started from Bremen at 7.40 A. M., and after passing sundry "dorfs," arrived in Worpedorf at 10.30, where half an hour was spent in refreshing the inner man. The roads up to this point were bad enough, but were found better on to Kirchtimbcken, 11.10; from this village to Steinfeld we struck a road, the counterpart of which we never hope to meet with again. It would lay a stigma on the word to call that stretch a road; it was simply a sandy, stony, up and down hill, badly ploughed piece of land, about fifteen feet broad, with places where we found difficulty in even walking or carrying the machines. To heighten the effect this produced on our spirits, as far as the eye could reach it encountered but this bleak, desolate moorland, which abounds in the vicinity. Thankful we were, after an hour and a half of this fatiguing work, to strike a sandpapered macadam chaussée, leading from Steinfield to Ottersberg, and ridden without a dismount to latter place, in fifty-seven minutes. The hands on the old village church clock pointed to 1.30 as we wheeled up to Hotel Gieschen; a good dinner and an ample rest soon restored us, when at 3.20 we once more climbed into the saddle, arriving eventually without mishap in Bremen at 6 P. M. Distance traversed, forty-five miles. PUMPERNICKEL.

BREMEN, GERMANY, May, 1882.

IT is proposed, in the concourse to be established on the ground which has been occupied by the main centennial and the machinery buildings in West Park, to lay it out so that there shall be a wide carriage drive, say of not less than one hundred feet; a riding or equestrian circuit, of about thirty feet in width; and a pedestrian walk, of twelve to twenty feet. These will be probably arranged in the order named, beginning with the exterior drive. Along the walk will be placed numerous seats, as doubtless the concourse will always draw numerous spectators. In addition, it was proposed at the last meeting of the Park Commission that a space be set apart for bicycle divertisement; but it was not disposed of, though it will doubtless come up again with a favorable result, as it would greatly add to the attraction. Probably an avenue inside of all the others, of not less than fifteen feet in width, would be best adapted for this purpose, it being a sufficient distance from the other avenues as to remove all *danger from the frightening of horses*. In order that the public may enjoy the benefit of the concourse the present season, councils should without delay appropriate the necessary funds. One thousand dollars has been voted by the commission out of the park appropriation, to clear away the debris of the buildings, and level off the ground preparatory to constructing the avenues, planting the necessary trees, trace, graning the seats.—*Philadelphia Paper.*

A Tour through Ireland. V.

HOW IRISHMEN RIDE. BY ONE OF THEM.

SATURDAY and Sunday we remained anchored in Longford, at the earnest solicitation of many friends, who could hardly believe us when we told them we had ridden four hundred miles through Ireland before visiting their part of the country. On Monday we left them, and amid a waving of handkerchiefs and shower of good wishes started for Dublin, determined to cover the distance — over eighty miles — in the one day. It was nine o'clock when we started, and soon the high tower of the Roman Catholic church of the town was far in our rear. It was a glorious day, not hot, and what little wind that was stirring blew almost altogether in our favor. It was almost a straight streak into Edgeworthstown, where we arrived by half past ten. This little town boasts of having been the birthplace of Maria Edgeworth, the well-known writer. It is a pretty little town situated among fields and trees but the want of high ground takes much interest away from its appearance, in a picturesque point of view. This centre portion of Ireland is mostly level; in fact, we met no hills of any note the whole distance across to Dublin. Some miles beyond Edgeworthstown we entered Westmeath County, and crossing the river Inny, passed the prettiest scenery on the road to the capital. Westmeath is a fine, rich pasture county, and contains several lakes, one of which, Lough Owel we wound alongside of for nearly three miles. It is a broad sheet of water about five miles in length, well wooded round the sides, and having a hill on the side farthest from the road, memorable for one of those fatal agrarian outrages, so many of which sully the present-day history of the unfortunate "Green Isle." About three miles beyond the lake we ran into Mullingar, one of the chief central business towns of Ireland. Here, as in Longford, we noticed the great number of troops that were about the place, and they appeared to be on good terms with the people. One stalwart dragoon passed us carrying two pails of water for a couple of old women, who followed his long strides, jabbering away to each other as if it was no unusual event with them to have a footman in uniform, and a six-footer too. It was half past two ere our backs were turned on Mullingar, and we had fifty miles before us to get over before night. The road, however, was magnificent; for thirty-five miles it was just as smooth and level as a private carriage drive, and the first forty-five minutes' work saw twelve miles left in our rear, and with them the ancient and rickety old town of Kinnegad. This rate of going, however, could not be kept up. Accordingly, traversing the distance to Enfield, ten miles farther on, occupied us for over an hour, and we felt rather inclined to dismount amid the pretty white cottages of this little place, and ask some benevolent old dame to honor us by asking us to tea. We got over the yearning for the bicycler's great stimulant, however, and worked away with a will. Five miles farther on appeared Kilcock, the "Thatched City," as Maxwell christened it; for it is mainly, in fact altogether, composed of thatched houses, a sight which is becoming rare in Ireland now on such a large scale. Another five miles, and the granite buildings of Maynooth College appeared through the trees on our right. Winding round the college grounds, and then turning to the left, the lofty and solid masonry of the ruined old castle, one of the strongholds of the Geraldines, rose above our heads, thickly covered in parts with a splendid growth of ivy. We were in the town now, and my machine refusing to go farther until its rider had partaken of "the cup that cheers but does not inebriate," I allowed it to come to a stand before the threshold of the "Leinster Arms"; and then, entering the well-known door and springing up the broad old staircase, with its Geraldine motto of "Crom-a-boo" impressed on every step, we were soon stretched on the holland-covered sofas that were the familiar old friends of many previous rides. It was pretty near half past six ere we were prepared for the road again. But whence once under way, the

> "Landscape sped away behind
> Like an ocean flying before the wind,"

and soon after leaving the little village of Lucan, the smoke cloud in the distance seen from every piece of rising ground,

the various outlying buildings, and as we approached nearer, the spires and towers that loomed up in the twilight, all told us we were approaching dear old "Dirty Dublin." Why the Irish capital has acquired the above appellation in a distinctive degree, I do not know, for all large cities appear on about an equal footing, and many, I can vouch for, are much worse off in respect of cleanliness than poor old Dublin; and as for street paving, why, the Irish metropolis is as a paradise to some of the cities of the States. But after all, it is not in a city that the bicyclist seeks for enjoyment; it is in the open country, where he can breathe in the pure fresh air, and look on the wonders of creation, without having his eye offended or his brain sent whirling with smoke and dust or the roar and bustle of the streets. It was nine o'clock when we dismounted to shake hands after our big ride, and I fancy each of us was an extremely great man that night within the circle of our respective families, and our anecdotes and descriptions were a source of interest to many of our riding friends for some weeks after. And now it is time for me to wind up with a few practical remarks and conclusions derived from experience. When on an extended tour, thirty miles a day ought to satisfy the most enthusiastic rider; if you do more, you are pretty sure to feel fatigued, and also for a certainty to miss many objects of interest on the road. And after all, if not for practical use as an agent in travelling, and making one's self acquainted with his native land, of what utility is the bicycle? If only of use for racing, why then the steel horse falls far behind its brother of flesh and blood, — one of the world's greatest and most patient and valued workers. Then, when on a run, if possible retire to rest early and rise early; the best time for work is during the morning hours. When going on a long tour, be satisfied with one companion, or at the most two, and no the road be civil to, and respect the rights of, every man.

CURRENTE CALAMO

THE WORLD is really the League organ this week.

The Troy and Albany Clubs will unite on a run to Stillwater, 4 July.

THE Boston Club membership has renewed its subscription to the L. A. W.

THE Massachusetts Club announces an enjoyable run for to-morrow. See "What is to be."

ABOUT twenty members of the Boston attended Barnum's, Wednesday evening, and made a gas light run around Jumbo. He had to squint awfully to see the secretary.

ONE of our valued correspondents, Capt. H. S. Tibbs, of the Montreal Bicycle Club, has recently met with a sad bereavement in the death of his little daughter, Alice Ethel, not quite five years of age. He has our earnest sympathy.

MEMBERS of the Boston Bicycle Club made a run to South Canton Saturday, and returned Sunday morning, as per announcement. The runs to "Cobb's" are becoming a favorite feature of the Boston's pleasure trips, as the roads are good, and the tavern furnishes excellent accommodations at a reasonable price.

EX-RECORDING SECRETARY L. A. W. SAMUEL T. CLARK, of Baltimore, who has recently returned from a business visit to the bicycle manufactories of England, evidently means to help the cause, as well as himself, by the most active and approved methods, having imported a comprehensive stock of some of the best English makes of bicycles and their parts. See the announcement in our business columns.

ENGLISH RECORDS.

WE have been looking over the records made on the race track by English bicyclists, and while we have been surprised at the speed they have shown, we have been no less astonished at the discrepancies between the figures put down as "the best recorded times" by the different authorities. The *Cyclist and Wheel World Annual* has a table of the best amateur times, compiled by G. P. Coleman, official timekeeper to the Bicycle Union, an excellent authority; the *Wheelman's Year Book* puts forth a table by G. Lacy Hillier, also good authority; the *Bicycling Times Annual* also has a table, and is good authority. Below we give the figures presented by the different tables for one, two, and five miles: —

Miles.	*Cyclist.*	*Year Book.*	*Times.*
1	2.46⅜	2.47	2.46½
2	5.36⅜	5.36½	5.36⅜
5	14.39⅜	14.39⅝	14.39⅝

There is no disagreement regarding the parties entitled to the records above.

The tables of professional times differ as widely as the above. The *Cyclist Annual* publishes no table; John Keen furnishes the figures for the *Times Annual;* the *Year Book* has a very good table. These are the figures: —

Miles.	*Times.*	*Year Book.*
1	2.46⅜	2.46⅜
2	5.36⅜	5.36½
3	8.55	8.54⅝
4	*11.52½	†11.58
5	14.59⅛	14.59

* Cooper. † Keen.

Though the annuals quoted are dated Jan. 1, 1882, and issued in February, the *Cyclist* alone includes the records made in 1881, and has no professional table. We fail to find in any record, including the New York *Clipper Almanac*, credit to De Civry, who beat John Keen Aug. 18, 1881, and took the best professional record for eleven to sixteen miles, inclusive. As to the accuracy of English records, there have been many who doubted them; and while we will not say that they are questionable, it is worthy of note that John Keen, who boasts a mile in 2.49⅜, and Fred Cooper, who claims a mile in 2.46⅜, have thus far failed to beat Howell (with whom they have raced two or three times), and Howell has never yet done his mile in 2.51. The English authorities unite in giving the "best on record" to G. W. Waller for the miles from thirty to one hundred; but Mr. Keen, who compiled the *Times* record, knows that the track on which Waller ran was short, and that not more than ninety-six miles were covered. We hope our English cousins will straighten out their records and let us have the correct figures.

Exact Size.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8 00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

WANTED. — A good Second-hand Bicycle, 48 or 52-inch, at a very low price. Address, giving full particulars, E. E. BARRETT, Miller's Falls, Mass.

FOR SALE. — A 54-inch full-nickelled Expert Columbia, just out of the factory. Has not been run a mile. Will sell at cost, $145. Address EXPERT, Box 5,200, Boston.

FOR SALE — Marine bicycle, in good order. Used part of last season. Not sold for any fault; owner has no use for it. Delivered at depot here for $60. CHAS. F. HANDY, 236 Westminster street, Providence, R. I.

WANTED. — 54-inch Harvard or Yale. Must be in good order and a bargain. 50-inch Columbia for sale. W. R. MITCHELL, Provincetown, Mass.

FOR SALE. — To make room for large invoice of English Bicycles. Great bargains. Immediate delivery. One 54-inch Royal Challenge, new, never been used, $115. One 52-inch Palmer, all bright, double balls to front, single ball to back wheel, direct spokes, gun-metal hubs, etc., perfectly new, never been used, $107.50. One 51-inch Yale, rims and spokes painted, balance nickel-plated, has not been ridden twenty-five miles; cost $134 50; price $120. One 54-inch Harvard, full-nickelled, rubber handles, cradle spring, all as good as new; cost $152 50; price $125. One 52-inch Centaur, all bright parts nickelled, balls to both wheels, nearly new, $100. One 50-inch full-nickelled Special Columbia, near y new, has not been ridden fifty miles; cost $135; price $115. One 50-inch full-nickelled Special Columbia, as good as new, cradle spring, handy tool bag, $115. These machines are as represented, or no sale. Correspondence solicited. SAMUEL T. CLARK & CO., 105 South street, Baltimore, Md.

BICYCLES, BICYCLES, BICYCLES. Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals: —

LE SPORT VELOCIPEDIQUE. — Weekly. J. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2 50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, $1 60; six months, 50 cents *Cycling and Bicycling World* for $3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881: with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling* Paper, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

WHEELMAN'S ANNUAL FOR 1882. — Articles by "Ixion"; Pres. Bates; "Kanuck"; "Kol Kron." Specifications for Ideal Machines from leading Wheelmen; Novelties of the Year. Paper, 33 cents; cloth, 80 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel. 10 cents.

THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition. — all by Henry Sturmey, — are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Corris's "Book on Training" is also in press, and will soon be ready for delivery.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,

SALEM, MASS.

LEAGUE Photographs,

TAKEN AT THE MEET IN CHICAGO,

NOW READY.

PRICE, 17 x 20 for framing.....$1.25 each.
" 5 x 8 Album size.....50 each.

Send, unmounted, free by mail on receipt of price. These pictures are sharp and well executed, and every person is clearly defined.

THE JOHN WILKINSON CO.

77 State Street - - - - - CHICAGO, ILL.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

MISCELLANEOUS.

4-line Advertisements in this department, $6 per year.

ST. LOUIS, MO — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock at Eastern rates. Write for circular.

STABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,500

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1 00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

LEAGUE BADGES. — We have now a stock of L. A. W. Badges, Scarf Pins, and Watch Charms. Those who desire to purchase are invited to call at this office, 8 Pemberton Sq., Boston, and examine.

GOY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

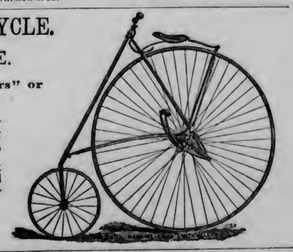
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



BICYCLERS.

Before purchasing your new wheels send 3-cent stamp for illustrated circular and price-list of

ENGLISH MADE BICYCLES,

Constructed especially strong to stand the rough American roads and hill strains, and made solely for and imported by

SAML. T. CLARK & CO., 105 South St. - - - Baltimore, Md.

COMPRISING

THE AMERICAN SANSPAREIL ROADSTER.
THE AMERICAN SANSPAREIL RACER,
THE AMERICAN ROADSTER,
THE TYRO ROADSTER.

Also, The Special and American Club; The British, Sp. British, and Xtra Challenge,

And all parts of above Machines. **Ten per cent. discount on all imported Sundries when order exceeds $5.00.**
Small articles mailed or expressed free of charge.

Our Mr. S. T. CLARK has just returned from a visit to all the leading Bicycle manu acturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the stock of Bicycles he has selected are the best results of skill and science in material, style, specifications, and finish; whilst our sundries department contains nothing that is old and obsolete, but everything that is new and serviceable, and are from the best English makers.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington. D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

SEND 30 CENTS AND GET FIFTEEN bevel-edge crescent and turned-corner gilt-edge cards with your name and new League badge neatly printed on, to JAMES A. SPEAD, South Newmarket, N. H.

FOR SALE.—An Andrews Health Lift. Nickel plated. Cost $30. Will be sold for $10. Address "B," this office.

LIVINGSTON'S PERFECTION CYCLOMETER

GUARANTEED CORRECT

Simple, and Durable. For all roads and any size wheel. Its accuracy can be readily demonstrated.
H. S. LIVINGSTON, No. 191 West Court Street, P. O. Box 466, **CINCINNATI, OHIO.**

SPECIAL NOTICE
TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48, 50, 52, 54 inch. S. H. F. Premier, 48, 50 inch. Royal Challenge, Singer & Co., 38, 50, 52, 54, 56, 58 inch. S. H. F. Advance, James Beech, 48, 50, 52 inch. The Albert, 36, 38, 40, 52 inch.
TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche double driver, 48-in. wheels. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,
MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,
1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy. | BOSTON, 23 JUNE, 1882. | Volume V. Number 7.

[Vol. V. CONTENTS. No. 7]

Bugle Calls 398
Massachusetts L. A. W. Officers 398
Editorial: The New Rules 399
Wheel Club Doings: Milwaukee; Crescent; Albany; Brunswick; Muncie; Star; Milwaukee Bi Tourists; Kankakee; Capital; St. Catherine's; Club Notes 399
Races: Oakland, 30 May; Boston, 9 June; Boston, 10 June; New York, 10 June; Baltimore, 10 June; Baltimore, 17 June 400
Through the White Mountains on the Wheel. I., 402
How it Stands. II. 403
Along the Potomac. I. 403
Chelsea Bicycle Club 404
L. A. W.: Applications; To L. A. W. Members, 405
Currente Calamo 405
Wake Up 406
Books and Pages: Our Little Ones . . . 406

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

SCHUYLER & DUANE,
189 BROADWAY . . . . NEW YORK,
Sole U. S. Agents for
THE COVENTRY MACHINISTS' CO., LD.
THE "AMERICAN CLUB" BICYCLE.
THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.
G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,
Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.
Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY



How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA.

Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L, Rochester, N. Y.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.
Knife-Edge Treadle.
Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Conn.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

SOULE PHOTOGRAPH CO.

W. B. EVERETT. W. S. SOULE.

PHOTOGRAPHIC ART PUBLISHERS.

A Specialty of Unmounted Photographs of Ancient and Modern Works of Art, embracing reproductions of famous original Paintings, Sculpture, Architecture, etc. Price, cabinet size, $1.50 per dozen.

Send 6-cent stamp for catalogue and supplement of 3,700 subjects, or $1.50 for sample dozen with catalogues. Address

SOULE PHOTOGRAPH CO.
338 WASHINGTON STREET,
(*Mention this paper.*) BOSTON, MASS.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

TRICYCLISTS'

INDISPENSABLE ANNUAL

FOR 1882.

Sample copies postpaid, 65 cents. A liberal discount to the trade. Sole agents in the United States for ILIFFE & STURMEY'S publications.

OVERMAN WHEEL COMPANY,

HARTFORD - - - - CONN.

☞ BICYCLISTS' INDISPENSABLE will be ready in a few weeks.

JEFFERY'S IMPROVED BELL.

The Strongest and Clearest Toned Bell made.



No. 1.

2¼ inch. Boys' Nickel-plated Bell.....$0 50

No. 2.

2½ inch. Favorite Bell. Nickelled Bell and Clamp, 0 75

No. 3.

3½ inch. Nickelled Bell and Clamp. This is absolutely the loudest bicycle bell in use, 1 00

No. 4.

The Chiming Bell sounds two clear musical notes, and does not rattle..... 1 50



Manufacturer of the neatest and most durable low-priced boys' bicycles. Send for circulars.
Liberal discount made to dealers.

T. B. JEFFERY, 38 & 40 S. Canal St., Chicago.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc. all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

TO EXCHANGE. — A fine style new Boss Case Watch, with fine Hampden stem-winding nickel movement, for a 54-inch Standard Bicycle; must be in good order. Address L. J. GODDARD, Ravenna, O.

FOR SALE. — A 52-inch Special Columbia; only bought two months ago; was all made to order for the owner's weight. Full particulars on application to A. A. IBERIA, Amherst, Mass.

FOR SALE. — A 50-inch ball-bearing Standard Columbia; in excellent condition, and but little used; will be sold at a bargain; can be seen at this office, 8 Pemberton square.

Dissolution of Copartnership.

THE copartnership heretofore existing between E. C. Hodges and Chas. E. Pratt is this day dissolved by mutual consent.

(Signed) E. C. HODGES.
CHAS. E. PRATT.

BOSTON, 13 June, 1882.

The business of E. C. Hodges & Co will be carried on by the undersigned, under the same firm name.

E. C. HODGES.

BOSTON, 13 June, 1882.

Bugle Calls.

Up and away, lads, up and away;
See in the sky, lads, the breaking of day;
Tighten each handle bar,
True as the polar star,
Brace up each bearing, boys,
Firm as the "Union," boys,
Spring to the saddle, lads, up and away.

Down the steep hillside, steady and slow,
Brake and back-action, on softly we go;
All now is clear ahead,
"Legs over handles, Ned";
Show us the way, old man,
Follow who will and can,
Legs over handles, lads, tearing we go.

Flashes the breeze along, crispy and cold;
Grasp well the handles, lads, tighten your hold;
Look ahead steadily,
Steer well and readily,
Heave ahead cheerily,
Swing a'ong merrily;
Gallops no horseman so free or so bold.

Now on the level, lads, lazy we ride;
Now on the steep ascent, "how the wheels slide!"
Down with the pedal, well;
Make every muscle tell;
Only one effort now,
Sweeps up across the brow;
Nothing 's accomplished until it is tried.

NINON NECKAR.

Massachusetts L. A. W. Officers.

As considerable inquiry has been made as to who are candidates for chief consul and representatives under the new order of things, we, with the suggestions and assistance of several others, have prepared a list for the convenience of Massachusetts members to select from. We deemed it proper, of course, to place the names of our two present directors at the head of the list for the principal office, either of whom would make an excellent chief consul. We have also offered a choice of ten from twenty names for representatives.

FOR CHIEF CONSUL.

E. C. Hodges	Boston.
F. S. Pratt	Worcester.

FOR REPRESENTATIVES.

J. S. Dean	Boston.
C. P. Shillaber	Boston.
F. B. Carpenter	Boston.
J. S. Webber	Gloucester.
Paul Butler	Lowell.
E. K. Hill	Worcester.
A. E. Wood	Northboro'.
F. H. Johnson	Brockton.
M. D. Currier	Lawrence.
C. K. Ferry	Springfield.
F. W. Whiting	Chelsea.
C. L. Clark	Newton.
A. D. Claflin	Newton.
George Chinn	Marblehead.
Sylvester Baxter	Malden.
Geo. H. Hood, Jr.	Chelsea.
Lewis T. Frye	Marlboro'.
J. F. Adams	Haverhill.
Geo. Pope	Boston.
W. H. Ames	No. Easton.

THE Quincy Bicycle Club under Capt. Chester Ford made a run to Nantasket, Saturday, dining at the Pacific House.

THE Crescent Bicycle Club of Boston, accompanied by several representatives of other clubs, made the run to Marblehead Saturday, the whole party numbering over twenty riders.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance	$2.00
Six months "	1.00
Three months "	.60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 23 JUNE, 1882.

THE NEW RULES.

THE new League constitution, with which our readers are now familiar, is founded on the proper basis of distribution. It is eminently fair, and ought to silence all who wanted a new set of rules. Any trouble in the future in the administration of the League's affairs must result from inefficient officers, and not from a laxity of rules. Something similar to the new method of electing the State consul and representatives is what we have always advocated, and believed necessary to insure the success of the L. A. W. The voting blanks have been distributed among the members, and many have no doubt been returned to the corresponding secretary in accordance with the instructions given in Rule 21. We think the matter should have been delayed a little to allow of nominations and more concerted action among the members in their respective States. Less difficulty in this respect will arise in States where they are entitled to one consul and one representative than in those like Massachusetts, where eleven members are to be chosen to administer the affairs of the district. The first year will necessarily be somewhat experimental, but must be productive of much good, as the blame of any inaction can easily be traced to the proper parties. The States will vie with each other in the effectiveness of League work, and will no doubt endeavor to place their organization in good working order.

The chief consul, being the chief executive officer of the State, should be selected with a good deal of care, and with regard to his general fitness for the position. He must be prompt, and of sufficient leisure and ability to carry out successfully any plans for the benefit of the League. The management of all local affairs will be in the custody of the State officers, and to them must the members make their complaints. We feel the League is on the road to success and usefulness, and shall be much disappointed if its membership does not largely increase during the next twelve months. The rapid advances made by our sport in all sections of the country make the necessity for the League greater than ever. Its liberal policy precludes any need of a similar national organization, and places it permanently at the head of bicycling associations in this country.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

BOSTON BI. CLUB, JUNE: —

Sunday, 25. Headquarters, 10 A. M. sharp. To Cohasset *via* Meeting-House Hill, L. Mills, Quincy, etc. Dinner, Black Rock House. Return on wheel, or by boat from Downer's, *ad lib.*

Moonlight runs of short distances will be held, starting from headquarters, at 8 P. M. Friday, 23, Tuesday, 27, and Friday, 30.

Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the June events.

ROXBURY BI. CLUB, JUNE: —

June 25. To Brockton, Mass.
July 2. To Revere Beach, Point of Pines. Supplementary "spins," moonlight.
June 27. To Reservoir.
June 28. To Blue Bell.

MILWAUKEE BI. CLUB. — A meeting was held Wednesday evening, 7 June, at the club rooms, on Milwaukee street, to ascertain what arrangements could be made for holding the third annual run of the local club on 1, 2, 3 and 4 July, around the watering places in the neighborhood of this city. It is proposed on this occasion to run to Waukesha, seventeen miles distant, on Saturday afternoon; mounting again on Sunday morning, proceeded to Lakeside, through Pewaukee, a distance of eleven miles, and on Monday morning wheel to Oconomowoc, *via* Nagawicka, and participate in the annual hop given by the Milwaukee Club in honor of the visiting clubs, and closing the meet with a tour around the various lakes near Oconomowoc, winding up with a banquet at the Townsend House. L. J. C. Spruance, secretary of the Aeriel Bicycle Club, promises at least fifteen men from the Aeriels, and it is surmised that an equal number of the members of the Chicago Bicycle Club will also participate. About three hundred invitations to Wisconsin, Illinois, Missouri, Kentucky, Ohio, and the several Eastern clubs will be issued, and probably one hundred wheelmen will be present. The resignation of Secretary Hibbard was read and regretfully accepted, the club then unanimously electing A. W. Friese to that position. Adolph Meinecke, Jr., was subsequently elected treasurer, *vice* Frank G. Stark, resigned. T. K. Birkhaeuser was authorized to purchase 150 badges for the July run. A reception committee consisting of Messrs. D. G. Rogers, Jr., Pierce, Pingree, Nash, Marshall, and Birkhaeuser, was appointed by Chairman Haskins to act in that capacity during the coming week. Capt. Hathaway has selected Wednesday evening for the regular weekly run, starting promptly at 6.45 P. M. A communication from Chas. T. Green, of Green Bay, inviting members of the Milwaukee Club to participate in their run and ball on 9 June, was read by Mr. Hathaway, but was necessarily declined with thanks, as the club is very busily engaged at present. The members of the club unanimously passed a vote of thanks to Angus S. Hibbard, the retiring secretary, for his untiring energy during his term of office, in laboring for the benefit of the club

A. W. FRIESE, *Sec.*

MILWAUKEE, WIS., 8 June, 1882.

CRESCENT BI. CLUB. — At a regular meeting held 7 June, Walter Kimball and William H. Kimball, Jr., were elected members of the club. The office of junior bugler was created, and Elmer F. Smith was elected to the position.

ALBANY BI. CLUB. — At a meeting of the club held 8 June, a revised constitution and code of rules was submitted and adopted. Among its provisions are the following: Only non-resident wheelmen not members of the club may enjoy the privileges of the headquarters and participate in the club runs; payment of the League dues are obligatory before the first of June of each year; the regular annual club races are to take place in September, the prize to be a gold medal to be won three consecutive times by the same person before it becomes "personal property"; also, three silver medals are to be awarded to the three men who make the five miles inside of twenty

minutes. Much credit is due the captain for his zeal and devotion to the interests of the club, and he is ably seconded by the house committee and a few others who have most generously contributed to the comforts of the rooms. The club is on a firmer basis than ever before, and the interest is growing. Our headquarters are at 289 Washington avenue, and wheelmen visiting Albany will always find a cordial welcome there. SECRETARY.

ALBANY, N. Y., 10 June, 1882.

BRUNSWICK BI. CLUB. — At the annual meeting of the Brunswick Bicycle Club, the following officers were elected to serve for the ensuing year: D. H. Merritt, president; Frederic Fisher, secretary and treasurer; Peter DuMont, captain; and John Acken, sub-captain. We have started out in fine order this season. Elected three new members in as many weeks; adopted a new uniform, consisting of dark-brown corduroy coat, knee-breeches, and hat, dark-brown stockings, and gray shirt; and requiring all members to join the L. A. W. We meet the first Monday in each month.

SIXTY-SIX.

NEW BRUNSWICK, N. J., 10 June, 1882.

MUNCIE BI. CLUB — The wheelmen of Muncie, Ind., on 9 June organized a club, officered as follows: President, Robert Meeks; captain, Chester Foster; sub-captain and vice-president, S. Hathaway; secretary and treasurer, Rollie March. This is the fourth bicycle club in the State, I believe. SECRETARY.

MUNCIE, IND., 12 June, 1882.

STAR BI. CLUB. — The Club held a regular meeting at the Revere House (L. A. W. hotel, of Lynn). Tuesday evening, 13 June. Frank W. Goodwin was elected first lieutenant in place of W. Melzard, resigned. The club proposes a run to Waltham next Sunday, weather permitting, and has also arranged, with the same proviso, for regular Friday evening runs. The 4 July races, although a part of the city celebration, will be under the management of the club, and participation in the city's parade is also a part of the programme. The races are to take place on Lynn Common, probably in the afternoon. After the business was ended the club sat down to a club supper, and then adjourned to the hotel parlor where a pleasant social entertainment filled up the remainder of the evening before adjournment.

MILWAUKEE BI. TOURISTS. — An organization has been effected among a limited number of our local wheelmen, to be known as the "Milwaukee Bicycle Tourists," and at a recent business meeting the following officers were elected: President, B. K. Miller, Jr.; secretary and treasurer, H. C. Haskins; captain, A. A. Hathaway. The club consists of riders living in close proximity, and is limited to its present membership, twelve. The object of the club is to promote touring and sociability. The third annual meet of the Milwaukee Club is assuming grand proportions, and seventy-five to one hundred wheels will undoubtedly appear in line for the start 1 July.

A. S. H.

MILWAUKEE, WIS., 15 June, 1882.

KANKAKEE BI. CLUB. — A club of seven members was organized here this week, and the following officers elected: President, George F. Crawford; captain, Arthur B. Holt; secretary and treasurer, Walter S. Parker; the remaining members are Chas. H. Cobb, Louis Lecour, Bert. E. Taylor, and Clarence E. Holt. The *Gazette* office is well represented, three of the club being from that paper. The name of the club is the "Kankakee Bicycle Club." The uniform consists of cadet gray coat, with roll collar, gray pants, navy-blue stockings, low tie shoes, navy-blue flannel shirt laced with white silk cord, white web belt, gray base-ball cap with letters "K. B. C." embroidered in old-gold silk on the front. The club colors are light blue and old gold. Membership in the League is made one of the conditions of club membership. The wheels comprise four 50's, two 52's, and one 54. The 5-inch men are undersized,— the usual result, is it not, in buying one's initial machine? A. B H.

KANKAKEE, ILL., 16 June, 1882.

CAPITAL BI. CLUB. — At the regular monthly meeting of the Capital Bicycle Club held on Saturday 10 June, 1882, the following officers were elected for six months from 1 July, 1882: C. E. Hawley, president; Leland O. Howard, vice-president; Edwin H. Fowler, captain; S. Preston Moses, Jr., secretary; John T. Loomis, sub-captain; Francis C. Donn, treasurer; Sidney P. Hollingsworth, Jr., sub-captain; Thomas A. Berryhill, committeeman.

SIDNEY P. HOLLINGSWORTH,
Acting Sec.

WASHINGTON, 17 June, 1882.

THE St. Catharine's (Ont.) Bicycle Club, organized 12th of last February, with but four members, now numbers twelve. A correspondent informs us that the roads in that vicinity are poor, so that they do not often indulge in long runs. They are quite near Niagara, however, and visit the falls occasionally. Mr. W. J. Morgan, now in this city, and participating in some of our local racing events, was formerly a prominent rider there, and won several races in the provinces last se son.

THE Lowell Bicycle Club is a new but apparently lively organization, if we may judge from the frequency with which it is mentioned by the Lowell papers. A good number made a run to points of interest in Lowell and vicinity on Decoration Day, and Wednesday evening of last week another trip was participated in by fourteen riders under Lieut Lawson.

THE Massachusetts Bicycle Club had a very enjoyable time on its run 17 June. About fifty miles were covered during the day. Dinner was taken at Hood Cottage, Nahant, and milk — the club's strong drink — was taken at every stopping place.

WE understand that a Citizens' Bicycle Club, composed principally of business and professional men, the president being an Episcopal clergyman and the captain a well-known physician, has recently been organized in New York.

THE Kentucky Bicycle Club, of Louisville, will hold a grand race meeting 4 July, on its new quarter-mile track. The race committee are: Horace Beddo, T. W. Moran, Charles H. Jenkins, and S. B. Huber.

THE racing committee of the Massachusetts Bicycle Club has announced the second races of the second and third series (one and two miles) for Saturday, 1 July, at Beacon Park, at 4.30 P. M.

THE Eurus Bicycle Club, of South Gardner, Mass., made its first club run on Memorial Day, going to Winchendon (nine miles) and return.

BOSTON Club members indulged in an over-night excursion to South Canton on the 17th.

RACES

Coming Events.

24 June. Pittsburg, Pa. Keystone Bicycle Club races at the Exhibition grounds. One-mile heat race for the championship of Western Pennsylvania; prize, $40 gold medal. Five-mile dash and boys' races. John W. Pears, secretary, corner Penn and Homewood avenues.

24 June. Louisville, Ky., bicycle races under the auspices of the Kentucky Bicycle Club. One-mile handicap, two in three, for gold medal; five-mile dash (winner one-mile race not to compete) for gold medal; quarter-mile heat race for riders who have never won a race. Address the secretary.

28 June. Norwalk, Conn. Fairfield County Agricultural Society. One-mile amateur bicycle race, in heats, free, for gold and silver medals. 29 June, one-mile professional race, three in five, $50 and $25; entrance fee $2

1 July. New York. Games of American Athletic Club. Two-mile bicycle handicap. Secretary American Athletic Club, P. O. Box 2,930.

1 July. Philade'phia. One-mile scratch, two-mile handicap, two-mile handicap for those who never won a first prize, and five-mile handicap bicycle races at Belmont Driving Park. W. H. Brown, 3110 Market street.

1 July. Boston. Second races of the second and third series (one and two miles) of the Massachusetts Bicycle Club, Beacon Park, Saturday, 1 July, 4.30 P. M.

4 July. Utica, N. Y. Grand Central New York meet and races at Reynolds Park. W. J. Walters, secretary.

4 July. Springfield, Mass., Skating Rink. Grand bicycle tournament. Half-mile, one-mile, two mile, and five mile races, three prizes, and slow race of 100 yards, two prizes, open to all amateur bicycle riders, the prizes in each event being valued at $30, $70, $100, $150, and $200, respectively; two-mile race, open to Springfield Club members only, for medal valued at $70; best club drill of not less than eight members, prize, silk banner and bugle, valued at $50 and $10 respectively. C. K Ferry, secretary.

4 July. Brooklyn, N. Y. Williamsburg Athletic Club games. Three-mile bicycle handicap. G. R. Smith, secretary, Wythe avenue, Penn and Rutledge streets, Brooklyn, E. D.

4 July. Louisville, Ky. Race meeting of the Kentucky Bicycle Club, open to all amateurs, entrance free: Half-mile; three heats; prizes, gold medal and cyclometer. Three mile dash; prizes, gold medal and pair ball pedals. Quarter-mile dash for small boys; prizes, gold medal and bicycle bell. Two-mile dash of 50-inch wheels and under; prizes, gold medal and bicycle lamp. Quarter-mile; three heats; prizes, gold medals. Slow race; one hundred yards; prizes, gold medal and cyclometer. A. L. Pope, secretary.

8 July. Baltimore, Md. Fifty-mile bicycle race for the road championship of the United States, Druid Hill Park Lake, Baltimore, 8 July, at 8 A. M. $50 gold championship medal to first, gold medal to second, silver to third; entrance $1.00. Road course, dead level, one and a half mile lap, sixty feet wide, hard gravel, with half-mile straightaway home stretch. As it is a public park, no gate money can be charged, and subscriptions are solicited for the purchase of the medals. The time of preparation is limited, to bar "*special training*," as this is a general riders' road race. Entries and subscriptions close 1 July, to Clymer Whyte, Esq., director L. A. W., 87 W. Chase street, Baltimore, Md.

OAKLAND, CAL., 30 MAY. — At the meeting of the Olympic Athletic Club, held the 30th ult., the following bicycling events occurred: —

One-Mile Handicap Bicycle Race — W. H. Lowden (72 yards). 1; C. L. Leonard (scratch), 2; C. Burckhalter (100 yards), 0; R. F. Verrinder (60 yards), 0. Time, 3.28¼.

Eight Hundred and Eighty Yards Handicap Bicycle Race — L. D. Smith (13 yards), 1; C. A. Butler (13 yards), 2; H. C. Finkler (scratch), 0. Time, 1.43¾.

Eight Hundred and Eighty Yards Handicap Bicycle Race — C. Burckhalter (40 yards), 1; C. L. Leonard (scratch), 2; R. F. Verrinder (24 yards), 0; W. H. Lowden (30 yards), 0. Time, 1.40½.

One-Mile Handicap Bicycle Race — H. C. Finkler (scratch), 1; George H. Strong (80 yards), 2; L. D. Smith (35 yards, 3; C. A. Butler (35 yards), 0. Time, 3 21¼.

In mounting his wheel for the second 880-yards handicap, Finkler wrenched his right hand, which was recently injured by a fall, and it became so painful that he slowed up until he had no chance of winning. In the second mile handicap, which proved a most exciting race, Strong, although not in his best racing condition, started out at a lively rate and moved splendidly; Butler and Smith led Finkler until the third lap was made, when Finkler commenced to forge up; he passed his nearest opponents, and then set out for the leader, gradually gaining without apparent effort. On the last half of the track, and when it seemed almost impossible for him to overtake Strong, he made a magnificent spurt and lapped on Strong's wheel just as they had reached the grand stand; a few yards more and he had a yard's lead, and passed over the line a winner, the audience jumping to their feet in the excitement of the moment. In this race Strong rode a 57-inch patent improved Humbert racing wheel. Finkler was mounted on a 51-inch Special Club roadster, Butler on an Invincible light roadster, 53-inch wheel, and Smith ran a 54-inch Harvard. C. L. Leonard gave an exhibition of fancy bicycle riding, which was loudly applauded. Some of his feats were remarkable and original, and his performance included all the regular tricks, from riding the machine without the use of his hands to standing upon his head on the saddle.

BOSTON, 9 JUNE. — The fifty-mile professional handicap bicycle race at the Casino took place on this date, as announced, and proved an interesting and well-contested struggle, but no reliable time as a record was made, except for the full race of fifty miles, in consequence of incomplete officering and timing. The contestants were Prince and Rollinson from scratch, and W. J. Morgan and George and Thomas Harrison at one mile start. The pistol was fired at 7.14.45 P. M., and the men got off in good shape, Prince leading and maintaining that position throughout. He easily and comparatively early in the race took up his handicap, and at the finish was a mile and three laps ahead of Rollinson according to the scoring, although the latter protested that the scorers had failed to record his score by one lap. However, as two official and two volunteer scorers all agreed, his protest was not admitted. Morgan dropped out at the completion of the fourth lap of his twentieth mile. The Harrisons rode pluckily for second place, and Rollinson had not taken up their handicap until near the close of the race; but at the beginning of his thirty-eighth mile Geo. Harrison gave up and Thomas showed signs of exhaustion, — the two scratch men, however, especially Prince, seeming but little affected by their long pull. From this point Prince rode a waiting race to the end, finishing in 2h. 59m. 15s.; Rollinson second, in 3h. 3m. 57s.; T. Harrison third (forty-nine miles) in 3h. 25m. 52s. The officers were: Referee, E. E. Merrill; scorers and timekeepers, L. C. Roberts and F. H. Drowns; judge, J. C. Harrington, Jr. The prizes were $200, $100, and $50.

BOSTON, 10 JUNE. — The first of the series of seven contests for the five-mile championship of Massachusetts Bicycle Club, to be raced at convenient intervals during the present summer for a silver cup, was held Saturday afternoon, the 10th inst., at Beacon park, as announced. The day was warm but pleasant, and a fair attendance of bicyclers was observed, representing, in addition to the Massachusetts, the Boston, Crescent, Chelsea, Meteor, and other local clubs, but a comparatively few non-wheelmen. It was found on arriving at the park that the cinder track was in a most wretched and dangerous condition for racing, and there was a strong disposition manifested to postpone the event; but rather than disappoint those who had come to witness them, it was finally resolved to have a few scrub races on the one-mile trotting track, although this, from the fact that there were many patches of soft bed on the course, would preclude the making of very fast time. The sport finally opened with a three-quarter mile dash, which was won by Jeffreys Wyman in 2m. 27½s.; C. P. Shillaber second in 2m. 34⅘s.; E. W. Pope third in 2m. 39⅗s.; M. H. Hardwick fourth, and G. H. Waters fifth. The next was a dash of one mile and a quarter, and was easily won by W. R. Griffiths, the club's 60-inch man, who led from the start, and scored his time as 4m. 11⅕s.; Jeffreys Wyman, second in 4m. 25½s. A. D. Claflin and H. D. Corey were the only contestants in the five-mile championship race, and these made a good start and an interesting race, first one and then the other leading around the course until on the last mile, when Claflin forged well ahead and came in a winner, with Corey 16s. behind. The mile times were as follows: —

	CLAFLIN.	COREY.
1	3m. 48s.	3m. 48⅘s.
2	7m. 17s.	7m. 18s.
3	11m. 17s.	11m. 16s.
4	14m. 45s.	14m. 46s.
5	18m. 5s.	18m. 21s.

The officers were: Judges, Capt. F. B. Carpenter of the Crescent Bicycle Club, D. J. Smith and F. G Parker of the Massachusetts Club; scorers, G. H. Waters and D E. Devoe of the Massachusetts Club; timers, W. E. Gilman of the Chelsea Bicycle Club, and H. A. Baker of the Massachusetts Club.

NEW YORK, 10 JUNE. — At the annual championship meeting of the N. A. A. A. A., two-mile and five-mile bicycle races were contested. In the former, which was well contested, especially by the three leaders, G. D. Gideon of the Germantown Bicycle Club, came in first in 6m. 41⅘s.; E. A. Thompson, Lenox Bicycle Club, second, in 6m. 50⅘s.; C. A. Reed, New York Athletic Club, third; F. E. Davidson, Lenox Bicycle Club, fourth; A. Smith, Williamsburg A. C., fifth. The five-mile race was contested by G. R. Rood, Lenox Bicycle Club, Geo. D. Gideon, C. A. Reed, and A. Smith, the latter withdrawing on the third mile. The race between the others was an exciting one to the close, Gideon leading, and looked upon as the winner at the close of the fourth mile, when Rood made a handsome spurt and passed him, holding his lead to the end, with Gideon second by little more than a yard; Rood's time was 17m. 19⅘s.

BALTIMORE, 17 JUNE. — The ten-mile bicycle race at Druid Hill Park came off as announced, a good attendance of spectators being noticed notwithstanding the early morning hour, — 6.30 o'clock, — a large number of the lady friends of the wheelmen also being present. The contestants were R. F. Foster, C. R. Evans, E E. Williams, David Stewart, and A. B. Harrison, all of Baltimore, the race being open to Baltimoreans only. A good start was made, Evans leading and Williams, Harrison, Stewart, and Foster in that order; but at the end of the third mile Foster had left his position in the rear, and passed the others, leading Evans a hundred yards and making the three miles in 9m. 15s., the other three being nearly a quarter-mile behind. Foster continued to gain, Evans only making a show to lessen his lead by some fine spurting in the seventh mile. Here Harrison also got thrown, breaking his handle bar and withdrawing

from the race. Foster finished and won the race in 36m. 36s.; Evans second in 37m., and Williams third in 38m. 10s., with Stewart little more than half a length behind his front wheel. The two last made an interesting struggle for third place in the last two miles, frequently alternating leads. The officers were: S. H. Shriver, B. H. Haman, T. J. Shryock, judges; Clymer White, clerk of the course; W. C. Scribner, T. H. Evans, timers; E. Snowdon, starter. The prizes, donated by Messrs. Foster & Co., were a pair of Æolus ball pedals and an automatic alarm for first and second, respectively; but Mr. Foster at the close of the race awarded them to the winners of second and third places.

Through the White Mountains on the Wheel. I.

It will be my object in describing this tour to present the practical part of our experiences in a way to give the most help to any who may contemplate a similar tour in this region. The first consideration, the character of the roads, is unfortunately a thing difficult of description unless decidedly good or bad, and the White Mountain roads are of that medium kind most difficult of all to describe. Wheelmen rate roads differently according to their ability and haunts. These things should be taken into consideration when forming judgment from written descriptions. In gathering information for our tour, Portland summed up fair to good roads; Portsmouth, poor to fair; Boston, bad to poor, with occasional fair wheeling; and now Worcester, having thoroughly investigated for herself, will give her experiences and opinions.

To describe the men, perhaps it would only be necessary to say to most readers they were Worcesters; but lest this should lower the character of the roads, I will be more specific and try to be modest There were three of us: one of six months' experience (but equal to most riders of two years), a strong, daring rider, on a 50-inch Standard Columbia; another of one and one half years' experience, on a 54-inch Special Columbia; and the third of three years, on a 54-inch Matchless: the two latter riders of moderate strength and rather cautious, preferring to walk sand holes and steep hills. All trained on Worcester roads.

The map used was Walling's special, scale two and a half miles to the inch; an excellent map, and as far as we observed, perfectly reliable. The profile lines given are especially valuable, as the general grade of any road can be accurately ascertained from them. The general character of these roads is remarkably uniform, and with the same care in construction which our country roads receive, would be much better for the wheel than the average Worcester County road. They are, however, made on the surface, cuts and fills being avoided as far as possible; hence, though a road may neither rise nor fall in general, its surface will be undulating, and this with the softness of the soil is what gives the trouble, rather than long, steep hills. The tourist will be surprised to find so few of the latter in the midst of such tremendous hills: great hills everywhere but in the roads. The road bed is almost entirely a sandy loam; always inclining toward softness, frequently a little sandy, but rarely deep sand. In a few places it becomes gravelly and in others clayey, giving of course a harder surface. In the woods the dampness makes the surface better, in some places, making it muddy and heavy unless in a very dry season. The side paths are few; riding must be generally all over the road or in the ruts. The middle of the road will usually show ruts from one to three inches deep, and the machine will rarely make ruts less than one quarter inch deep. There is a constant pull required, the hard stretches which relieve so much on most of our roads being rarely met with. At the foot of hills sand beds are common, so that coasting is risky; and frequently short hills must be walked on account of the difficulty of obtaining a mount in these sandy beds. I do not remember a hill that would be severe work for a strong rider if it had a good surface, or a road that would present serious difficulties to a skilful one. Little hills, softness of surface, and occasional patches of sand are the bicycler's troubles in the White Mountains.

We commenced our wheeling at Warren on the Boston, Concord and Montreal Railroad, having railed it to this point; our object in entering the mountains at this unusual place being to visit Moosilauke and to do a little exploring for the benefit of wheelmen generally. Our only knowledge of this region west of the Franconias was that obtained from the map, and reports of good roads in Easton, Landaff, and Lisbon, from a wheelman who had recently been in that region. Arriving at Warren early in the afternoon, we resolved to push on instead of spending the night here as intended.

Warren: — 1. Good riding on side path. Level. No dismounts. 2, 3. Becomes soft. Slight hills. Occasional patches of sand. Two or three dismounts necessary. 4. Harder, a trifle sandy in places. Fair riding in ruts or at side. No dismounts necessary. 5. Like 2 and 3; perhaps a little better.

Warren Summit: — Arriving here we received a first lesson in map reading. This place looked as large on the map as the one we had left, but to our surprise it proved to consist of twelve or fifteen houses only, with not even an approximation to a hotel, of course. We were advised that one Harriman entertained wayfarers at the Summit, and after applying at most of the houses in town we found the right Harriman. Lest others should meet with the same difficulty, it may be well to state that J. M. Harriman is the one wanted, not his brother, uncle, or other relative. A short distance from the house is a large brook in which we enjoyed a refreshing bath.

This road is a very pleasant one, winding round the side of Pine Hill for three miles with the abrupt hill on the left and a deep valley on the right, beyond which rise Mounts Carr, Kines, and Cushman, lesser summits of the southern Franconias. About three miles from Warren a turn in the road reveals the magnificent solitary peak of Moosilauke, the first real mountain seen approaching in this direction. The acquaintance once made is rapidly extended, Mt. Clough thrusting out its cold shoulder from Moosilauke, while Sugarloaf, Hogsback, and Blueberry Mountains rise up in the pathway, seeming to defy progress in that direction. Arriving at Warren Summit the tourist will find himself in a broad valley shut in on every side by mountains, affording pleasing views which are a fitting introduction to the more magnificent scenery beyond. The Boston, Concord and Montreal Railroad passing through this valley reaches its highest point, hence the name of the place. We spent the night at Farmer Harriman's, finding good accommodations and a well-filled board. Guests anxious to hear the family history, or to obtain any little information concerning the neighbors or neighborhood, will find that part of the entertainment gratis. The great object of interest in this locality, Moosilauke, may be ascended by the carriage road from Warren or by the path known as "Kendrick's short cut," from Warren Summit. The five miles of carriage road to the base of the mountain would probably be ridable, but the four miles of ascent must be made on foot. I would strongly advise wheelmen to ascend this and other mountains by the old paths rather than the carriage roads. Leaving Harriman's early in the morning, we went back towards Warren a short distance, taking the first left-hand turn, which is the Notch road to Benton. One and one quarter miles on, the mountain road branches off to the right by a schoolhouse; and here we found it necessary to abandon our machines, a barn near by offering convenient accommodations. The road thus far is harder than the other side of the Summit, with a gentle up grade which can be easily ridden without dismount. Pushing on afoot we found the road rising rapidly, soon becoming a mere cart-path over stony pastures, and finally nothing but a cow-path leading up to the dense forest above. Just before entering the forest a fine view of the broad valley with its surrounding mountains is obtained; and with this for inspiration we plunged into the woods, prepared for any amount of hard climbing. For another mile the path is wide and plain, having been cleared and bridged for a bridle-path; but beyond this in places, some care is necessary to follow it, though easily found at any time by a little searching. At the end of this bridle path commences

the real ascent of the mountain; rocks, fallen trees, and underbrush adding their obstructions to the increasing steepness of the path. The way is carpeted with the most luxuriant mosses, and frequent noisy brooks invite the tired climber to refresh himself. The last half-mile is very steep, seeming almost perpendicular; but just as one is about ready to give it up, the trees, which have been smaller and smaller for the last quarter-mile, become so thin that occasional glimpses of the grand view are obtained, and in a few minutes the climber will suddenly emerge from the scrub growth on to a little plateau of bare rocks, where he will pause spell-bound at the extent and magnificence of the view before him. A few rods farther up over bare rocks and he will stand on one of the two peaks of the mountain, while over towards the northeast rises the other and principal peak crowned with the hotel, an irregular ridge connecting the two, with the carriage road boldly winding up the crest of the ridge to the buildings. Reluctantly leaving the lesser summit, one descends the peak on the opposite side by a good path to the road, and a walk of a mile up the main peak will bring one to the hotel, 4,811 feet above the sea.

We were highly favored in having one of the clearest days of the season; every eminence, however distant, presenting a clear blue outline. All around and as far as the eye could reach was a billowy ocean of mountains rolling in countless waves, the nearest 1,000 feet below our airy perch. Away to the north over the receding hills of New Hampshire and Vermont could be seen the level plains of Canada, one hundred and fifty miles away, while on the west the whole Green Mountain range away down into Massachusetts stood like a wall bounding the vision in that direction. Peeping over the top of this wall could be plainly seen Mount Marcy of the Adirondacks, and to the south Mounts Monadnock and Wachusett were discovered. Lake Winnipesaukee glittered like a gem in the southeastern horizon; farther to the east the sharp peak of Chocorua pierced the sky; and over countless intervening heights, Kearsarge reared its symmetrical cone. Bounding the vision on the east and northeast, the presidential range lifted its majestic summits, Monroe, Washington, Clay, Jefferson, and Adams standing in bold relief against the eastern sky, — a magnificent panorama stretching from horizon to horizon, not excelled by even that from Mt. Washington. One realizes his height on this mountain as on no other. The slopes fall away almost from one's feet in sheer descents of 1 000 to 1,500 feet; indeed, so sharp is the peak and so abrupt the descents that the tourist will feel some insecurity while moving about the summit.

FOUR of the Roxbury Club made the proposed run to Gloucester the 17th.

How It Stands, II.

SINCE completing the first article on this subject, the testimony for the defendants in Pope Manufacturing Company *v.* McKee & Harrington has been taken, and shows a remarkable "state of the art" as regards bicycles. The statements of the experts who have made the search, if sustained by the court, will throw open the manufacture of the bicycle to the public; and it seems almost impossible to anticipate any other result. Without quoting any technical terms, the substance of the search has revealed what has long been asserted by those acquainted with the patents in question; viz., a very weak condition of affairs, and a series of patents of little or no value. The Reynolds patent, which has expired by limitation, — in other words, is now public property, — is claimed to have covered what was important in a bicycle, and that on which any suit could have been brought against riders. Any threat from manufacturers to prosecute for the use of the reversed crank or the *rigid* seat on the perch would seem now to be of no avail, as the patent has expired. Among the witnesses in the case referred to, there are a number of mechanics and others who gave evidence of having seen, in the fall of 1863, a French acrobat, Mons. Verrecke, riding upon the stage of the Bowery Theatre in New York, and of the Continental Theatre in Philadelphia, a two-wheeled velocipede, propelled by the feet of the rider, applied to treadles connected with oppositely projecting cranks attached to the axle of the forward wheel. In the use of this bicycle at the theatre one of the cranks was broken, and the machine was sent to the shop of a carriage maker to be repaired. While there the workmen examined it out of curiosity, and now establish the fact of a machine being used prior to the patents named. This one mention of the use of a bicycle before the application of Reynolds is a convincing fact to most minds that the idea is old, and that the "state of the art" at that time (1865) was too far advanced to even give a strong patent. Two-wheeled velocipedes were known and used for more than a quarter of a century before the application for the patent.

The suit which is now pending has been brought on the reissued patent of P. Lallement. The original patent to this gentleman was essentially on the old and well-known two-wheeled velocipede with his new treadles, which many old riders will remember as having a ball weight attached to them to keep them upright. The means of conneecting these treadles to the velocipede were the opposite projecting cranks. Such cranks had already (1866) been fully claimed. Lallement did not even mention them in his original patent, but put them in his reissue. As the Reynolds patent covered these points, and has now expired, it is hard to make the opposite cranks anything but public property. If one was to search for the present status of the bicycle, he would probably find only patents on improved parts of a machine; but it is believed and even asserted by experts in patent law that a practical bicycle can now be made without infringing any patents. The suit now pending will settle the question of the patent on the machine as a whole, and particularly the opposite-crank motion. It would be well to consider the Hanlon patent, which was on the adjustable or slotted crank and the adjustable saddle; but a bicycle can be made with both these if *fixed*. The Philadelphia carriage maker who repaired the French machine referred to was Mr. Wm. Quinn. Several of the workmen in his employ testify also to having seen the bicycle. In the examination of Lallement in relation to this suit, he testified that after completing his machine, on which he took out a patent, he "took it on the boulevard, and all the people saw it; some did say they had seen some like that before mine."

A notice of Mons. Verrecke's riding a velocipede will be found in the New York *Clipper* of 7 November, 5 December, 1863, and 3 December, 1864. In one of these issues, the paper mentions as follows: "Verrecke, the latest sensation, is still the feature at the Continental, Philadelphia. It is advertised that he will appear at noon in the day in the public squares of the city on his sensation conveyance, travelling at the rate of fifteen miles an hour. What is it?" This will show that the machine which Quinn repaired was spoken of in New York papapers. In the event of the success of McKee *et als.* to dissolve the injunction placed on them at the instance of the Pope Manufacturing Company, the demonstration of the weakness of the American patents will be complete. With such a result, wheel riders may look for a healthy competition in the trade, and much lower prices.

The American manufacturer can now, and would with such a termination, sell at a lower price than the English machine could be imported for, but the riders will benefit positively if the injunction is dissolved The ultimate result will be awaited with interest.

Along the Potomac. I.

Editor Bicycling World: — It was on the morning of 23 October, 1881, that I reached the famous river at Williamsport, Md., though I took train from New York just a week before that, and stopped in Philadelphia for an afternoon's indulgence in a twenty-three mile exploration of the roads of Fairmount Park. The next forenoon, 17 October, I made the acquaintance of Druid Hill Park, Baltimore, to the extent of fifteen miles, and then embarked on steamer for a three-days' patriotic pilgrimage to Yorktown. Forewarned of the deep sands characteristic of that region, I left my wheel behind, and on the 21st took it by train to Frederick, Md., whence on the 22d I rode to Hagerstown, over the route described by "C. W." in WORLD of 29 July last. The distance registered was

26½ miles, and before starting I rode six miles in the environs of Frederick, in company with the editor of one of the local journals; his hated rival, who edits the opposition journal, being also a wheelman.

I will not try to improve upon the "Notes from the Blue Ridge," supplied to the WORLD by "C. W." aforesaid, as satisfactorily telling what I myself learned by that pleasant day's jaunt along the Old National Pike, across two mountain ranges. His record of distances, being made from memory, did not coincide entirely with that of my cyclometer; but the "notes," as a whole, are an entirely proper guide for the tourist. He said, "I recommend the Baldwin House as the best hotel in Maryland at which I have stopped"; and I most heartily support the recommendation, though "Bucephale," in WORLD of 25 November, spoke superlatively for a rival establishment. New, clean, and good hotels in the South are so extremely scarce that I think it only fair to make a special point in favor of this one, which is unequivocally "the best," not only in Hagerstown, but in all that region. It is incomparably more clean and comfortable than two at least of the high-priced hotels in Baltimore whereof I have knowledge: and its charge of $1.00 for supper and lodging was certainly as low as I ever expect to find in the "lowest" hotel that I may be forced to take shelter in. The City Hotel, in Frederick, in every way inferior, charged $2.00 for supper, lodging, and breakfast, which was an advance on the price recorded by "C. W." a few months before. Two headers, taken in quick succession, made memorable that ride to Hagerstown, — one caused by a stone on a down grade, and the other by slipping the pedal while pushing up-hill, — for those were the only falls in my entire tour of two hundred and forty miles.

The next morning I reached the Taylor House in Williamsport at 7.30, after a ride of three quarters of an hour, demanding only one dismount on account of road repairs. My register of the distance was five and one half miles, though "C. W." calls it seven, which perhaps was nearer the truth. Delaying an hour for breakfast, I mounted upon the towpath of the Chesapeake and Ohio Canal, and proceeded westward, reaching Hancock, the first town, twenty-five miles on, soon after twelve. Here I entered the Light House, as being the least squalid looking of several shabby little taverns, and really dined quite sumptuously there; although I presume that on any other day than Sunday I should not have fared as well, either in respect to food or clean table service or neatly dressed table companions. Seven miles from Williamsport was the "slackwater" of more than half a mile, where the towpath was so rocky as to make even walking rather difficult; and three miles beyond some more walking had to be resorted to on account of a "block" of canal boats. The rarity of moving boats, however, was of course a great advantage; and with the two exceptions named, I rode straight along to Hancock, — this being my first really satisfactory experience of tow-path wheeling.

"C. W.'s" knowledge of the path ended at Hancock, but he expressed a belief that it would continue equally good to the end at Cumberland, some sixty miles beyond. He cautioned me, however, about the difficulty of getting anything to eat, as the whole region is very thinly inhabited, with no public house of any sort between the two points named. I remembered his caution when I started on at 2 P. M., but I did n't realize the force of it; for I was fortified by a good dinner, and by the information that at a point about half-way to Cumberland there was a privately owned "brick house" (most of the habitations of that region are log-and-mud cabins), where I could count on "getting handsomely taken care of for the night." The path, for the most part, continued smooth and hard, and at 5.30 P. M., when dusk was closing in, I reached the designated point, fifty-four miles from Hagerstown. The only hindrance of the afternoon was a long procession of boats that had been "blocked" by the low water. The "brick house" of my hopes was a forlorn little abode, terrible to look upon; but "there I was," in the gathering gloom of the desert. I had no option but to seek shelter for the night; and this, after some demur, was granted me. I slept soundly the sleep of the just, after assuming, by way of night-dress, my extra drawers, as well as shirt. This was a lucky precaution, for it kept the bed-bugs from feeding upon me much above my ankles and elbows. Consequently, in the morning, I counted *only* one hundred and twenty-five bites upon my arms and feet. If the interesting insects had had a fair show that night at my entire anatomy, they would have doubtless made so picturesque a fresco of it as to cause "Capt. Costentenus, the tattooed Greek," to turn pale with envy.

The towpath was unridable that morning because of a hard rain during the night, and the drops were drizzling down dismally as I munched my indescribable "breakfast" (the counterpart of my unspeakable "supper" of the night before), and fared for the nearest lock-house, thankful that I had escaped with my life, but doubting whether I had best retrace my course or continue towards Cumberland. At 11.30 A. M. a canal boat bound in that direction gave me a chance to decide by jumping upon its deck. I stayed there four hours, during which there was a progress of eight miles; the last mile being through a tunnel, which is impassable except on a boat, or just in the rear of the team that draws a boat. Then at 3.30 P. M., as the path seemed tolerably dry, I jumped ashore and made my first mount of the day, — knowing that darkness would stop my riding in less than three hours, and that I could find no rest until I reached Cumberland, thirty miles away. The track was generally somewhat heavy on account of the rain, but there were some good stretches, and in the first hour and ten minutes I covered nine miles. At 6 15 P. M. the darkness decided me to risk my neck no farther, and I jumped down at the post labelled "C. 12½m.," with sixteen miles to my credit. An hour later I stopped a few minutes at the "nine-mile lock" for a supper of crackers and milk, my "dinner" having consisted of a quart of canned peaches, which was the only eatable thing I could buy at the lock-house just before entering the tunnel. Some flinty apples and mildewed "candy" formed the rest of my diet for that dreary day. Practically, I had eaten nothing substantial since noon of the previous day at Hancock, and the vast and inextinguishable itching of the bed-bug bites added to my serenity, as at half past seven o'clock I plunged into the pitchy darkness which shut me off from Cumberland. The "nine-mile level" ending there formed the longest nine miles known to my somewhat extended experience. Save for a lone canal-boat that I passed about the middle of the tramp, I saw not a thing, I heard not a thing suggestive of human life. The silence was as profound as the darkness. Not a noise, not a light, for the whole nine miles. Through the fog I could trace the course of the path for only a few rods ahead of me, and it really seemed as if no end would ever come to it. Lacking matches, I could not even console myself by examining watch and cyclometer. At times I had to toil laboriously through the mud. At one place I had to guide my wheel over the narrow plank of a "waste-way" which I could hardly see. But the general monotony of my progress was most oppressive. I lost all definite consciousness of time and space. The end came at last, however, when I trundled my wheel into the Queen City Hotel, at 10.30 P. M., and plunged into one of its bath-tubs. Too weary, after my long fast, to care for any food, I sent my wet and spattered garments to the drying room, and betook myself to bed, thankful that the comforts of civilization were once more within my grasp.

KOL KRON.

THE members of the Chelsea Bicycle Club scattered on the 17th, a portion going to Gloucester, and others on westerly and southerly suburban runs. We put ourself and bicycle on the train for Worcester, where we were the happy guest of Ex-President Blacker, of the Æolus Bicycle Club, a large number of whose members with several of the Worcesters contributed further to our pleasure by participating in enjoyable runs Saturday evening and Sunday morning,— the latter being to the Aerie House at Lake Quinsigamond for breakfast, after which several of us took a steamer trip around the lake, while the bulk of the party continued the run to Uxbridge.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc, can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

UNATTACHED. — Henry S. Wood, No. 3,205 Baring street, Philadelphia, Pa.

NASHUA WHEEL CLUB. — Will A. Tracy, Harry W. Ramsdell, Henry E Marsh, Frank A. Mc Master, Francis C. Slason, Edward F. Chandler, George W. Hendrick, James B. Harris, and Will H. Walker, — all of Nashua, N. H.

To L. A. W. Members.

SINCE quite a number of unattached members of the L. A. W. have sent to this office the amount of their dues for 1882, even before receiving circulars calling for same, which will very soon be in the hands of every League member, we feel called upon to make this general acknowledgment of receipts, and to promise you that soon the cards of membership for 1882 will be issued, and they will immediately be sent out upon their receipt at this office. Thanking those who have so promptly remitted, and craving their forbearance in the delay that necessarily arises in this unavoidable change of officers, we remain, yours fraternally,

W. V. GILMAN, *Treasurer L. A. W.*
NASHUA, N. H., 10 June, 1882.

CURRENTE CALAMO

PRINCE has sold his 55-inch Royal Mail racer.

KOL KRON has been doing the Jumbo Cave of Kentucky per wheel.

MR. J. M. FAIRFIELD of Chicago was in Boston last week, on business.

THE circus posters announce the coming of Albion with his eight-foot wheel.

A COLLECTOR for the Harlem (N. Y.) Gas Company makes his rounds on a tricycle.

APPLICATION has been made for the appointment of "Cobb's Tavern" as League hotel for Canton.

PRINCE is announced for the races at the June meeting of the Fairfield County fair at Norwalk, 28 and 29 June.

CHAMBERS' JOURNAL complacently looks forward to the successful practical application of electricity as a motor for tricycles.

THE slip-shod method of managing the Casino races has been the subject of much unfavorable criticism from both competitors and spectators.

PROF BROWN of the Boston University has graduated from the riding school, and is now a full-fledged road bicycler and as good a rider as an efficient instructor.

W. D. WILMOT, of the Massachusetts Bicycle Club, may often be seen speeding on the track at the Casino, and will no doubt be heard from in some of the coming events.

"METEOR" has retired from the editorship of the South Boston *Inquirer's* wheel column; but he is as active as ever in promoting the interests of the Bay State Wheel Club.

LAWRENCE, MASS., has a lively and flourishing bicycle club, and her wide-awake namesake out in Kansas is also collecting a large nucleus of wheels for early organization.

EX-VICE-PRESIDENT FAIRFIELD was in town a few days ago on his way to England on business. The demand for foreign machines is such that increased facilities are needed.

WE have seen it reported that the grade of Corey Hill has been conquered by a tricycler. As no bicycler has a record of this feat, is the tricycle the best hill climber, after all?

AND now the mile-record man, Ahl, of the Massachusetts Club, has a new Yale racer. Corey, of the same club, who sold his in the early spring, has also got another, of the same pattern.

PARTICULAR attention is called to the new rule relating to amateurs, which prevents manufacturers and dealers in bicycles from personally teaching the art of riding to effect the sale of a machine.

MR. GENSLINGER, a New Orleans wheelman, has the honor of first riding a bicycle through the streets of Laredo, Texas, where he created a genuine and admiring sensation among the natives.

SECRETARY GEORGE J. HOBE, of the San Francisco Bicycle Club, has sent us a copy, handsomely printed, of the 1882 edition of the rules and regulations of that club, together with a full list of members.

WE have a tricycle, and hope soon to be able to tell you what we know about it. We say "we," both editorially and literally; for the machine is convertible, and when desired we can either double up or "go it alone."

THE Wolverhampton handicap was won by James, on a 56 Royal Mail (weighing 26½ pounds), which seems to be the coming wheel for racing, and is certainly well fitted to occupy a premier position on the track.

BEFORE any more legitimate amateur records can be made on the Institute Fair track, it will have to be officially measured, as since the pole has been shifted for the accommodation of the horse track, much doubt has been expressed as to its correctness.

THE makers of the Victor tricycle (Overman's) have sent us a photograph of the machine, which certainly looks graceful in print, and we are anxious to see the trike itself, as they promise we shall very soon. An unlooked-for accident prevented its participation in the League parade.

FRANK W. GOODWIN and W. C. STEWART, of the Star Bicycle Club of Lynn, wheeled from that city to Worcester and return last Saturday, the 17th inst. Their cyclometers registered fifty-five miles each way, or one hundred and ten miles the round trip, — which is about right. A good day's work.

J. ANTONY LOCKE, president of the Leamington (Eng.) Bicycle Club, who has been travelling in America, and is about to return home, was in Boston last week, stopping at the Hotel Vendome. He visited the Boston Club headquarters, and on Wednesday dined with F. W. Weston at his home at Savin Hill, Dorchester.

WHILE a bicycler was riding in Salem last Saturday, he was attacked by a bulldog, who ran alongside his wheel and endeavored to seize his foot. Meanwhile a carriage approached from the opposite direction, and striking the dog knocked him into the wheel, upsetting the rider and severely injuring him and breaking the machine.

WE understand that the Metropolitan Publishing Company of New York are about starting a new illustrated weekly devoted to cycling. As it has certainly the *moral* support of, and its agents are introduced and recommended by, a leading American bicycle manufacturer, we look forward to some healthy competition in the field of bicycling journalism.

THE Washington *Oarsman's* bicycling department this week devotes a third of a column to some excellent advice to riders in that city about care in riding, to avoid unnecessary collisions with horse vehicles and each other. So far no accidents have occurred with the former, but with the large increase of new riders this season the possibility of it has increased.

THE "Handy Hook," made by the Overman Wheel Company of Hartford, Conn., is just the thing to fasten the trousers at the bottom when one is in haste and cannot stop to put on knee-breeches or leggings. With it one can take a reef in his pantaloons and save the wear and tear which must ensue when he is not provided with the hook. Send them twelve cents and get a pair.

THE fast men of the Massachusetts Club ought to challenge the Wellesley

College girls to a race; gallantly allowing them of course liberal handicaps. We see by the Boston *Courier* that, laying social trammels aside they are largely indulging in bicycling. This information will doubtless tempt "Papa," and Dean and Fourdrinier, of the Bostons, to many ante-breakfast runs in that direction.

THE bicycle paragrapher of the Boston *Courier* should look over the columns of the BICYCLING WORLD before he talks about the latter's *attacks* on any particular manufacturing company. We had fancied that whatever *attacks* are being made by any one simply puts us in an attitute of *defence*. Such gratuitous insinuations as the *Courier* man is fresh enough to repeat in type look something like attacks on us.

THE Bicycle Gossiper of the Louisville *Argus* must know that our 2 June account of the League parade was compiled during our absence at the Meet, from a newspaper's telegraphic despatch, by our "green hand," who neglected to credit the journal from which he gained his misinformation. However, we are not going to take back such a trifle at this late day. The Kentucky boys looked first-rate, and what more do they want?

BICYCLING matters in Baltimore are especially lively just now, what with the professional events at the Monumental Summer Garden and the amateur races at Druid Hill this week; and now the Maryland Club announces a great fifty-mile road race at the latter place 8 July, for a gold medal and the championship. The Park road is a dead level, one mile and a half lap, sixty feet wide, hard gravel bed, and has a half-mile straight-away home-stretch.

THE League of Ohio Wheelmen has issued a circular address to the wheelmen of that State, accompanying which is the draft of a new constitution to be submitted at the annual meeting, 28 and 29 August next. The instrument is well and carefully drawn, and will probably be adopted without change, and under it we can see no reason why the organization should not be beneficial to the cause of bicycling as well as the promoter of an enjoyable State gathering each year.

WE have received a supply of the Tricyclist's Indispensable Handbook, edited by Henry Sturmey, and are ready to fill orders from individuals or the trade. See advertisement. The Bicyclist's Indispensable is promised for early in July, and we shall fill all orders in the order of their reception. The book is much enlarged this year, and the price will be fifty cents, with eight cents additional for postage if sent by mail. Send in your orders if you wish an early copy.

AMATEURS must remember that under the new League rules they are barred out of all races not under the auspices of the League or the National Athletic Association, or with their express permission through the proper representatives of these bodies. Races at the Casino, agricultural fairs, picnics, and the like, cannot be participated in without such permission, under forfeiture of amateurship forever; and since these rules are officially published, ignorance of them will not be admitted in extenuation.

THE bicyclers of Dayton, Ohio, have hitherto enjoyed the privileges of roads and drives about the National Soldiers' Home at that place, and as they are remarkably fine roads, the wheelmen have appreciated them immensely, and have done their best to deserve the favor; but latterly, somehow, they have got themselves disliked by the governor of the institution, and he has peremptorily ordered them from the grounds henceforth, Messrs. Whitside and Mott being the immediate victims and examples.

L. A. W. TREASURER W. V. GILMAN was warmly welcomed home from Chicago, with all his "blushing honors thick upon him," by his friends and comrades of the Nashua Wheel Club. They received him at the station and escorted him to the Laton House, where they had prepared a banquet, and had invited a few other friends to participate in the reception, and whose congratulations he received with becoming and characteristic modesty, and in return gave a brief account of his trip and the Meet at Chicago.

ONE evening recently, while two members of the Chelsea Bicycle Club were riding on Salem street, in Malden, they were met by a man driving in a buggy and accompanied by a female. He drove quite close to the wheelmen, who naturally turned out, which he showed no disposition to do; but just as he was passing the rear bicycler, Mr. Joseph F. J. M. Brown, he bent forward and gave the latter a sharp cut with his whip, dismounting him from his machine. Mr. Brown at once remounted and made after the scoundrel, who perceiving himself pursued, lashed his horse to a run, but was being rapidly overtaken by the wheelman, when he suddenly turned into a dark and rough by-path where the pursuer would find it hard and dangerous to follow him, and so escaped, — "more 's the pity."

WESTERN clubs make a great cackling when they manage to develop a rider who can straddle a 60-inch wheel. Conkling, the tall and handsome luff of the Chicago Club, was waved proudly in the western blizzards all last season, because a cipher followed the six in his number; but the Milwaukees put one of the *Sentinel* staff on the stretcher nightly for twenty-seven days, until he tied Conkling. Then jealous St. Louis got real mad and stuck one of her fellows in a second season's cornfield up to his armpits, spread a cartload of fertilizer around him, and then prayed for rain. As a consequence, he won't be satisfied with anything short of a 62-inch wheel. That beats the Atlantic States, where 60-inchers are so common as to occasion no comment, and the average man here rides a fifty-eighter, anyhow.

Wake Up!

AFTER two years of trial, the League has changed its original constitution somewhat; and also some of its by-laws. It is supposed now to be on a working basis (or will be after the election of State officers in September). Each State will have its chief consul and representatives, and can go ahead and perform the work so long laid out for it. There is one thing to remember, however: a good constitution will not appoint worthy consuls, it will not select good, comfortable hotels, it will not map and describe routes, entertain touring members, extend membership, encourage touring or racing, nor make the next Annual Meet a success. Such work is not for it. The by-laws say how all these things shall be done, but upon the officers and members rests the responsibility of carrying out the important details. Let us hear from our worthy president; let him wake up to the situation and see that the executive officers and the committees are at work. That is the principal part of his duties. He is responsible for their work, for they are obliged to report to him and consult with him if necessary. Let every member of the League who has not consuls and League hotels in his neighborhood commence to kick about it to the nearest officer; and if he does not get immediate satisfaction, let him apply to the board of officers, or to the chief executive officer, — the president. We shall then soon find out who are the workers and who are not If any officer does not properly attend to his duties, he can be granted a vacation for a year or two

Let us not only have a League, but a working, strong, substantial League, — something that will be a benefit to every wheelman who wishes to avail himself of its advantages; a League that will carry weight and respect with it; a League that will protect and command respect for its members. Let those officers be selected who can not only plan, but execute plans for its perpetuation. In other words, let us *wake up*, and when thoroughly aroused look around and stir up our next-door neighbor, and at the end of the year we certainly cannot be blamed if anything goes amiss, or if the League fails of its objects. ***

BOOKS AND PAGES

OUR LITTLE ONES for June reached us late, and the children had been impatiently asking for it; but as with other favorite luxuries long waited for, they enjoyed it all the more when it did come. The frontispiece, representing the monkeys at the menagerie asking Fred. to "go halves" on an orange he is eating, pleased them most at first; but they had the best laugh over the picture of the fox, wolf, porcupine, and bear playing at see-saw. Besides these, there are as usual many more charming pictures and child stories, some of the best of which are "The Little Girl's Complaint," "Jose, the Mexican," "Nellie's Ring," "The Sunflower and the Vine," "Pretty Polly Primrose," and "A Nice Orange." Unlike much of the current literature for very young children, the stories in *Our Little Ones* are instructive and simple without being silly, and are always entertaining. The Russell Publishing Company, Boston.

BICYCLES, BICYCLES, BICYCLES. Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals: —

LE SPORT VELOCIPEDIQUE. — Weekly. J. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents; by mail, sixty-five cents. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling* Paper, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition. — all by Henry Sturmey, — are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Cortis's "Book on Training" is also in press, and will soon be ready for delivery.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

H. C. BLUE & CO.
48 Summer Street,
BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention
A. J. PHILBRICK & CO.,
SALEM, MASS.

LEAGUE
Photographs,
TAKEN AT THE MEET IN CHICAGO,
NOW READY.
PRICE, 17 x 20 for framing ..... $1.25 each.
" 5 x 8 Album size ..... .50 each.
Send, unmounted, free by mail on receipt of price. These pictures are sharp and well executed, and every person is clearly defined.
THE JOHN WILKINSON CO.
77 State Street - - - - - CHICAGO, ILL.

WORLD JOB PRINT,
A. BASSETT, MANAGER.
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.
The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,
H. B. SMITH MACHINE CO., Smithville, Burlington Co., N. J.



MISCELLANEOUS.

4-line Advertisements in this department, $6 per year.

ST. LOUIS, MO — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock at Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1 00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

GOY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price. $4.00. Gold plated with name engraved (for prizes), $20.

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.



HEADQUARTERS FOR

Patent Rubber Bicycle Handles.

ELASTIC TIP CO.

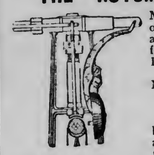
157 Washington St. - - BOSTON, MASS.

Bound Copies of Vol. IV.

BICYCLING WORLD

Now Ready. $2.00, postpaid.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN. Worcester. Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable.*

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new 'Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

BICYCLING LITERATURE. We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1. bound in cloth	$2 00
" " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	50
" " 1881	60
American Bicycler, by Charles E. Pratt	30
Velocipede, History of	60
Lyra Bicyclica; Poems by J. G. Dalton	$1 00
Cycling Sketches, cloth	50
Wheelman's Year Book	2 00
Photographs of Wheelmen at Newport	

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 52 and 56. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors

$2.00 a Year. 10c. Foreign. 7 cents a copy.

BOSTON, 30 JUNE, 1882.

Volume V. Number 8.

[Vol. V. CONTENTS. No. 8]

Reply to Caution; Notes, Queries, etc.	410
Books and Pag.s: The Century; St. Nicholas; Our Little Ones; Philadelphia Tourists	410
Editorial: Sign-Boards; L. A. W. State Election,	411
Wheel Club Doings: Cincinnati Wanderers; Grand Rapids: Buffalo; Hudson; Hamilton	410
Races; Foreign Racing	411
Correspondence: Springfield; Pedal Pusher's Pencillings; Amateur Racing; Scranton; The Chicago Trouble; The Other Side; Manchester and Nashua; English Bicycle Tour; The Casino Track; Chicago; President Bates at Chicago, I.	412
Foreign Gleanings	416
L. A. W.: Applications; A Model Report; Racing Rules; Declination	417
Currente Calamo	417

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England,	London - - - England,	Birmingham - - England,
(BAYLISS, THOMAS & CO.)	(SURREY MACHINIST CO.)	(THOS. SMITH & SONS,)
THE "HARVARD,"	THE "YALE,"	THE "SHADOW,"
ROADSTER AND SEMI-RACER.	ROADSTER, LIGHT ROADSTER & RACER.	LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY



How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA.

Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.

Box L, Rochester, N. Y.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.

Knife-Edge Treadle.

Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Conn.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

SOULE PHOTOGRAPH CO.

W. B. EVERETT. W. S. SOULE.

PHOTOGRAPHIC ART PUBLISHERS.

A Specialty of Unmounted Photographs of Ancient and Modern Works of Art, embracing reproductions of famous original Paintings, Sculpture, Architecture, etc. Price, cabinet size, $1.50 per dozen.

Send 6-cent stamp for catalogue and supplement of 3,700 subjects, or $1.50 for sample dozen with catalogues. Address

SOULE PHOTOGRAPH CO.
338 WASHINGTON STREET,
BOSTON, MASS.

(*Mention this paper.*)



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

FOR SALE. — Twenty-five-inch "Xtra," in perfect condition. Address E. E. KATTELL, Binghamton, N. Y.

BICYCLE FOR SALE. — Fifty-inch Yale roadster, double ball, cradle spring, curved handles; been used two weeks. Price $110. Address H. D. COREY, Box 5191, Boston, Mass.

FOR SALE. — Fifty-inch Standard ball-bearing Columbia, 1882 pattern, with Acme stand. But little used and in perfect order. Reason for selling, owner going West. Address HART, Box 508, Minneapolis, Minn.

FOR SALE. — A 56-inch Special Challenge, very easy running, and in excellent condition. Will be shown by H. P. ROBINSON, 95 Arch street.

FOR SALE. — A 54-in. full-nickle Expert, just out of the factory. Has not been run a mile. Address, EXPERT, Box 5200, Boston, Mass.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

Answers to Correspondents.

F. J. F., Lynn, Mass. — There are no particular rules governing slow races.

JEHU, Newmarket, Canada. — In handicapping for races, no allowance is made for difference in size of wheels or weight of rider.

F. P. S., Lexington, Ky. — "Cortis on Training," in press, and soon to be issued, will probably be the best authority for bicyclers. The best work at present is the "Handbook of Modern Training." See advertisement on another page.

H. L. B., Warsaw, N. Y. — By reference to articles on "How it Stands," printed in issues of the BICYCLING WORLD of 26 May and 23 June, you will find your query answered.

Reply to "Caution."

TO MESSRS. E. C. HODGES & CO.,

Bicycling World, Boston:

Gentlemen, — By a mere accident the letter of "Caution" in your issue of 26 May has come under our notice, and we hasten to (accepting your challenge) explaining matters. First, we beg to thank you for giving us credit of selling so many machines in the States, and hitherto carrying on our business without reproach. You next say parties in Pennsylvania sent three drafts from as many persons for machines. This is wrong. The exact case is, that two drafts representing orders for three machines came from one person. He ordered locknutted spokes to the machines. In acknowledging receipt for cash, we pointed out that lock-nutted spokes were not now in vogue, and asking to substitute direct spokes. To this we received no answer direct, but a local man waited on us to know the reason machines were delayed. At the time he called, the writer (our principal, Wm. Ford), was in the workshop, and directly went into the office, looked up the counterfoil of receipt, and then turning to the order book, ascertained we were waiting instructions respecting the kind of spokes to be used. The representative met our proposal to substitute direct for locknutted spokes with a blank denial. Our course was then clear, and at considerable extra expense to ourselves we set to work and executed the order, which will undoubtedly have been delivered ere this. No countermand of the order was even hinted at, nor was the money paid asked to be returned. The general character of "private inquiry" agents is such as to make their opinions of business people quite worthless and scarcely "conclusive." Our growth in the bicycle trade, from a shop thirteen feet square to one of the largest in the trade, is sufficient proof of the "reliance" we have placed with us. To insure American wheelmen against falling into a trap, we shall be only too pleased to receive their orders through the eminent firm of Messrs. Stoddard, Lovering & Co. of Boston. We hope the foregoing explation is to your satisfaction; and whilst regretting that you thought you were in duty bound to the interests of the American bicyclers to publish the letter of "Caution," we hope that in justice to ourselves you will insert this. Yours respectfully,

WM. FORD & CO.

WOLVERHAMPTON, ENG., 12 June, 1882.

BOOKS AND PAGES

THE CENTURY for July has several especially noticeable papers beyond the usual excellence. One of these is by Geo. E. Waring, Jr., and is a condensed but comprehensive review of Dr. Stillman's recent and valuable work on the horse, under the title "The Horse in Motion." It gives nearly fifty cuts from instantaneous photographs of running horses, with pictures of other animals for comparison, the whole being a fascinating study. There is also a timely paper on "Emerson's Personality," by Emma Lazarus, and a frontispiece portrait of the great transcendentalist. Another illustrated article which will be widely read is Mr. Benjamin's "The Evolution of the American Yacht." Other embellished papers are the concluding article on "Beef-Pastures of California," and Lieut. Wood's "Among the Thlinkits of Alaska." Carlyle's "Tour in Ireland" is completed; and "A Great Charity Reform," by Smalley, and Ernest Ingersoll's "A Colorado Cavern," conclude the more pretentious papers. For fiction, in addition to the two leading serials, Mrs. Schuyler B. Horton and Joaquin Miller contribute readable stories. The regular departments are as usual filled with timely and instructive articles, some of which are illustrated. No better number of the magazine has been issued.

ST. NICHOLAS for July is a vacation number ahead of time; although, as much of it is suitable for Fourth of July time, it will pass for a holiday number. It is full of spirited stories and sketches; and some of them, although instructive, are almost sensational in their interest. There is a capital one about a "Boy who lost the Fourth of July," another true one about "An Early American Rebellion," in 1676, and one describing one of the most famous and important sea fights in our history, when the brave old "Essex" was captured by the "Cherub" and "Phœbe" off Valparaiso. Then F. R. Stockton describes a coon-hunt, and John Lewes gives a fully illustrated account of swords; and together with many other entertaining stories and sketches, there is a capital description of amateur printing and journalism, besides the usual interesting special departments.

OUR LITTLE ONES for July is, as generally, valuable and charming for the excellence and variety of its pictures rather than for its reading matter, the latter being adapted, albeit most cleverly so, for very young children, — or as its sub-title indicates, "The Nursery." That it amply meets the needs of the little ones is not to be gainsaid, for the children never get tired of either the stories or the pictures. The particularly attractive pictures in this number are "London Town," "The Robin and the Boy," "The Ride on a Calf," "On Stilts," "The Careless Crow," and "Woolly, woolly Black Sheep," and the stories and verses to them fit them all very nicely. The Russell Publishing Company, Boston.

WESCOTT NORMAN, of the Germantown Bicycle Club, accompanied by three unattached Philadelphia wheelmen, Harry S. Wood, H. Taylor Rogers, and Charles R. Hawley, rode from New York to Boston by bicycle last week. They left Harlem at half past three on Sunday, by way of New Rochelle, Port Chester, Stamford, South Norwalk, Bridgeport, New Haven, Cheshire, Meriden, Hartford, Windsor Locks, Springfield, and Framingham. Just before reaching Springfield, Mr. Hawley broke the rear fork of his machine; and learning that the roads from there until within thirty or forty miles of Boston were bad, they trained it to Framingham, whence they took to the wheel again and reached Boston Friday. They lost fourteen hours' riding on account of rain. They report the roads much better than they had been led to believe, and notwithstanding some minor drawbacks, enjoyed the trip greatly.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

Foreign subscribers 25 per cent advance on these rates, to cover postage.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 30 JUNE, 1882.

SIGN-BOARDS.

THE most enjoyable, and withal the most popular use of the bicycle or tricycle is to convey its rider from place to place with speed and pleasure. Trips or tours on the bicycle are most enjoyed when indulged in by two or three. Next to a pleasant companion, nothing enhances the pleasures of a tour so much as reliable guide-posts. They tend to increase the confidence of a rider traversing an unfamiliar road, and enliven and stimulate a tired and worn traveller. How many times we have dismounted from our machines to inquire the way, only to be misled and compelled to retrace our road! Every touring 'cycler has no doubt had the same experience. The primary object of the League is to "encourage bicycling and facilitate touring." What would do this better, or be more in accord with its constitution and the wishes of its members, than the placing of guide-boards of a distinctive character at cross-roads? Any work of this kind must of course be carried out slowly, as it would be somewhat expensive and would entail considerable labor on some of its members. The League can at least adopt some distinctive kind of sign-board of uniform color and size, to be obtained of the chief consuls at cost price. These boards would not only prove a boon to bicyclers, but would be an advantage to the general public, which could not but feel respect for an association of such practical utility. Besides the ordinary convenience of a sign-board, these League signs would show that the road had been ridden by wheelmen, and was probably in a reasonable state of repair. We trust the new State officers will, on assuming the duties of their office, stir themselves in these matters, which pertain so directly to the use of the bicycle, and endeavor to perfect affairs in their own States by instructing consuls to place them wherever practicable. The number of bicyclers is on the rapid increase, as is also that of those who tour from place to place on their wheels. These should be encouraged in every legitimate way by the League, whose duty it is to help all within its power. Many advantages can only be obtained by a good local club; but the broad, comprehensive, and practical benefits must be supplied by the L. A. W. This matter of sign-boards is important, and should not be slighted, as many equally important matters are.

WE have been informed that at a special meeting of the Massachusetts Bicycle Club, held Saturday last, seven members, three of whom at least were connected with the Pope Manufacturing Company, decided to oppose the election of E. C. Hodges as chief consul for Massachusetts. One member of the club voted against this stand, and two members refrained from voting. Our relations with Mr. Hodges make it an exceedingly delicate matter to say much pro or con, therefore we leave it entirely in the hands of the voters, believing that they will understand the why and wherefore and give their verdict impartially. Certainly, we trust that the interests of the League in this State are not to be allowed to suffer on account of personal differences between members of the Boston and Massachusetts clubs.

THE League should use every effort to reduce the intrinsic value of prizes for amateurs. In spite of all ridicule by many, we think Weston's pewter tankards are extremely appropriate for prizes. They possess no intrinsic value, but should prove sufficient incentive to all amateurs who are amateurs in spirit.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

BOSTON BI. CLUB, JUNE: —

Friday, 30. Moonlight run from headquarters, at 8 P. M.

CINCINNATI WANDERERS BI. CLUB. — The Cincinnati Wanderers Bicycle Club was organized 9 June, 1882, and officered as follows: President, F. W. Scarborough; captain, John K. Scudder; secretary and treasurer, Julian V. Wright. The regular meetings are held on the last Friday evening of each month. The officers are elected annually, on the last Friday in January. There are at present eleven active members, and several more have signified a desire to join. The members, as required by constitution, have applied to the L. A. W. for membership. The uniform is dark-blue shirt and pants, black stockings, and white duck canvas helmet. All Cincinnati amateurs are cordially invited to join.

JULIAN V. WRIGHT,
Grandin Road,
E. Walnut Hills.

CINCINNATI, O., 19 June, 1882.

GRAND RAPIDS BI. CLUB. — At a meeting of the wheelmen of Grand Rapids, Mich., held 12 June, a club was formed with the following organization: President, W. Fred. Avery; captain, Frank H. Escott; sub-captain, William A. Gunn; secretary and treasurer, William H. Gay. The first club run was held 18 June, and was very enjoyable. We have eight members, but expect to double the number very soon. Regular weekly runs during the season.

VALLEY CITY.

BUFFALO BI. CLUB. — At a regular meeting of this club Wednesday evening, 14 June, a new constitution was adopted and two new officers elected, — a vice-president and corresponding secretary. The officers now are: President, F. F. Williams, 284 Main street, up stairs; vice-president, C. S. Butler; captain, John T. Gard, 319 Main street; secretary and treasurer, J. O. Munroe, director L. A. W.; corresponding secretary, Chas. K. Alley, corner Perry and Mississippi streets; a first and second lieutenant, and two buglers. We have fifty-nine active members. . . . . A committee was also appointed to make arrangements for the annual tournament, to be held not later than the last week in September. . . . . Vice-President Parsons, L. A. W., made us a call and tried some of our roads, Sunday, 11 June. We hope he will call upon us again soon. . . . The wheelmen in Buffalo desire to become acquainted with all 'cyclers possible, and

hope that when here they will call upon some of our officers as above, and we will endeavor to make it pleasant for them. The run of fifteen miles around our park is a very enjoyable trip. Mr. E. M. Bell, consul L. A. W., would be happy to give any information desired at room 48, White building.....I respectfully invite correspondence with club secretaries or others interested in bicycling in this part of the State.

CHAS. K. ALLEY, *Cor. Sec.*

BUFFALO, 19 June, 1882.

WALTER M. JEWETT, of Cazenovia, N. Y., writes us that a club has been formed in that section, but he neglects to send its name and official organization. He cordially invites all bicyclers to call in passing, and assures them of a hearty welcome.

THE Hudson (Mass.) Bicycle Club will make an excursion to Great Barrington to-morrow, and return Tuesday, 4 July.

WILL some member of the Hamilton (Canada) Bicycle Club give us the organization and the secretary's address?

RACES

Coming Events.

1 July. New York. Games of American Athletic Club. Two-mile bicycle handicap. Secretary American Athletic Club, P. O. Box 2,930.

1 July. Philadelphia. One-mile scratch, two-mile handicap, two-mile handicap for those who never won a first prize, and five-mile handicap bicycle races at Belmont Driving Park. W. H. Brown, 3110 Market street.

1 July. Boston. Second races of the second and third series (one and two miles) of the Massachusetts Bicycle Club, Beacon Park, Saturday, 1 July, 4.30 P. M.

4 July. Utica, N. Y. Grand Central New York meet and races at Reynolds Park. W. J. Walters, secretary.

4 July. Springfield, Mass., Skating Rink. Grand bicycle tournament. C. K. Ferry, Secretary.

4 July. Brooklyn, N. Y. Williamsburg Athletic Club games. Three-mile bicycle handicap. G. R. Smith, secretary, Wythe avenue, Penn and Rutledge streets, Brooklyn, E. D.

4 July. Louisville, Ky. Race meeting of the Kentucky Bicycle Club. A. L. Pope, Secretary.

medals. Slow race; one hundred yards; prizes, gold medal and cyclometer. A. L. Pope, secretary.

4 July. Boston. City races on the Common. Professional, two miles, three heats; three prizes, $50, $30, $20. Amateur; two miles; two prizes, gold and silver medals. Amateur; one mile; three heats; two prizes, gold and silver medals. Amateur; two miles; two prizes, gold and silver medals. Amateur slow race; once around the track; prize, silver medal. Amateur tricycle race; one mile; two prizes, gold and silver medals. All entries free, personally or by letter at office of clerk of committees, City Hall, until 2 P. M., Saturday, 1 July. H. S. Kempton, chairman; J. T. Dyer, Wm. B. Everett, Charles P. Shillaber, F. B. Carpenter.

8 July. Baltimore, Md. Fifty-mile bicycle race for the road championship of the United States, Druid Hill Park Lake, Baltimore, 8 July, at 8 A. M. $50 gold championship medal to first, gold medal to second, silver to third; entrance $1.00. Entries and subscriptions close July 1, to B. Howard, Haman St., Baltimore, Md.

Foreign Racing.

AT the annual race meeting of the West Kent Bicycle Club, held 4 June at the Crystal Palace, Sydenham, H. L Cortis, the English ex-amateur champion, again beat the mile record in an open mile handicap. There was a large number of entries, and the race was run in ten trial heats the first round, the first in each to compete in the second round. Cortis at scratch won the sixth heat in the splendid and record-erasing time of 2m. 43½s. In the second round the first two in each heat were to compete in the final. Cortis was placed in the second heat, with C. D. Vesey at 110 yards; P. J. McKinlay, 100 yards; W. F. Fisher, 110 yards; and A. Hood at 95 yards. Vesey rode in good shape, and held his lead well to the end, winning the heat by 35 yards. Cortis, seeing the uselessness of trying to take up the handicap, withdrew. The final heat and race was won by Vesey in 2m. 43⅝s., less 110 yards. Vesey's first and second trial heats were won in 2m. 41⅝s. and 2m. 41s, respectively. On the following Wednesday evening, 7 June, at the races of his own club (the Wanderers), he again, in the final heat, lowered the record (his own), doing the mile in 2m. 41⅜s. This, and also his previous Saturday's performance, beat all records, amateur and professional. In the second heat of the 7 June race he kept on, after winning in 2m. 45½s., and essayed to beat the two-mile record (Keith-Falconer's) of 5m. 36⅝s, which, by reason of a high wind and some jockeying of Vesey's, who rode with him for a pace, he failed to accomplish, his time being 5m. 39⅝s.

MONDAY, 5 June, at Surbiton, C. D. Vesey, Surrey Bicycle Club, from scratch, won the five-mile handicap of his club in 15m. 53½s.

THE fifty-mile amateur road tricycle championship of Scotland, recently, near Edinburgh, was won by T. Lamb in 4h. 20m.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Springfield Wheels.

Editor Bicycling World: — We haven't kept silence all this time because our zeal is flagging, but because we have been so busy we have not found time to write you of what we are doing. It is better, you know, to wear out than to rust out.

Early in the season it was apparent that this was to be a year of work for our club. In February we commenced a club drill by eight members, and in April we gave a public "drill" at the skating rink. This was given under the skating-rink management. Our success in this was so apparent that we immediately made arrangements to give an evening's entertainment, to consist entirely of bicycling at the rink, during May.

The evening of 24 May brought as many people to the rink as could be seated with comfort. Our net profits amounted to about $100. The evening passed off very pleasantly in every way; the audience was very appreciative, and sat patiently for over two hours until the programme was completed. Hendee of our club is up with the times in trick riding. His one-wheel riding both with and without hands, always "*takes*." He rides a 56-wheel wheel.

4 July there will be bicycle races here on Hampden Park, for prizes valued at $700. We have the matter in hand, and hope to see a good delegation of wheelmen present on that day. We will try to make it so pleasant for visiting wheelmen that they will want to come again. Our men are commencing to *outgrow* their wheels; the result is that all the new ones ordered are of larger sizes than those previously used. Our club runs this season have been very pleasant and very well attended.

SECRETARY.

SPRINGFIELD, MASS., 9 June, 1882.

Pedal Pusher's Pencillings.

LET me first of all place on record my conviction that the Essex County meet at Lawrence was a grand success. It certainly served to prove that when the Lawrence wheelmen have their feet on the pedals, the concern is bound to go. I sincerely hope, however, that the club was not forced into bankruptcy because of their hospitality to the visiting wheelmen. Few clubs, I should imagine, would be able or willing to follow the example of our Lawrence friends, and treat a round hundred of voracious wheelmen to a banquet nearly as elaborate as that set before the L. A. W. at the Boston meet last year.....Lest it be supposed, from some foolish remarks of mine, that I have mistaken my vocation as a pusher of pedals, I will state that I *did* make the round trip from Salem awheel; my cyclometer registering fifty-one miles for the day's run, which is not bad considering that for half the distance the roads were not sandpapered, to say the least. I am afraid the "lordly commander of the baggage-car" had his hands full that day; but then, it would have been a pity to expose those new uniforms and bright nickel-plate to aught but the æsthetic dust of the city.... It is just a month ago to-day that I placed a McDonnell cyclometer on my new 50-inch. I did this with some misgivings as to its accuracy; but during the two hundred and fifty odd miles it has run since then, they have been entirely dispelled. The instrument has successfully stood the test of comparison with some of last year's records taken with an Excelsior cyclometer, as well as with the milestones and guide-boards along the roads; and I have been unable to detect any appreciable discrepancy between the records for outward and homeward runs, where the same route was followed each time, though in more than one instance my day's trip footed up over fifty miles. Everything for wheelmen, from bicycles down to shoe strings, is held at such an exorbitant price that is quite excusable for us to fall into the way of thinking that anything good must necessarily be dear; but it does not follow that because

the above-named cyclometer, for instance, and a few, a very few, other articles do not afford a profit of two hundred per cent to their manufacturers, they should be regarded as worthless frauds.....A fair division of the representatives should be made, giving, say, five to Boston and vicinity, one to the extreme west, two to the central and two to the northeastern part of the State. P. P.

SALEM, 19 June, 1882.

Amateur Racing.

Editor Bicycling World: — Do you not think it would be a good plan to publish in the L. A. W. column a list of the members who renew their dues? There are, no doubt, some who would like to know who the faithful are. The same system is adopted by the Bicycle Touring Club, and is, I think, one we could well afford to follow.

I should also like to ask if the League, by the inaction of the racing board, sanctions the numerous agricultural fair races now about to take place? I am a member of an amateur bicycle club of the League, and of a prominent athletic club which is at the head of the National Association of Amateur Athletes of America. The rules of the latter would disqualify me if I raced at a fair, but if I should enter from my bicycle club (members of the L. A. W.) I could probably ride without protest. The League cannot profess to be the "racing authority of the United States" until it does something to merit that title. I think it would be the proper thing for the racing board to notify the secretaries of the county fairs, etc., that they must have their races approved. I notice several events in your racing column, notably the Norwalk and Springfield races, in which tempting prizes are offered, but no mention is made of any sanction of the League or the N. A. A. A. A. I should like to hear your views on the matter, as I am sure it would interest others like myself who are at present awaiting the action of the League, and are

DOUBTFUL RACERS.

NEW YORK, 19 June, 1882.

Scranton.

Editor Bi. World: — In commencing my letter I desire to express my appreciation and that of your readers here of the very graphic account of the proceedings at Chicago in the late issues of the WORLD, which is always looked for and read with so much interest by those who were unable to attend; it was indeed very satisfactory to have so complete a record of the event.....The first anniversary of our club organization was celebrated on the 20th inst. by a run, followed by a club drill at the driving park; after which a reception was tendered the club at the residence of our captain, George Sanderson, Jr., the entire membership with a single exception being present. This proved an event in our history which will be remembered with pleasure; for what is more interesting to a club of enthusiastic wheelmen than such a reunion, with reminiscences of runs and adventures, and a talk upon an always interesting subject? Our club is in good shape and the membership constantly increasing; our drills will continue regularly, and we will give an entertainment early in the fall, for which preparations are already being made.....Mr. Burt Pressey of Hammonton, N. J., spent two days here this week exhibiting the American Star. ....Our club has received an invitation to visit Elmira 4 July, to join the club there in a celebration.....A run to Crystal Lake and return, forty-five miles, is contemplated by a party from here on Sunday next. F. C. H.

SCRANTON, PA., 23 June, 1882.

The Chicago Trouble.

Editor Bicycling World: — To those of us who were not present at Chicago, 30 May, your account of the good times were very acceptable. I have read with great interest the account of the adoption of the new constitution, and think that with one or two minor exceptions, or rather omissions, it is just what is required. Each State now has a certain control and responsibility over itself, which in a measure assures to each a League organization. I was somewhat surprised at the remarkable proceedings regarding the contested votes of the Crescent Club, of Boston. Our first news came through the daily press, which merely mentioned the controversy, with the fact that some unpleasantness was indulged in. Upon first sight it appears that as there were no members of the Crescent Club in the meeting, it could not be entitled to a representation; but upon looking up the rule, I find that impression removed, and can easily see how both the Boston and Crescent Clubs came to the conclusion under which they acted. It seems to me that before any one imputes a dishonorable motive to a club, he should have ascertained whether the action so taken was according to the constitution and by-laws. The rule certainly would allow such a representation according to its wording. The new constitution says that "clubs may elect by ballot a member of their club as delegate, etc. The old says, "clubs may elect by ballot a delegate, etc."

I am not much of a parliamentarian, but fail to see why, under the rule, the Crescent votes were not entitled to be thrown and counted. Allowing, however, that there is some doubt about the rule, would it not have been more manly in our genial vice-president to have merely asked that the meaning of the rule be defined by the committee on rules and regulations? That committee has the power by the rules to decide on "all matters relating to rules of the League or of the board, or for the direction of consuls and members." I have read the letters from both the Crescent and Boston Clubs, defining their position; and although the meeting decided against the Crescent votes, that does not, in my mind, settle the matter. If the Boston Club threw forty Crescent votes, knowing that they were not entitled to do so, then there action was not honorable; but as the rule by no means prevented such action, the parties casting the dishonor on the clubs should either sustain their charge or explain matters.

The League should frown down all crooked practices, but should not by any means allow an imputation of dishonesty to be laid upon any club without investigating the matter thoroughly. The result of the election has no bearing on the matter. Many Western clubs voted against the Eastern candidate for the presidency on the suspicion of trickery cast on the Boston Club by Mr. Parsons, and in justice to them the matter should be ventilated.

FAIR PLAY.

NEW YORK, 22 June, 1882.

Manchester and Nashua.

LAST Saturday, 17th, President Currier Secretary Wilkins, Capt. Palmer, and Mr. W. H. Chase of the Manchester Bicycle Club visited Nashua by invitation of the Nashua Wheel Club, going from this city by rail. They were received by a delegation from the Nashua Club, headed by Capt. Gilman, and escorted to the Laton House, the League hotel. The evening was spent in wheeling about the city and in Mt. Pleasant Park, where a display of fireworks was given, a procession of wheelmen bearing lighted Roman candles being a brilliant feature. Next morning the marine bicycle was tested, and an early start made for Lowell, returning in time for dinner and the afternoon train for home. Yesterday the Nashua boys made their return visit, Messrs. March and Slason pulling up through the Merrimac valley sand, while Capt. and L. A. W. Treasurer W. V. Gilman and Secretary E. M. Gilman came by rail. In the evening a parade was made through our principal streets, which attracted much attention, calls being made upon and refreshments served by several prominent citizens. After the run, the wheelmen discussed a bountiful supper at the City Hotel, by invitation of Hon. G. B. Chandler, one of the home club's generous friends. The appearance of the combined clubs on these occasions was very creditable, and will much encourage bicycling in this vicinity. In fact, several machines have been ordered recently by new riders. SCRIBE.

MANCHESTER, N. H., 24 June, 1882.

The Other Side.

Editor Bicycling World: — Upon my return home on Monday I had my first opportunity to read the WORLD's account of the League Meet, and your editorials of 9 June. My first impulse was to make no reply, but so many friends request it that I beg permission to make a brief statement. A controversy with an editor is usually a losing game, and beyond this

one explanation I do not intend to continue it. Would it not have been fairer to have let your editorial criticism accompany or follow the publication of the stenographic report, than to forestall it with your own view of the controversy? a view in which I think the careful reader of the report will see the errors. Inadvertently, no doubt, you have *entirely reversed* the whole matter.* There was no "indignation" felt by anybody until, first, the Boston Club had moved that the report of the committee on credentials should be considered final, and second, had by every parliamentary means in its power tried to prevent the reading of that report. Never was there a more innocent request than mine that the report be read. The earnest efforts made to suppress it aroused my suspicions, but I was surprised indeed at the result. Now for a few plain facts, in answer to your statement that the clubs "made no secret here of the arrangement." The Massachusetts and Crescent Clubs occupy headquarters jointly. Their members meet each other daily. I fail to find a member of my club who ever heard any *intimation* of such an arrangement. I occupied the special sleeping car with the delegates of the Boston Club from Boston to Chicago, and we talked over the rules and the proposed amendments very fully, this very rule 9 and its liability to misconception in particular, and not a *whisper* did I hear of any attempt to represent the Crescent Club. Now in all fairness, was it at all strange that after all this, *and* the opposition made to the reading of the report showing what clubs were represented, that I felt that an attempt had been made to carry the election in an underhanded way? It was *this* which made me "blush for the Boston Club"; it was *this* that I felt they "would be ashamed of as long as they lived." I cast no "stigma and reproach" upon the Crescent Club for desiring to be represented, or upon the members of the Boston Club for being willing to represent them; but I was amazed and indignant at what seemed to me an attempt to cast forty votes for the Crescents *without its being found out*. Of course the committee on credentials had no knowledge that the delegates named were not regular members of the Crescent Club.

Now, as to the "causes" assigned by you for the "unpleasantness," I beg to deny most emphatically that *my* share in it sprang from either of those you mention. No man has been more anxious to prevent any "ill feeling between the two leading clubs of Boston" than myself, and I could not and *would not* carry any quarrel of that kind into a national convention.

As to "cause second," pardon me if I suggest that you "magnify your office" too much. For myself, I can say that my action would have been exactly the same, and I believe that the result of the meeting would have been the same, if there had been no "manufacturing firm" in existence. I trust and believe that the League of American Wheelmen cannot be "engineered" by any "manufacturing firm" or by any "publishing firm," and that it pays small heed to any quarrels between such.

Your intimation that the "proceedings were slightly irregular," and "might be proved invalid," seem to me unworthy even the advocate of a defeated candidate, and I have no doubt that you are ashamed of it by this time.*

One word upon another matter. Being upon a committee, I was not present when the rules were adopted, and not until within a day or two did I know that to the committee on rights and privileges were the ballots to be sent. *Had* I known it, I should not have accepted a position upon that committee, and I propose to resign from it. I was astonished to find myself named as the person to whom to send the ballots and beg members to mail them to the corresponding secretary instead, *or* to enclose *nothing but* the ballot in their envelope, so that I need not open them until the committee meet to count the vote, 10 July. Trusting that you will do me the justice of publishing this communication, I am yours truly,

ALBERT S. PARSONS.

CAMBRIDGEPORT, MASS., 24 June.

* We have carefully reviewed the stenographer's report, and fail to perceive our editorial's inconsistency therewith. We do note many omissions, all through the report, of sayings and doings, which our memory and that of others recalls as occurring during the meeting. We believe our editorial version of the affair was correct, in both substance and sequence. — EDITOR.

* Instead of being ashamed of it, we deliberately reassert it. We maintain that according to all parliamentary usage, the proceedings referred to were decidedly irregular. We also have reason to believe that the Massachusetts Club had no right to vote by delegates, under a strict interpretation of the intent and meaning of the rule which says "clubs whose *entire active membership* has joined the League"; and after the action of that club against the Boston Club, and during the intermission for supper, members of the latter club earnestly considered the advisability of raising this issue in retaliation, but were overruled by more temperate counsels. — EDITOR.

The Proposed 1882 English Bicycle Tour.

Editor Bicycling World: — Although I have not ventured to advertise this tour, except in conversation with my friends, I am surprised to find that the fact of its being contemplated is quite extensively known; and I am in receipt of numerous letters, some from quite distant places, asking for particulars. This seems to indicate that the Freemasonry of the wheel disseminates information, even without the aid of your valuable medium; but as it only does so partially, I shall be glad if you will lend me a space in your columns for further particulars, as far as I am yet able to supply them. The main object of the tour (if carried out) is to have an attendance of American riders at the sixth annual meet of the Bicycle Touring Club at Harrogate, Yorkshire, on the first Monday in August next. The plan is for the party to sail from New York in company about the middle of July. On arriving at the other side, the railroad will be taken to Bradford, Yorkshire, which is less than one day's easy road ride from Harrogate. The latter will be reached on the Saturday preceeding the meet.

The day following the meet the party will mount their wheels for a tour through a delightful country by way of Leeds, Sheffield, Mansfield, Leicester, etc., to the famous bicycling city of Coventry, arriving there about 20 August, and there ending the tour, leaving each member of the party at liberty to follow his inclination, either to tour elsewhere or to return home.

Although my business will not permit me to make my own plans definitely for at least another week, that is no reason why such a tour should not be taken by any present or prospective member of the B. T. C. who wishes to enjoy a wheel experience which it would be difficult to equal. The cost may be computed at, say $150 for the return steamship ticket, $10 for railroad travel, and $5 00 per day for hotel bills while in England; and each rider should add to the foregoing, for "sundries," such extra sum as his habits, tastes, and means may dictate.

Should I find myself able to "get up" this party and tour, the only advantage which I could offer would be some diminution in the price for the steamship ticket, for which I have already partly arranged, on a basis to be governed by the number of riders who may accompany me. I cannot, this time, carry out a definite programme for a certain specified sum, as I did on the English tour of 1882; for not only is there insufficient time for the necessary arrangements, but even if there was time enough, there is too much work attending such a method, and I shall prefer not to lay myself open to such duties again until I can insure a party sufficiently large to admit of its employing some one to do the *work* of the tour, and leave me more time to partake of its enjoyments.

A word as to *wheels*. Riders should *not* take them from this side. Any importer will deliver machines in Bradford, on the arrival of the party, at *forty per cent* discount off the American list prices; so that it will be real economy for each to sell his present mount before starting, and to ride a brand-new machine when in England.

I have written as fully as I am able to at this date; and in conclusion let me say, I do hope that all our riders who contemplate an English tour will include in their programme the one I have just sketched, and will do it whether I am able to accompany them or not. To any true wheelman the privilege of participating in the Harrogate meet is alone worth the whole cost of the trip, and the hearty welcome which they will receive from the men of Bradford and of the north will infuse into each such new ideas of what constitutes the real fellowship of the wheel, that when they return hence the cause in this country cannot but be strengthened and benefited by their experiences.

If I find that I can get away for this tour, I will announce the fact in advertising columns of your first issue for July.

FRANK W. WESTON.

SAVIN HILL, BOSTON, 26 July, 1882.

The Casino Track.

Editor Bicycling World: — Seeing in your issue of 23 June a reference to the shifting of the pole of the bicycle track at the New England Institute Fair building, permit me to say: —

(1.) That the original bicycle track, as it existed before it was altered for horse racing, measured, on a line two feet from the curb, *exactly* five laps to the mile, and was laid out under my personal supervision by Mr. Luther Briggs, one of the oldest surveyors in Boston, whose certificate as to its exact measurement I now hold.

(2.) That the alteration for horse-racing purposes may be short or long, but by all appearances the track is now smaller than before.

(3.) That all records made before the horse racing on this track were certainly reliable as to distance.

FRANK W. WESTON,
B. Bi. C., etc.

SAVIN HILL, 26 June, 1882.

Chicago.

IT may be that the L. A. W. could have selected a city for the second Annual Meet that would have called forth a greater number of wheelmen and made a much more imposing parade; but we doubt if greater good could have been accomplished elsewhere than in Chicago. The League can credit itself with one great and good deed in that it has created an interest and respect for wheelmen in our city, and we might say throughout the surrounding country; for the West at large was represented. The attitude of our people toward the bicycle is now changed and the patronizing tone has given way to one of inquiry, and the irritating jest to something like a respectful remark. Throughout the city it is one common assent that the parade was the most unique and beautiful of spectacles, to be classed among things refined and elegant. It was a revelation to our citizens to see so many elderly gentlemen in bicycler's costume, and to this one feature alone we can attribute much good. Our paths are indeed pleasant now, for we have the kindly consideration of all, and go our way feeling that we are members of a recognized class. The most immediate good resulting from the Meet is the opening to the wheel of the West Side boulevard system and parks. Privilege was granted for their use during the stay of our guests only; but upon witnessing the kind of material of which the bicycling fraternity was constructed, as shown by the representatives of the L. A. W., the commissioners continued the privilege indefinitely. We think the Meet was a source of pleasure to our guests; and when, after all our cities have had the honor to entertain the Annual Meet, it again becomes Chicago's turn to play the host, we trust the L. A. W. will meet the result of its generosity, and that the bread it cast upon the waters in its early years will return again in a grand demonstration of welcome worthy of the cause.

The Exposition building and hotel offices were a study for the lover of beautiful wheels. A painted bicycle was rare, almost every one being full-nickelled. It was a fair and square exposition of bicycles, and presented rare opportunity for selection. The East was equipped with Columbias, Harvards, and Yales, the West with Premiers. The most beautiful and rare machines of each make were present, and for classic elegance of outline the full-nickelled D. H. F. Premier took the palm. A painted D. H F. looks quite ordinary, although the exquisite shape of the outline is still evident; but nickel the tubes of the fork and the full perch, and the effect is fine. One machine had the fork gold leafed, and the effect was quite pipe-organ-like. There is a charm in the outline of the Premier's backbone and little wheel which Westerners cannot resist. Two full nickelled Humbers from Omaha were superb, but the Expert's fork is more graceful. The Humber's broad flat neck is the handsomest, also the half-hollow rear fork; but the perch is too slender to appear in good proportion. Some could find an ideal in the graceful curve of the Royal Challenge's backbone and rear fork, as it follows the front wheel down until nearly even with the axle of the little wheel, when it curves out. In a large-sized machine the effect is fine. The fluted-forked Centaur gave itself badly away, being both ungainly and ill-fitted The backbone had spread so the rear wheel was about six inches from the front. The fluted fork is in the same proportion as the D. H. F. and has the same outlines, with theoretically better principle; but where the D.H.F. looks airy and graceful, the Centaur is clumsy. The new Expert, ridden extensively by the Eastern members (thus showing that the market is better supplied there than here), is beautiful beyond doubt. Perhaps no fork is so elegantly rounded and rigid, and it is gloriously solid all over. America can now claim the birthplace of a machine on an equal footing with foreign makers.* It is strange the Harvards and Yales, in the hands of Eastern men, are so much better than those we have out West. It seemed so from the samples brought here. Perhaps it is because Eastern riders take greater pains to secure higher finished machines of that class. The Yale is capable of being a very elegant machine, in the larger sizes. This class of machine hitherto seen in the West have very ungraceful hollow rear forks; but the machine brought from Boston could easily be made an ideal one, its backbone having the section and graceful proportion of an eel, with the peerless Humber rear half-hollow fork. The semi-tangent wheel looks a little confused; but if the spokes, flanges and axle were nickelled, the complex effect of the fine wire spokes, shooting off in irregular direction, *a la* suspension bridge, would be quite pleasing. The Yale's fork is next to the Expert's in beauty of outline, but the arch is neater, being groined instead of curved and shouldered. A few handsome Clubs were on hand, owned by riders whose ideal wheel they were; of complex springs that of the Club is neatest. Its oval section perch is not so shapely as that of the Yale or British Challenge. The old Standard still represents itself, a style of machine that has outlived its usefulness; for if one pays $100 for it, he would rather tack on $25 more and get a wheel where a little of beauty can be mingled with utility. The Special appears only to be criticised. A big back wheel and very short centre killed it. Of ball pedals, the Premier double ball was the favorite. The new pedal of the Challenge, in which the foot rests on six rubber bulbs, was much admired. If one desires a soft, yielding pedal, this should be his choice. Of cyclometers, the Ritchie rattles too much. The Excelsior, Livingston, and Thompson are too big. The diminutive McDonnell was much sought, principally on account of its convenient size. STENO.

* The commander's full-nickelled Expert, with gold-plated spring, handle bar, and brake, was superb.

President Bates at Chicago I.

Editor Bicycling World: — I boarded the train at Detroit for the Chicago Meet at 10.30 in the evening, and immediately retired to my berth in a sleeper for a good night's rest. The train was delayed and did not start till nearly midnight. Just as I was getting into a good snooze, I heard the well-known Boston "Rah! 'rah! 'rah!" accompanied by the sounding of bugles and divers other hair-raising noises, betokening the arrival of the Boston special car, with its load of happy wheelmen. But as I was tired out and very sleepy, and knew I should see the boys in the morning, I kept in my berth. The Boston party reminded the old settlers of Detroit, in the vicinity of the railroad station, of the early days when the howl of the wolf, the scream of the panther, and the yell of the wild Indian were familiar lullabies until past midnight, when exhausted nature could endure no more; and they subsided into the most unanimous silence I ever heard in my life. The next morning I rose with the lark (the railroad-train lark, of course), and proceeded to the wash-room. There I met a lank and tall rural rooster of the Indiana persuasion, who, after gaziag at my bicycling costume, familiarly queried:

"B'long to the circus, stranger?"

I frankly replied that I did. He asked where we were going to show; I said in Chicago.

"Got some of the animals on this 'ere train, I reckon?"

I said we had a few of the pet ones, who always travel with us.

"Knowed it," he observed, "heered 'em last night. Could tell the hyenas an' them trick mules any distance. Band bugler along, too Mighty gosh! stranger, how them little trick mules does bray! Seemto be pretty much all wind; beats the biggest jack in ole Wabash Valley."

Here we were interrupted by the entrance of the Boston party on their way to the dining-car for breakfast. Of course I greeted them heartily, and accompanied them to breakfast. I noticed that my Hoosier friend watched keenly each member of the party, and was evidently yearning to gather further valuable information. So, awhile after breakfast, I managed to slip away to the smoking-car, noticing that he followed me. Having lighted a cigar, I was prepared to impart any desired useful knowledge. After stating that he "allers was curous on circus chaps," my rural acquaintance said he concluded that he could "place most of 'em just by their looks. That feller they call the kernel, now; he 's the ringmaster. Mighty fine-looking man. Circuses allers picks out handsome men for ringmasters; and allers calls 'em kernel." I assured him that Col. Pope was a genuine colonel. "Then there's the captain: he runs the menagerie; bosses the lions an' elephants an' sich; large, handsome, bold-lookin' chap; probably ain't afeard o' nothin'; familiar like with all kinds o' beasts. They allers call the menagerie boss 'captain.'" I admitted that Capt. Hodges did have familiar relations with our lions. Then my friend supposed we had more than one elephant. I said we had. He wanted to know the name of our biggest one. I said we had several big ones, pretty nearly of a size: name of one of the big ones was "Kol Kron." He asked me if that was-n't an Arabian name. I said it was Hindoostanee, which impressed him seriously. He said he could "place that Western feller easy. He 's most the image of the one what swallered knives and things in the great European combination, last year." I acknowledged that Mr. Weston is considered by the company a prodigy in swallowing things. "But what do *you* do? Can't place *you* no how; most too old to tumble or ride." I meekly admitted that I was the clown, whose business it is to get off the jokes for the public. I saw at once that this raised me immensely in my rural friend's estimation. He remarked "By gosh!" several times, and then "allowed" that he was proud to make my acquaintance; he had "allers sort o' longed to know one of those fellers what gets up all the good jokes an' comic songs for the crowd." Here the whistle sounded; and my friend left the train, after bidding me a cordial adieu, and assuring me that if we ever show in the Wabash Valley we shall have a tentful, and no discount on that.

We found Chicago pervaded by bicycles. All the hotels were full of bicycles. The great Exposition Building was converted into a bicycle warehouse. The waters of the lake heaved restlessly under a (to them) novel burden of marine bicycle. The great cloud of dust and smoke which always hangs over the city, and may be seen far out at sea and far away on the prairies, was higher than usual, — lifted, perhaps, by the stir created by bicycle riders in the streets, and the wind of bicycle talk on the street corners. It was a clear and sunny day, — a day of bicycle weather. But the business streets of Chicago, and all the streets in the central part of the city, are not bicycle streets. Chicago never will have good streets until the bicycle becomes one of her most popular conveyances. Her business streets, with execrable wooden pavements, are in about the worst condition of anything I ever rode over.

Of course I need say nothing of the bicycle parades and races. These are reported at length in THE WORLD and in the daily papers; I only desire to mention such experiences as do not appear in the usual reports. But I notice that all the papers have omitted to mention the visit of the bicyclers in procession to the rooms where the archives of the city of Chicago are kept. Upon the north wall of this room is elegantly framed and hung an affidavit, signed by many of the first citizens, stating that when Chicago was burned, the fire was so miraculously hot that it actually dried up the mud in the principal streets. While we were examining this precious document with breathless awe, and reflecting that if it were true, then the great fires of New York, Boston, Portland, and Baltimore were in comparison like the phantom and ineffectual flames of some pale dream, a St. Louis man irreverently remarked that he did n't believe it. St. Louis never believes anything bis of Chicago. I called his attention to the fact that the affidavit was solemnly sworn to. He flippantly replied that many of the first citizens of Chicago are always swearing. Of course he was immediately removed by the police, charged with blasphemy against things locally sacred.

Foreign Gleanings.

AT the great Barnes general meet of tricyclists, 13 May, about five hundred riders were in line and made a creditable show. At the bicyclists' annual meet at Hampton, 20 May, over 2,300 wheelmen were in line, and everybody unites in describing it as one of the finest sights ever witnessed.

THE *Cyclist* says: "Some years ago it was considered a good bicycle ride to cover one hundred miles in the day on the road, but now it is becoming almost common for tricyclists to do it." A Mr. Letchford of the Finchley Tricycle Club covered one hundred and six miles in about seventeen hours, sixty-three miles of which was made in 7h. 40m. The time included over four hours' stops for meals and refreshments.

IT is now seriously proposed, and a call has been issued, to form in Great Britain a Cyclists' Battalion, whereby the bicycle and tricycle can be brought to perform important defensive service in case of foreign invasion or rebellion. The battalion or corps is to be suitably armed. and it is expected that the rapidity with which members can move from point to point would render such an arm of the service of great value in promptly informing the authorities of the roads, conveying despatches, and even participating in actual fight.

THE English royal family having indorsed cycling by purchasing bicycles and tricycles for its members, those who are apt to get elated over such distinguished patronage are, according to the *Cyclist*, again jubilant over the fact that "a whole royal family" have "gone in for tricycling, the Coventry Machinists Company having just completed and despatched five Cheylesmore tricycles to the court of Austria, one being for the Archduke Carl Ludwig, brother of the reigning emperor, the rest being for the emperor's own children, their Imperial Highnesses the Archdukes Otto, Ferdinand, and Wilhelm, and the Archduchess Maria Theresa."

ALFRED F. BIRD of the Speedwell Bicycle Club and B. T. C. Consul Thos. R. Marriott of Nottingham, the former on a bicycle and the latter on a tricycle, both machines Humbers, on the 3d inst. made the journey from Derby to Holyhead, one hundred and eighty miles, up many long and rough hills, too, some of them six or seven miles, in twenty-three and three quarters hours. This is the longest tricycle ride in one day on the road on record, and shows pretty conclusively the practicability of three-wheelers for long journeys. The time included four hours for stoppages. We also learn from our exchanges that both Reigate and Muswell Hills have been ridden without stops by a tricycleress in company with "Faed," on a "Cheylesmore" sociable, — the first time a lady has surmounted the "difficulty," and the first time a "sociable" has achieved the latter hill without stopping. We understand a "Meteor" sociable, also, has mounted another very difficult eminence, Brockley Hill.

ENGLISH papers announce that Cortis has beaten the mile record, making the distance 2m. 41⅘s. That 's going, eh?

THE interesting account of a bicycle "Tour through Ireland," written for and published serially by us, is now being printed in the *Bicycling News* without credit.

THE Milwaukee Bicycle Club has issued its invitation circular for the annual four-days' run among the Wisconsin lakes, 1, 2, 3 and 4 July. They are working it up with their usual energy, and will make it fully as successful as that of last year. We wish we could attend, but alas! we cannot.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

BUFFALO BI. CLUB. — Additional: W. S. Bull, 218 Linwood avenue; H. L. Drullard, 405 Franklin street; A. R. Georger, care German Bank, — all of Buffalo; and F. C. Fero, Lyndonville, Orleans County, N. Y.

BUCKEYE BI. CLUB. — Additional: T. T. Tress, L. B. Lindenberg, Dudley Fisher, Harry Miller, Joe C. Hull, F. E. Edwards, — all of Columbus, Ohio.

OMAHA BI. CLUB. — Additional: Clarence J. Cannan and Gilbert M. Hitchcock, — both of Omaha, Neb.

SYRACUSE BI. CLUB. — Additional: C. W. Bardeen, Horace Bronson, D. Cadygere, Theodore K. Wilkinson, — all of Syracuse, N. Y.

MARYLAND BI. CLUB. — New: Edward A. Griffith, 247 West Baltimore street; Edwin F. Le Cato, 105 South street; Jos. D. Chesney, 130 West Baltimore street; J. D. Lord, Jr., and J. W. Lord, 205 North Carrollton avenue; E. H. Bennett, St. Paul street and Huntingdon avenue; O. H. Balderston, Civil Engineer's Office, City Hall; Chas. T. Stran, 16 Eastern avenue; E. F. Macy, 67 and 69 German street; Rufus K. Goodenow, 98 North Carey street; Arthur Harrison, 9 South Calvert street; E. P. Hayden, Drovers' and Mechanics' Bank; C. W. Lindsay, Jr., 20 North Paca street; J. H. Schone, Drovers' and Mechanics' Bank; J. Day Flack, 433 Madison avenue; Thos. P. Stran, Jr., 143 West Pratt street; Thos. J. Flack, Traders' National Bank; Wm. Spurgeon, 123 North Fulton street; J. Edward Duker, 202 Bolton street; L. S. King, 124 Bolton street; Arthur Bruce, 124 Bolton street. Already members of the League: Harry E. Brown, No. 1573, care of Hennegen, Bates & Co.; Albert Trego, director for Maryland, No. 1568, 160 Mount Royal avenue; Ernest M. Price, No. 1572, 70 Bolton street; Samuel T. Clark, ex-recording secretary, 105 South street; E. Clymer Whyte (number not known), director for Maryland, 87 West Chase street; Yates Penniman, No. 1570, National Marine Bank, — all of Baltimore, Md.

WOONSOCKET BI. CLUB. — Roger W. Sherman, Monument House; Wm. H. Gilbert, 25 North Main street; Wm. H. Haigh, 71 Cato street; Arthur S. Pease, 53 Hamlet avenue; John R. Boyden, 44 Blackstone street; Nelson Jenckes, 11 Summer street; Stanley G. Smith, 23 Earle street; George E. Hope, 21 Blackstone street; Fred. B. Best, 17 North Main street; Edmund B. Delabarre, 11 Summer street; Henry I. Pinkofski, 138 Main street; Edmund H. Rathbun, 57 Prospect street; Walter H. Cole, 46 Spring street; Edwin P. Miller, 41 North Main street, — all of Woonsocket, R. I.

MOUNTAIN BI. CLUB. — Charles A. Marshall, president; Webster Norris, secretary and treasurer; Henry H. Gregg, George M. Davidson, Jr., James A. Hamilton, Homer D. Williams, William F. Lewis, — all of Johnstown, Pa.

BROOKLYN BI. CLUB. — Additional; H. C. Wintringham, 168 Hicks street; S. C. Scott, 240 Washington avenue; Wm. A. Carl, 98 Sixth avenue; Tasker H. Marvin, Jr., 50 First place, — all of Brooklyn, N. Y.

CINCINNATI WANDERERS BI. CLUB. — Francis W. Scarborough, Madison road, E. Walnut Hills; Julian V. Wright, Grandin road, E. Walnut Hills; William Wilson, Madison road, E. Walnut Hills: Nicholas Longworth, Jr., Grandin road, E. Walnut Hills; John K. Scudder, Ridgeway avenue, Avondale; Paul Scudder, Ridgeway avenue, Avondale; Calvert Townley, 483 Court street, — all of Cincinnati, Ohio.

ARRIEL BI. CLUB. — Fred. S. Hamlin, Grand Opera House; Fred. S. Ackerman, 124 Washington street; Chas. E. Dole, 27 Metropolitan Block, — all of Chicago.

BRUNSWICK BI. CLUB. — Additional: Chas. D. Snedeker, J. Newton Veghti, and Geo. K. Parsell, — all of New Brunswick, N. J.

KEOKUK BI. CLUB. — Additional: H. H. Winslow, E. H. Rothert, John Hartel, — all of Keokuk, Iowa.

MASSACHUSETTS BI. CLUB. — Additional: Edward R. Drew, 597 Washington street, Boston; Harry D. Corey, care of Jones, McDuffee & Stratton, Boston, Mass.

UNATTACHED. — Jas. S. Martin, 57 Washington street, Chicago; Wm. A. Gunn, 47 Monroe street; Wm. H. Gay, corner Canal and Hastings streets; Frank H. Escott, 75 Canal street, — all of Grand Rapids, Mich.; C. H. Kittinger, Wilmington, Del.; Robert R. McCormick, Edinburg, Pa. (Knox P. O.); Fred. N. Bonnie, Niles, Mich.; Aaron W. Cornwall, 145 to 175 Washington street, Louisville, Ky.; Nathan P. Wyllie, Lowell, Mass; B. E. Chesney, Painesville, Ohio; Chas. B. Ott, 1068 Market square, Wheeling, W. Va.; Wm. M. Black, Mattawan, Monmouth Co., N. J.

A Model Report.

TREASURER GILMAN says that the club reports generally sent in to him are so meagre in detail and unsatisfactory that he wishes us to publish the following one from the secretary of the Peekskill, N. Y., Club, as a "model report:" —

PEEKSKILL, N. Y., 24 June, 1882.

MR. WM. V. GILMAN, *Treasurer L. A. W.*, Nashua, N. H.:

Dear Sir, — Enclosed please find P. O. money order for $7.00, to cover annual dues for 1882 and 1883 of the following members of our club, "The Cortlandt Wheelmen," all the members we have, and all members of the League: —

E. F. Hill, Peekskill, N. Y.....No. 1,345
D. C. Hasbrouck, Peekskill, N. Y.....No. 1,984
George A. Wadsworth, Peekskill, N. Y.....No. 2,336
B. F. Ferris, Peekskill, N. Y.....No. 2,337
S. F. Horton, Peekskill, N. Y.....No. 2,338
Geo. Halsted, Peekskill, N. Y.....No. 2,367
S. A. Mead, Peekskill, N. Y.....No. 2,384

Trusting you will find this O. K., and that we may receive our new cards safely, I am, Yours fraternally,
D. C. HASBROUCK, *Sec. C. W.*

L. A. W. Racing Rules.

AS AMENDED AND ADOPTED AT THE ANNUAL MEETING HELD 30 MAY, 1882.

1. Entries and awards will be confined strictly to amateurs; and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the judges that they are not professionals, either by their own statements in writing, or otherwise. Any wheelman competing in races other than those held under the auspices of the League, or of a League club in good standing, or of an organization whose games have not received the written sanction and indorsement of the League racing committee, will be disqualified from competition in future League races, unless this disqualification shall be subsequently removed by the board of officers of the League.

2. (*a*) An amateur is a person who has never competed in an open competition, (*b*) or for a stake, (*c*) or for public money, (*d*) or for gate money, (*e*) or under a false name, (*f*) or with a professional for a prize, (*g*) or with a professional when gate money is charged; (*h*) nor has ever personally taught or pursued bicycling or any other athletic exercise as a means of livelihood. — *L. A. W. Rule* 25.

3. Any competitor making a false entry will be disqualified.

4. Choice or change of machine, and choice of costume, are not limited.

5. Each competitor will receive from the judges, before the start, a card bearing a number, which must be worn during the race.

6. The position in each race will be drawn by the games committee and printed in the programme of entries.

7. All starts will be from a standstill, and the machines are to be held in position until the signal is given by the starters. Any contestant starting before the word is given shall be placed one yard behind the starting line, and an additional yard for each repeated false start.

8. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside; the inside man must allow room for his competitor to pass on the outside.

9. Any competitor guilty of foul riding will be disqualified.

10. Any protest against a competitor respecting his qualification as an amateur must be lodged with the judges before the start is effected; and any protest respecting foul riding or breach of rules must be made to the judges immediately after the heat is finished.

11. Competitors may dismount during a race at their pleasure, and may run with their bicycles if they wish to; but they must keep to the the extreme outside of the path whenever dismounted.

12. The right is reserved to the judges of refusing or cancelling any entry, if necessary, before the start, of adjudicating any questionable entry, of deciding any other point not provided for, and of making any alteration in the programme that they may deem necessary.

13. The decision of the judges and referee will in all cases be final.

14. All championship races shall be held under the immediate supervision of the League or its constituent clubs. No trotting, athletic, or other non-League organization shall be allowed to hold State or other bicycle championships in which League members shall compete.

15. Championship races shall be run in one heat, or should the number of starters be too large, in trial heats, and a final in which the winners and seconds in trials shall compete.

16. In handicap races the handicaps must be drawn up by a League member or committee of the same, and written reports of the handicaps and results must be sent to the racing committee L. A. W. for reference. No handicap races shall be run in heats.

17. No League member will be permitted to race under trotting rules; and no prize won or time made with a flying start will receive the sanction of the League.

18. The rules of the National Association of amateur athletes shall be sanctioned by the League, and no League member competing in the games of the association or of its associate clubs, shall be debarred from competition in the League races or from enjoyment of any of its privileges.

19. The racing committee L. A. W. shall be empowered to appoint at its discretion a League handicapper, who shall, for a stated remuneration, frame the handicaps of the League and of such of its associate clubs as shall desire his services.

E. C. HODGES, Boston, Mass.,
A. A. HATHAWAY, Milwaukee, Wis.,
CLYMER WHITE, Baltimore, Md.,
Racing Committee L. A. W.

Declination.

Editor Bicycling World: — I am sorry to see that my name is offered in your columns as a candidate for chief consul of Massachusetts.

Had any notice of your intention reached me, I should have withdrawn in season to prevent the mistake.

I am unable to attend to the duties of this office, and could not at present serve in any capacity upon the State board. Very truly yours,

FRED. S. PRATT.

WORCESTER, 24 June, 1882.

CURRENTE CALAMO

WELL, who did you vote for?

"EVERY man for himself," etc.

WE await the result. Hurry up the count.

THERE is no convention to construe rules this time.

HAVE "Patience," Gideon; it was a mistake we are glad to correct.

THE pictures of the Chicago Meet are very good.

SECOND ASSISTANT POSTMASTER ELMER of Washington rides a "hopper."

JUMBO is gone, but Albion is coming, and he will be a drawing card to bicyclers

MR. E. E. KATTELL, a wheelman, of Binghamton, N. Y., was in Boston, this week.

JO. DEAN'S Royal Mail racer is a beauty, — light and clean-cut as Sara herself.

THE fifty-mile road race at Druid Hill Park, Baltimore, 8 July, ought to be an unusually interesting event.

A MARINE bicycle agency has been established in Washington, Mr. I. Kimball of the *Oarsman* being the agent.

THE coming week will be a lively one for wheelmen everywhere. Runs, races, and meets are announced on all sides.

SOME "penny-a-liners" are so hungry for items that no discretion is used, and the hand of their informant shows itself.

YOU have plenty of time yet to get in "at the death" of the Milwaukee run which commences to-morrow, if you start at once.

CHAMPION FRYE is awheel once more, and will train for some of the races this season, and especially for the League mile championship.

THE course at the Casino has been laid entirely with tan bark, but we understand a portable track is to be made for bicycling when such races occur.

WHY will some clubs and unattached riders adopt such *outre* costumes? Bicyclers are conspicuous enough anyway, without making themselves more so.

THE Solus Bicycle Club recently presented this office with a fine thermometer, and its effects are already apparent in the rapidly increasing temperature.

IN a race between Prince the bicycler and Leroy the horseman, distance five miles by the Casino track, the former won by half a second, the time being 15m. 58⅘s.

IT is reported that two wheelmen of Helena, Montana, recently rode fifty miles in the very creditable time for that part of the country of six hours and twenty minutes.

THE handsomest and best mounting tsep for bicycles we have yet seen is one invented and just patented by Dr. Geo. F. Harwood of the Æolus Wheel Club of Worcester. It is so toothed as to prevent slipping, and the teeth are so guarded that the clothing cannot catch upon it in case of falling or dismounting from the rear.

CAPT. HODGES of the Bostons has ordered a Royal Mail racer. Now when he and Billy Bernhardt compete in the club races, we will see how well body and bones can hold together.

MARBLEHEAD wheelmen are constantly taking headers. The *Register* nearly every week registers one or more accidents of this kind. Adjust the saddles farther back, boys, and mind your weather eyes.

SOME half a dozen of the Massachusetts Club under Capt. Shillaber made a run to Swampscott Sunday, dining at the Ocean House. Messrs. Wood, Norman, and Harley of Philadelphia accompanied them.

AT this season of the year the gaudily dressed bicycler haunts the popular resorts, frightens horses, and attracts universal attention, receiving the admiration of such as are of the same taste in the matter of costume.

JOHN L. AYER of the Solus Bicycle Club informs us that his proposed effort to cover 5,000 miles on the wheel this year is off, a rupture necessitating his abandoning bicycling for this season. In 1883 he will double the amount and go several better.

"KANUCK" writes us that a large detachment of the Montreal Bicycle Club will go down by boat to Quebec, 30 June, to visit the wheelmen of that city. They are the only two clubs in the province of Quebec, and the harmony of feeling between them is very cordial.

BY an error we last week robbed that most deserving young man, G. D. Gideon of the Germantown Bicycle Club, of one of his laurels won at the N. A. A. A. A. championship games of 10 June. He was victor in both the bicycle contests, winning the two-mile race in 6m. 41⅘s., and the five-mile race in 17m. 19⅘s.

BOSTON CLUB members, with J. A. Cross of Providence, and Mr. Rogers, one of the Philadelphians who has ridden from New York to this city, rode on Sunday to Cohasset for dinner, returning to Boston by boat from Hull. They report the roads in excellent condition, although rather soft in places.

THE Fourth of July races on Boston Common will no doubt entertain many thousand people, as they did last year and the year preceding; but as no suitable track is likely to be prepared, no record, except perhaps for slowness, will be made by fast riders, and the riders in the slow race will have to move pretty lively to keep their wheels.

C. C. B. T. C., B. Bi. C., L. A. W. WESTON'S letter about the English tour ought to interest our wheelmen. We wish we might join the party, and can assure all bicyclers who intend a trip to Europe this summer that this is the best way to take it. Or even if you do not care to wheel when on the other side, it will pay you to join the party as a social investment.

OUR "Coventry Rotary Convertible" is a success as a "sociable." We rode it one evening last week with a companion (male), in the north suburbs, about sixteen and a half miles in two hours and a quarter, ascending some pretty sharp hills, with nearly as much ease as one does with a two-wheeler, and dismounting for none except one moderate incline, which was too sandy even for level riding.

THE Casino track, according to the Boston *Courier's* bicycle paragrapher, has been carefully measured by Mr. Wilmot, who "found it to be five laps more than a mile." Now here's larks! The track has always been credited with five laps to the mile, and now we discover that it is a mile *and five laps*. Mr. Wilmot measured it with an Excelsior cyclometer, and that has generally borne a good reputation for accuracy; but cyclometric measurement, however accurate, won't admit the track to record-making.

THE League organ failed to advertise the L. A. W. races; hence the Boston men knew nothing (?) about them. — *N. Y. Sunday Courier. What* L. A. W. races, Mr. *Courier?* We announced in our "Coming Events" the two and five mile open amateur bicycle races of the National Athletic Association, if these are what you mean; but we do not understand these to be L. A. W. races strictly, although they were to be partly officered by that organization, and recognized as amateur championships of America for those distances. Besides, as in our L. A. W. department we published the particulars and conditions as news, and received no further official instruction to advertise them, we did not feel called upon to do so.

WE learn from Mr. C. E. Pratt, attorney for the Pope Manufacturing Company, that at Syracuse, N. Y., on Monday, the 26th inst., before Judge Wallace, a hearing was had on the case of the Pope Manufacturing Company *vs.* McKee & Harrington, the result being a decision against the latter on all the motions, the principal one being by defendants for removal of injunction. Of course this leaves bicyclers still at the mercy of the monopoly, and we must wait either until the patents expire by limitation, or until some other parties with money and perseverance come forward to more successfully combat what we still consider a wrong and injustice, the breaking down of which we yet hope to see accomplished; for notwithstanding the failure in this case, we believe our stand is right in both law and equity.

WE have in stock a few copies of Cycling Sketches, in cloth, $1.00, and Sturmey's Indispensables for 1880, 30 cents.

BICYCLES, BICYCLES, BICYCLES. Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents; by mail, sixty-five cents. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Engl. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition, — all by Henry Sturmey, — are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Cortis's "Book on Training" is also in press, and will soon be ready for delivery.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

H. C. BLUE & CO.
48 Summer Street,
BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

TRICYCLISTS'
INDISPENSABLE ANNUAL
FOR 1882.

Sample copies postpaid, 65 cents. A liberal discount to the trade. Sole agents in the United States for ILIFFE & STURMEY'S publications.

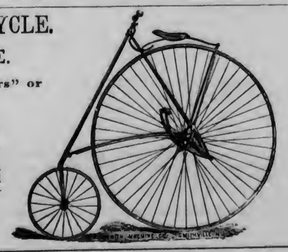
OVERMAN WHEEL COMPANY,
HARTFORD - - - - CONN.

☞ BICYCLISTS' INDISPENSABLE will be ready in a few weeks.

WORLD JOB PRINT,
A. BASSETT, MANAGER.
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.



The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,
H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.

MISCELLANEOUS.

4 line Advertisements in this department, $6 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock at Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

GOY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2¼ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.

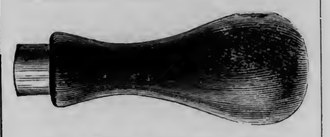
FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill.

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.



HEADQUARTERS FOR

Patent Rubber Bicycle Handles.

ELASTIC TIP CO.

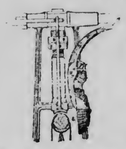
157 Washington St. - - BOSTON, MASS.

Bound Copies of Vol. IV.

BICYCLING WORLD

Now Ready. $2.00, postpaid.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

THE PERFECT BICYCLE! A series of specifications for ideal machines, contributed by leading wheelmen, opening with one from Henry Sturmey, author of the *Indispensable*.

THE NOVELTIES OF THE YEAR! Including descriptions of three new Cyclometers, etc. The "Annual" also contains illustrated descriptions of the new "Expert Columbia" Bicycle, the "Otto" Safety Bicycle, etc., and many other attractions.

12mo, 135 pp., paper covers, 30 cts.; the same, extra cloth binding, 75 cts. If by mail, add 5 cts. for postage. For sale by

E. C. HODGES & CO. - - - - 8 PEMBERTON SQUARE, BOSTON.

THE TRADE SUPPLIED.

BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	50
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 52 and 56. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William K. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 7 JULY, 1882.

Volume V. Number 9.

[Vol. V. CONTENTS. No. 9]

New Bicycle	422
Editorial: Prizes	423
The "Monopoly"	423
Wheel Club Doings: Auburn; Armenia; Lowell; Boston; Newton; Lexington; Champion City,	423
Races: Princeton College; Pittsburg; Baltimore; Louisville; Norwalk; Lynn; Boston; Belmont,	424
Correspondence: Canton; Nashua; Cleveland; A "Model's" Reply; Signs; Run to Point of Pines; President Bates at Chicago, Ill.; Practical Hints; Notes	426
L. A. W.: Applications; Notice to Members	429
Currente Calamo	429
Bicycles in England	430
Tricycles and Hill Climbing	430
A Grand Philadelphia Meet	430

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc, and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY

How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA.



Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L, Rochester, N. Y.

The Hartford Sewing Machine.

Ball-Bearing Balance Wheel.
Knife-Edge Treadle.
Cylinder Shuttle.

The Largest, Lightest, Handsomest, Quietest, Steadiest FAMILY MACHINE ever made.

For descriptive catalogue apply to

WEED SEWING MACHINE CO.

Capitol Avenue, Hartford, Conn.

MANUFACTURERS,

Also of Bicycles, Tricycles, etc., Cycles.

SOULE PHOTOGRAPH CO.

W. B. EVERETT. W. S. SOULE.

PHOTOGRAPHIC ART PUBLISHERS.

A Specialty of Unmounted Photographs of Ancient and Modern Works of Art, embracing reproductions of famous original Paintings, Sculpture, Architecture, etc. Price, cabinet size, $1.50 per dozen.

Send 6-cent stamp for catalogue and supplement of 3,700 subjects, or $1.50 for sample dozen with catalogues. Address

SOULE PHOTOGRAPH CO.
338 WASHINGTON STREET,
BOSTON, MASS.

(*Mention this paper.*)



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

THE 1882 ENGLISH TOUR.

Gentlemen wishing to join in this tour should send in their names to the undersigned without delay. The party will sail on the 22d inst. On arrival in England, the train will be taken to Bradford, from which point the "wheel" part of the tour will commence. The run will be from Bradford to Coventry, *via* Harrogate, Leeds, Sheffield, Mansfield, Leicester, etc. Harrogate will be reached on the 3d of August, and the party will there participate in the Sixth Annual North of England Meet of

THE BICYCLE TOURING CLUB.

The run from Harrogate to Coventry is intended to be a leisurely one, the party being timed to arrive there about the 20 August, so that it will be easy for those who so desire to be back home within six weeks of the date of their departure from this country.

The cost of the tickets, which will give first cabin passage to and from Liverpool, first-class rail from Liverpool to Bradford, and first-class rail from Coventry to Liverpool, will not exceed

ONE HUNDRED AND SIXTY DOLLARS,

And will possibly be less, if a large enough party can be secured without delay.

For further information, address at once

FRANK W. WESTON,
B. T. C., B. Bi. C.,
Savin Hill, Dorchester,
BOSTON, MASS.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

FOR SALE. — Fifty-two-inch "Xtra," in perfect condition. Address E. E. KATTELL, Binghanton, N. Y.

FOR SALE — Fifty-inch Standard ball-bearing Columbia, 1882 pattern, with Acme stand. But little used and in perfect order. Reason for selling, owner going West. Address HART, Box 508, Minneapolis, Minn.

EXPERT FOR SALE. — Fifty-eight inch Full-Nickelled; new this season, used very little; in perfect order. Reason for selling, owner going away. IRVING B. SMITH, 609 Main st., Hartford, Conn.

FOR SALE. — In bond, 52-inch Special Club Bicycle, perfectly new; wheels, head, and handles, nickelled; $100. Original invoice supplied so that duty will not exceed $26. The same duty paid, $120 in Canada. Also, a second-hand 50-inch Club, full-nickelled, ball pedals, $110, and a 52-inch New Gentleman's half-nickelled, ridden only one month, $75; both in perfect order. ALAN ARTHUR, P. O. Drawer 1,976, Montreal, Canada.

FOR SALE. — One 58-inch Harvard Roadster; full-plated; in good condition; price $110; One 60-inch Yale Racer, full-plated, used only a few weeks, in absolutely perfect condition; price $135. Either machine will be forwarded for examination on receipt of express charges both ways. A. J. EDDY, Flint, Mich.

TRICYCLE WANTED. — Would like a second-hand Gentleman's Tricycle. Address with full description and price, C. W. B., Lock-Box 53, Hudson, N. Y.

WANTED, to exchange a Smith's American Organ for a Bicycle, 52-inch, or a Tricycle. Address 232 Dudley street, Boston.

FOR SALE. — A 52-inch full-nickel-plated Expert, a splendid machine, with ball pedals, used very little; satisfactory reasons given for selling; price $130. Address F. A. B., BICYCLING WORLD office, No. 8 Pemberton square, Boston.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc. all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

RINTELMAN'S

Pat. Adjustable Bicycle Saddle.

This is positively the best saddle made. It combines comfort, durability, and neatness, and is easily adjusted by means of a turnbuckle located in the bottom of the frame, and is well ventilated. Liberal discount to agents. Send for circular.

Price, plain $3.50. Nickel-plated, $4.50.

Address

AUGUST RINTELMAN, MILWAUKEE, WIS.

SEND 30 CENTS AND GET FIFTEEN bevel-edge crescent and turned-corner gilt-edge cards with your name and new League badge neatly printed on, to JAMES A. SPEAD, South Newmarket, N. H.

MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents. postage prepaid. A. BASSETT, care BICYCLING WORLD.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

THE New York *Sunday Courier* thus describes a new bicycle recently patented by Mr. Jean Richard, of New York: A 48-inch wheel, with 5¼-inch cylinder, with one crank revolution is equal to thirty-two feet of space, and each additional increase of cylinder for larger wheels gives corresponding velocity. The first test took place last week, and although ridden by an amateur, the best record time was reduced thirty-two seconds. Upon either side of the machine are two pieces of steel two inches wide, and of different length according to size of wheel. To the upper ends of these is attached a quarter-inch cable cord, which works in a grooved wheel just under the handles. At the lower ends are similar cords, which pass around two drums, worked in opposite directions around the crank. In the downward motion equal power is applied on the opposite side, and the old crank system is abandoned, thus relieving the motion of all "dead centre." The drums acting in opposite directions enable the rider to rest at will without stopping the action of the wheel. The stirrups are attached to the steel plate referred to above, and can be adjusted to suit the convenience of rider. The second improvement is in the wheel, which is constructed in sections. Should any portion of the wheel become damaged, that section can be replaced; whereas, in the old wheel, damage to any portion of the wheel necessitates a new one at considerable expense. Whether the new improvement will do what is claimed for it (a mile inside of two minutes) remains to be demonstrated.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyciers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, chippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance	$2.00
Six months "	1.00
Three months "	.60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: — Cunningham Co., Odd Fellows' Building, Boston. New England News Co., Franklin St., Boston. W. C. Scribner, 1108 E St., Washington, D. C. American News Co., 39 Chambers St., New York. H. B. Hart, 823 Arch St., Philadelphia. John Wilkinson Co., 77 State St., Chicago. Fairfield & Taylor, cor. State & Van Buren, Chicago. Richard Garvey, 407 Chestnut St., St. Louis. Sam'l T. Clark & Co., 105 South St., Baltimore.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 7 JULY, 1882.

PRIZES.

WE called attention last week to the desirability of reducing the value of prizes in amateur races, believing that this alone will place amateur racing on its true footing, and tend to rid the path of what they call across the water "pot hunters." Many racing men no doubt consider the value of the prizes to be offered before entering their names as contestants, feeling that what is of the greatest intrinsic value is more desirable than that which simply attests their prowess and speed as riders. Valuable prizes are offered by the managements of races with the object of obtaining a large field of starters, and with good effect in this regard, but with a tendency to encourage a spirit of professionalism, and to compel a repetition in all cases if an interesting race is to be had. We desire to see this stopped, as far as practicable, and trust the leading bicycle clubs will take a stand in the matter, and offer inexpensive trophies at their race meetings, instead of the valuable prizes now so common. If this is done, the true amateur alone will be found on the path, and a much better state of affairs exist, as those who follow the intent as well as the wording of the rules which distinguish between the amateur and professional are as willing to race for honor and glory as for silver cups and gold medals. That something should be awarded the winners as a memento we do not question. Human nature demands something to show for all labor; but in racing it should be a small incentive to competition. Arguments may be made as to the wording of the rules, but herein lies the essence of it: a spirit of gain and advantage should be suppressed, and a desire for honor alone encouraged. If the League will try the experiment at its annual races, we believe the number of starters will not decrease, while the expense will not be such a burden as hitherto, and the money spent in prizes could be used to greater advantage in other ways. Better tracks could be had, and the comfort of spectators and contestants increased.

The "Monopoly."

IT is but fair to the public and to the defendants in the case of the Pope Manufacturing Co. *vs.* McKee that we should give a fuller account than that published by us, on Mr. Pratt's statement, of the disposition made by Judge Wallace on 26 June of the motions in that case before him. We now learn that the motion to vacate the injunction was denied by Judge Wallace on purely technical grounds, without a consideration of the merits, which the judge deferred until the final hearing of the case in October next. His Honor, however, took occasion to say from the bench, in rendering his decision, that the testimony as to anticipation of Lallemont's patent as presented to him by Mr. Walter D. Edmonds, defendant's counsel, was sufficient both in point of law and fact to defeat the patent, but that he could not take it into consideration *on that motion*, but would do so on the final hearing. The decision of the motion for contempt proves nothing in favor of the Lallemont patent, except that for reasons of practice the court declines to pass on its validity until October, and that in the mean time, and while its validity remains technically unimpeached, the public are not at liberty to make bicycles with cranks projecting in the same direction. We therefore very gladly retract anything which we said in our issue of 30 June to the effect that there had been any "failure in this case." The Lallemont patent will be subjected to its first, and, without doubt, its final ordeal, at the October term of court, when the court will for the first time be enabled to consider all the objections to its validity mentioned in our issue of 23 June.

We may add that since the writing of that article, new witnesses to prove the existence of Varrecke's velocipede in New York in 1863 have been discovered. Among these witnesses are two gentlemen, principals of the public grammar schools in that city, who rode the Varrecke machine in 1863 in Central Park, and who will testify that in every detail it was the counterpart of that described in Lallemont's patent, which bears date 1866, — three years afterwards. Far from being weakened by the decision of the motions, McKee & Harrington's case is to-day stronger on the merits than it has ever been before. The prospects are that the Pope Manufacturing Company has only three months more in which it will be able to enforce its monopoly.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

AUBURN BI. CLUB. — A meeting of Auburn (N. Y.) bicyclers was called 30 June, at Swartout's clothing house, a club formed, and the following officers were duly elected: President, A. E. Swartout; captain, G. Howard Burt; secretary and treasury, Grayson G. Knapp; lieutenant, Edward Leonard; bugler, Chas. Throop. Executive committee: A. E. Swartout, G. G. Knapp, E. A. Warden, E. Follitt. Other members are Edward Woodruff, E. Follitt, John M. Laurie, E. A. Warden, E. Parker. A. E. S.

ARMENIA BI. CLUB. — On 17 June the wheelman of Canton, Pa., and vicinity organized a bicycle club, to embrace in its membership amateur bicyclers of Bradford County only, and chose the following officers: President and captain, Edgar S. Davenport; secretary and treasurer, Arthur W. Cook. Other members are Harry B. Davenport, Ernest Newman, Robert E. Vansyckle, and Fred. S. Black. Regular meetings held Thursday evenings.

THE Lowell Bicycle Club had a most enjoyable run last week Wednesday afternoon, on the roads about the Spindle City, and on their return were entertained with a collation on the lawn of Secretary Fielding, at which Rev. H. D. Wes-

ton, of St. Paul's Church, was presented. Twelve wheelmen participated in the run.

THE Boston Bicycle Club headquarters were lively with members and visitors Tuesday afternoon and evening.

THE NEWTON BICYCLE CLUB made a successful display in that city, 4 July, by a fancy dress and burlesque parade through the principal streets.

IT is said by the Louisville *Argus* that the Lexington (Ky.) Bicycle Club has a charming and lively little lady secretary. Now here 's a hint for some of our Eastern clubs.

THE Champion City Bicycle Club of Springfield, Ill., has inaugurated a successful and novel affair, in the shape of a summer bicycle camp, comprising the wheelmen and their families, with eight young ladies as invited guests. It is located on pleasant grounds at Yellow Springs, Ohio, and the company numbers about fifty. They have many visitors, and on the 4th of July they entertained the Cincinnati and Xenia clubs as guests, a feature of the occasion being a full dress parade. They are all reporting a most jolly time.

RACES

Coming Events.

8 July. Baltimore, Md. Fifty-mile bicycle race for the road championship of the United States, Druid Hill Park Lake, Baltimore, 8 July, at 8 A. M. $50 gold championship medal to first, gold medal to second, silver to third; entrance $1.00. Entries and subscriptions close July 1, to B. Howard Haman, Baltimore, Md.

PRINCETON COLLEGE COMMENCEMENT GAMES, 17 JUNE. — The two-mile bicycle race was won by Chester, of class of '84, in 7m. 43⅗s.; Baker, '85, second, in 7m. 48s.; Kempshall, '85, third.

PITTSBURG, PA., 24 JUNE. — At the first annual race meeting of the Keystone Bicycle Club, held on the Exposition Course (half-mile) Saturday, 24 June, the following events took place: —

Half-mile Dash. — George Grundy (1); F. T. Hoover (2); J. C. McCullough (3); Paul Johnston, James Dennison. Time, 1m. 42s.

Half-mile Boys' Race. — Horace Miller (1); Robert Fleniken (2); Edwin Mulings (3); Willie Kirkpatrick; with the same order for second heat. Time, 2m. 12s. and 2m. 9½s.

One-mile Amateur Championship of Western Pennsylvania. — First trial heat: J. W. Pears (1); F. T. Hoover (2); J. C. McCullough, William Duncan. Time, 3m. 50s. Second trial heat: George Grundy (1); George W. H. Wood (2); Harry Neely. Time, 3m. 54s. Finar heat: George Grundy (1); George W. H. Wood, J. W. Pears. F. T. Hoovel dropped out. Time, 3m. 32s.

Half-mile Heats, Best Two in Three. — First heat: Grundy (1); McCullough (2); John Myers. Time, 1m. 46s. Second heat: McCullough (1); Grundy (2); Myers. Time, 1m. 43s. Third heat: Grundy (1); McCullough (2); Myers. Time, 1m. 45s.

Half-mile Club Dash. — Geo. Grundy (1); F. T. Hoover (2); J. W. Pears (3); P. N. French, Paul Johnston, James Dennison.

One Hundred Yards Slow Race. — J. C. McCullough (1); F. T. Hoover (2); P. N. French, Paul Johnston, J. W. Pears. Time, 2m. 33s.

Five-mile Race. — Geo. W. H. Wood (1); William Duncan (2); Geo. Morse (3); J. W. Pears, Charles Holmes, P. N. French. Time, 21m. 14s.

For these seven races we had fourteen prizes. For the first two races there were three each; for the third and fifth, one each; for the remaining three, two each. In starting for the trial heat in the championship race, Duncan became excited and grabbed his brake lever instead of his handle; consequence, a header. He remounted, however, but was too far behind to get a place. In the final heat of the same race, Grundy and Wood took the lead and ran "neck and neck" till they came to the home stretch, when Grundy made a magnificent spurt and won by nine or ten yards. During this race the greatest excitement prevailed. Two years ago, on an English course, Wood gave Grundy 195 yards start in a two-mile race and beat him.

Championship race from standing start, others mounted start. Grundy and Wood rode 54-inch Rudge racers; Dennison, a 54-inch light Yale roadster; Hoover and Holmes, 52-inch light Yale roadsters; and the remainder Special Columbias: Pears, 54-inch; Johnston, 54-inch; Morse, 54-inch; Duncan, 52-inch; McCullough, 50-inch; Myers, 50-inch; and Neely, 48-inch. Judges and time-keeper, Jos. T. Speer, Wm. Woodnell, and A. B. Wigley. Referee, Thos. Owen.

In the five-mile race only three finished, and in the slow race all tumbled but McCullough; the others all remounted two or three times, but even then, only three finished. The track is considered a "fast" trotting track, but is too heavy for bicycling. George Grundy is entered in the races at Steubenville, 4 July, for the amateur championship of Eastern Ohio. He is also open to challenges for the amateur championship of Western Pennsylvania, which he now holds. He is a member of the Keystone Bicycle Club.

ORVON G. BROWN,
Sub-Captain K. Bi. C.

BALTIMORE, 24 JUNE. — A ten-mile professional handicap, under the auspices of the Maryland Bicycle Club, for a subscription purse of about $40, was raced at Druid Hill Park, the track one and one half miles, on Saturday, 24 June. The contestants were J. S. Prince of Boston and F. S. Rollinson at scratch, and W. J. Morgan of Boston and James Mellen of Cambridge, Mass., at the half mile. Mellen, who showed himself a splendid rider, although this was only his second race, soon left Morgan, and had covered two miles before the scratch men had gained an inch of his handicap. Then Prince began to draw away from Rollinson, and very gradually but surely to overtake Mellen. But the latter maintained his lead most pluckily, and had turned into the last lap before Prince caught him; and the two rode together, the champion at a waiting pace, until within a hundred yards of the finish, when he endeavored to shake his companion. But this was not so easy, for the latter also put on some handsome touches, and came in second by only ten yards, with Prince first in 35m. 15s., which beats all out-door records, amateur or professional. Rollinson was third by nearly a quarter-mile, and Morgan was distanced.

LOUISVILLE, KY., 27 JUNE. — At the bicycle races in connection with the Masonic celebration, Charles Jenkins and Newton Crawford of Louisville and Benj. Johnson of Bardstown competed in the first heat of the mile race for a gold medal, which Jenkins won easily in 3m. 8s.; Crawford second. Johnson withdrew from the second heat, which Jenkins won also by a spurt in the last lap, his time being 3m. 11⅓s.

A quarter-mile race was ridden in three heats, the contestants being Crawford, A. Cornwall, L. Welle, O. Moran, W. F. Gregory, and S. Holloway. In the first heat Crawford took a header, Moran and Welle collided and went to grass, and only the other three finished, and in the following order and time: Gregory, 49⅓s., Holloway, Cornwall. These three with Crawford and Moran started in the second heat, which was won by Cornwall in 46⅓s.; Crawford, Gregory, Moran, and Holloway following in that order. Only Cornwall and Gregory rode the final heat, the former winning easily in 47s. Prize, a gold medal.

The last event was a five-mile dash for a gold medal, the starters being O. Anderson, Crawford, and Welle. Anderson led for two miles, then Welle took the front for a mile and a half, until finally Crawford spurted handsomely and to the purpose, coming in winner by twenty lengths, with Welle second by twenty-five lengths ahead of Anderson. Time, 18m. 59½s.

NORWALK, CONN., 28 AND 29 JUNE. — At the fair of the Fairfield County Agricultural Society, 28 June, J. S. Prince and Mlle. Louise Armaindo contested in the ten-mile professional bicycle race, for $70 and a gold medal to first and $35 to second, the lady being allowed one mile in ten. The race started well, and both rode in fine style, but the track was an ordinary trotting course, and fast riding would be phenomenal as well as dangerous; and in fact, on the sixth mile, Louise fell, and Prince, who had already taken up her handicap, rode easily to the finish, taking first prize, and Mlle. Armaindo second. The track was half a mile.

On the 29th, Prince, Rollinson, and Mellen competed in a one-mile scratch race, best three in five, for purses of $50 and $25. First heat: Mellen took the lead, Rollinson next, and Prince close up, which position was maintained until the last lap, when Prince pushed to the front and won the heat by forty yards; Mellen second, and Rollinson third. Second heat: Mellen led slightly until ending the first lap, when he got a bad fall and withdrew, and Prince won easily, Rollinson second. Third heat — Prince led, Rollinson second, and Mellen, who was badly shaken up by his fall, last.

Mr. Wheeler, president of the society, wants to pit a fast trotting horse against Prince twenty miles even, for a purse of $300 to $500, and Prince has expressed his willingness to make the race.

LYNN, MASS., 4 JULY. — Bicycle races took place around the Common at 11.20, last Tuesday, under the management of the Star Bicycle Club, for medal prizes. W. O. Faulkner, F. W. Goodwin, W. C. Stewart, W. H. Pevear started in the first heat. Faulkner came in first in 2m. 40s.; Stewart, second, 2m. 50s.; Goodwin, third, 2m. 57s.; Pevear, fourth, 3m. 32s. Second heat — Faulkner, first, time 2m. 44s.; Stewart, second, in 3m.; Whitten, third, in 3m. 20s.; Pevear, fourth, in 3m. 44s.; Whitten was not at hand in time for the first heat. Goodwin made a fine spurt in this heat, almost leading Stewart, when his shoe slipped off and he withdrew. Third heat was between Whitten and Pevear for third and fourth prizes. Whitten went around in 3m. 16s., Pevear in 3m. 31s., and they were awarded the third and fourth prizes respectively. In the slow race there were four starters: Asa Barker, Jr., Edward Freeman, George G. Richardson, and W. O. Faulkner. Faulkner did the one hundred yards in 2m. 50s., the others all falling from their machines. Second heat — Faulkner, 3m. 21s., Asa Barker, Jr., 2m. 26s. The others fell. Faulkner was awarded the first and Barker the second prize. F. S. Winship, J. Horace Pope, and Frank J. Faulkner, judges, and Will Smith, starter.

BOSTON, 4 JULY. — Probably more than 20,000 people witnessed the bicycle races held under the auspices of the city of Boston, Independence Day, and great interest and enthusiasm was manifested, yet to onlooking or participating bicyclers they were hardly as satisfactory as if run upon a good track. The track was the same as last year, laid out on the lower parade ground of the Common, on the turf, the grass having been previously rolled. Of course it was full of uneven surfaces, with several hollows dangerous for fast riding; and as might have been expected, a number of bad falls occurred in consequence. The track is a quarter-mile one.

The first race called was the amateur two-mile straightaway, and the following riders started: L. N. Martin, A. A. Selden, A. Hosmer, C. G. Howard, and Sedgwick Washington of Boston, H. E. Lombard of Cambridge, and S. T. Kaulback of Malden. The race was to have been called at twelve o'clock, but considerable delay ensued, and it was full quarter past one before the pistol shot started this first event. The competitors in this heat made some clumsy starts, and two were dismounted (Howard and Selden) early in the first lap; but the five others kept on with constantly widening gaps, and at the end of the first mile Hosmer was leading, with Lombard second, Washington third, and Kaulback fourth. During the next mile Washington fell back slightly, to fourth, with Hosmer well in the front, and Kaulback contesting for second place, which Lombard still held. Several times Kaulback strove to pass his immediate leader, but a fresh spurt from the latter would prevent it, until finally Lombard rode wide from the pole, and Kaulback, seeing his opportunity, dashed in between, and despite Lombard's efforts reached the coveted position, and the riders crossed the home line in the following order: Hosmer (1) in 8m. 32⅛s.; Kaulback (2) in 8m. 52s.; Lombard (3) in 9m. 13s.; Washington and Martin. Lombard claimed a foul, in that Kaulback passed between him and the pole; but Kaulback claimed that Lombard rode so wide that he had no choice. The judges decided, after due deliberation, that it would be necessary to run another heat for second place; but Lombard declining, Kaulback was given second position.

In the two-mile professional, three prizes, $50, $30, and $20, to winners first and second, best two in three, the starters were Fred. S. Rollinson of New York, G. W. and Thomas Harrison, J. S. Prince, and C. J. Young of Boston. This race was the most interesting and exciting of the series, and the first prize was won in two heats by Prince quite easily, he taking positions according to his pleasure all through. Between Rollinsin and the Harrisons, however, there were some pretty earnest struggles for second place in both heats, the first being won by Rollinson, and the second by Tom Harrison, much to the surprise of the latter's friends, as well as bicyclers generally. Times: First heat — Prince, 8m. 9⅛s.; Rollinson, 8m. 12⅜s.; T. Harrison, 8m. 18⅛s. Second heat — Prince, 8m. 10⅛s.; T. Harrison, 8m. 11s.; Rollinson, 8m. 12s. A third heat between T. Harrison and Rollinson had to be run for second place, and considerable interest was felt in this; but the men rode leisurely about the course together for six laps, and on the seventh Rollinson, who was leading, began to speed up, and Harrison followed suit. When just about one third around the course the former took a graceful but violent header, and Harrison tripping on him, was thrown, machine and all, completely over to first position. Rollinson received a bad bruise, and his machine was rendered useless, and he gave up the race; but Harrison, with a bent handle bar, was able to remount, which he did, and finished the race, his time being 9m. 30¼s.

The next was the one-mile amateur, best two in three; prizes gold and silver medals to first and second, respectively. W. R. Pitman of New York, Kaulback, Hosmer, Selden, and Harry Percival. Pitman won first two heats, Hosmer second. Time: First heat — Pitman, 4m. 3⅜s.; Hosmer, 4m. 8⅜s.; Kaulback, 4m. 20½s. Second heat — Pitman, 4m. 5⅜s.; Hosmer, 4m. 6⅜s. No others rode in the second heat.

The tricycle mile race was won by Harry Percival in 6m. 13s., C. G. Howard about a second behind. Both rode Royal Salvos.

The mile and a half straightaway brought Pitman, Edward Burnham of Newton, Kaulback, and Hosmer to scratch, and all started well, the New York man scoring the first lap, with Burnham, Kaulback, and Hosmer following in that order. For the remainder of the race Burnham took the lead and held it easily, while Hosmer put Kaulback behind him, and so won third place. Burnham is a new man and was a surprise, and promises to add another "fast" man to the racing ranks. Time: Burnham, 6m. 7s.; Pitman, 6m. 12⅛s.; Hosmer, 6m. 33⅜s.

The slow race was as usual a very slow affair, the only entries being C. G. Howard and W. C. Woodward, and the latter was dismounted at the first turn, leaving Howard to ride home at a more comfortable pace and take the medal.

Officers: — Judges, H. S. Kempton (chairman), C. P. Shillaber, F. B. Carpenter, J. T. Dyer, W. B. Everett; timers, G. B. Woodward, J. S. Dean, H. A. Baker; clerk, F. B. Carpenter; starter, C. P. Shillaber.

G. D. GIDEON of the Germantown Bicycle Club won the mile scratch and five-mile handicap races at Belmont Driving Park last Saturday, 1 July. Time — one mile, 3m. 11⅜s.; five miles, 16m. 52½s. The latter time is the best out-door record in this country, and the final mile was made in 3m. 8⅛s. There was considerable wind, but the track was a fairly good trotting course.

IT appears to be pretty difficult this season to win a twenty-five-mile professional champion bicycle race in England, each of the last two attempts we have heard of to date having resulted in a dead heat in 1h. 26m. 15s. and 1h. 29m. 34s., respectively.

MLLE. ARMAINDO rode a thirty-six hour bicycle race with W. J. Morgan at Kernan's Garden, in Baltimore, covering 351 miles to Morgan's 330, for which she received a gold medal.

MR. F. S. ROLLINSON says the Baltimore professional races were a fizzle, both in a sporting and a financial aspect.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Canton Notes.

Editor Bicycling World: — Canton has only 1,200 inhabitants, and it has taken a year to talk bicycle into them. ....We have a young Englishman here who has ridden a mile (across the water) in 2.55! He was a member of the Wanderers Club, England, and has some jolly anecdotes and stories to relate; he 's going to ride a mile against time soon, and I'll let you know the result.....Two horses looked at my brother aboard my machine the other day and then ran away, smashing up a buggy they were attached to; the owners thought I ought to pay damages, but as the rider was not to blame, I differed with him, and have heard nothing since.....Broke my pedal shaft yesterday, and am therefore laid up for a few days; I find it an excellent chance to clean up thoroughly.....I should like to hear from "Relcycib" of Cleveland. I wonder if he remembers the fine morning we rolled out to the Euclid Avenue House and paralyzed that breakfast table? Speak up, old man, and let a fellow know how your wheel goes round out there since "Sam'l of Posen" was in town. CYCLUS.

CANTON, PA., 11 June, 1882.

Nashua Wheel Club.

Editor Bicycling World: — For some time past the lady friends of this club have had in consideration the matter of presenting a banner with its attendant events, and now all has been completed in about this way: A few evenings since, after one of the club drills, following the bugler's dismount, it was announced at the head of the line that an invitation had been extended to the club to call at the residence of J. F. Wallace, Esq., — and the affair had been so quietly managed as to prove a surprise to nearly every member; yet all were pleased, and exchanged words plainly indicating their anticipations of something a little extra in the way of treatment and entertainment, as the sequel certainly proved. Arrived at the grounds, a ride was taken under a smiling moon through the circular drives and amidst the luxuriant and rare shrubs and plants. Wheels stacked, presentations made, and a pleasant hour passed in social intercourse, when Miss Lizzie A. Whitney, properly escorted, came among the merry chatters, and in behalf of herself and lady associates, in elegant terms and well-delivered phrases, presented to the club a beautiful silk banner, bearing the name "NASHUA" in gold letters upon a field of white and blue (the club colors). The members were delighted at the graceful manner in which this was performed, and regarded her initials as an honor to our national association, the L. A. W., — may they both live long and joyous lives. Our "modest" captain stepped forward and replied for the club, overcome, of course, by the brilliant surroundings in which he found himself. He mentioned the appropriateness of the banner as to its construction, colors, etc., and the inspiration it would give, when at the head of the line, to lofty aspirations and endeavors on the part of every club man, reminding him, as it would, of the fair donors and the pleasant events of the evening; winding up in his usual manner of congratulation to the club for the respect shown its members, and an appeal to hold the same place in the regard of their friends by sustaining the club upon its present high standard. Both speakers were heartily applauded.

The doors of the spacious dining-hall were then thrown open, and the party regaled and refreshed with ice cream, cake, and strawberries, each club man receiving his fair companion's attentions and an elegant bouquet, so thoughtfully constructed as to be attached very easily and readily to our badges, as we had not seen it done before.

Ample justice was done here, and then an adjournment made to the charmingly laid out grounds, where swings, hammocks, croquet, lawn chairs in shaded nooks (for Luna was in her glory), and enchanting strolls were indulged in, when, alas! in the midst of our fleeting joy we were reminded that the hour of parting had arrived, as the carriages called for the ladies; and it was certainly in a doleful and subdued manner that Bugler Hendrick called the assembly, — adieus were exchanged, and one of the happiest events of our history goes upon our records often to be remembered. The occasion was graced by the presence of lady friends from Boston and Lowell, who kindly aided their Nashua associates; and to the managers, Miss Mary F. Wallace and Miss Mary L. King, especial credit is due for the successful manner in which everything was conducted. During the early evening, while the club was on parade, Mr. J. J. Whittemore, our new and popular pharmacist, extended the freedom of his soda fount, and at the word it was attacked, but proved itself exhaustless and conqueror in the contest, — but we shall try it again.

NASHOONON.

NASHUA, N. H., 28 June, 1882.

Cleveland.

Editor Bicycling World: — The races of the Cleveland Bicycle Club, which were postponed last year, are now announced for Tuesday, 11 July, when there will be four events, open only to club members, as follows: Half-mile hurdle race, one-mile and half-mile dashes, and hundred-yard slow race. A great deal of interest is taken in them, and members are assiduously practising for them.....We had a very pleasant visit from Vice-President Parsons, of Cambridgeport, on 9 June, the only drawback to which was the shortness of his stay here, which was only about twelve hours. However, eight of the club got out with him for a little spin on that evening and had a very pleasant time. ... F. P. Root, of the Clevelands, starts for the White Mountains on 5 July, and will have his wheel with him, and expects to do some riding while there.....Five riders went to Elyria (thirty miles) last Saturday, the 24th, and started back for here at 4 A.M., but after riding six miles went back and took a train home, but said they had ridden the full distance; they were, however, caught in their little story, and are in disgrace.....The Clevelands now have twenty-three members, an increase during the year of thirteen .... There will be a grand run from here to Geauga Lake on 4 July, starting at 6 A.M.....The Cleveland Bicycle Club received an invitation to take part in the procession here on 4 July, but owing to other engagements declined with thanks. ....The local club will very soon issue a pamphlet containing the constitution, by-laws, road rules, whistle code, etc. There is talk of forming a bicycle club in Akron, Ohio, very soon, there being about ten riders there at present. Ditto Norwalk and Sandusky.....Five of the Clevelands to Rocky River for T. on the 29th.....Right here I wish to ask a question which I would like to see answered through your columns; namely, What is the tension on the spokes of an ordinary bicycle? I believe that the tension on the strings of a piano is about twenty-five tons. FLADEE.

CLEVELAND, OHIO, 30 June, 1882.

A "Model's" Reply.

Editor Bicycling World: — Our new treasurer evidently finds his position no sinecure, and receives small favors thankfully; still, as Mr. Byron, a late English poet, says, "Modesty 's my fault and pride my foible," and you can therefore, perhaps, imagine my feelings on finding myself held up to the notice of the L. A. W. in the last number of the BICYCLING WORLD as the author of a "model report." Mr. Gilman does me proud by his — excuse my blushes — public acknowledgment of the receipt of our $7.00; and if he will make his next run from Nashua to New York *via* Peekskill, I will promise to open a bottle of — well, I suppose ink would be the proper thing under the circumstances. He must let me say, though, while I pose as an example, that if all secretaries had but seven members, who always paid their dues promptly, to look after, his reports would probably all be as full as the one from our club. For of the Cortlandt Wheelmen's membership, I can only echo what the little maid in the poem says, "We are seven." Still, it is something that our numerous headers have not as yet lessened our number. We have at last adopted a club uniform, but before that was done each member had suited himself in a costume; which is not to be regretted, perhaps, as our lady friends say that we present a much better appearance than if all were dressed alike, since now each one can choose the combination she likes the best. We have received our cards for the L. A. W. election, but are puzzled in regard to candidates, having been accustomed like other free-born American citizens to have our tickets filled up for us. But if I wish to be considered a "model" correspondent, I must not make my letters too lengthy; so, wishing the L. A. W. and its official organ long life and prosperity, and begging Mr. Gilman to accept the "continued assurances of my most distinguished regard," I am, D. C. HASBROUCK.

PEEKSKILL, N. Y., 1 July, 1882.

Signs.

"Then certain of the scribes . . . answered, saying, Master, we would see a sign from thee."

Editor Bicycling World: — I leave your readers to find out the chapter and verse of the text, which was called up by the recent note of the Scribe-in-Chief to we "little tin gods on wheels." But while I humbly yield to his experience in all things, I yet would suggest that a thing worth doing is worth doing well; and that while it is perfectly practicable for the L. A. W. and friends to set up sign-boards all over the ridable part of this land, telling officially how many miles it may be to the next, if only the dwellers in cities will help by pecuniary offerings the dwellers in tents who will after all have to do the work, — I stop here to take breath, — yet that idea falls short of perfection by some inches.

A sign-post is a good thing; so is a small boy — sometimes, on rare intervals of sobriety. But why let it stop at longitude? Why not let it be in reality a *guide*-board? What is to prevent noting the condition of the road? I can imagine a board that shall not be as a headboard to buried hopes and blasted pleasures; one that shall make the League a power in the land, and do more toward bringing the great unattached to a sense of its usefulness than a caravan of consuls. Thusly: in one corner the official guarantee, — the L. A. W. badge, branded in with a hot iron, that weather cannot efface. Then the name of the place, and the distance, for the benefit of the common people, and the future preservation of the board itself on the principle of self-interest. Underneath that, certain letters and figures, that shall be understood of all wheelmen, and published officially in the legal way, describing the road for the space of the abovementioned distance, after, say, this style:

Twinkledom, 10 miles.

1s. 2, 3, p. 4h. 5f. 6H. 7, 8, c. 9g. 10m.

For a translation of which we would have: First mile, sandy; second and third. pebbles; fourth, slight hills that can be climbed; fifth, fair riding; sixth, hill requiring dismount; seventh and eighth, clay road, good therefore according to season; ninth, gravel; tenth, macadam, at which time you would be approaching Twinkledom.

Now, this means work, and we must count the cost before starting. But if we have boards at all, let us go to the bottom and get all the good from them that can be extracted with a paint brush or a stencil. It will have to be done by the local wheelmen, anyway, and they at least should know their own country well enough to be accurate. This done, we may yet have our perfect map; but given a knowledge of the soil, and the weatherwise wheelman should know its condition. All of which is respectfully submitted to whom it may concern.

J. PARK STREET.

A Run to Point of Pines.

THE Marblehead Bicycle Club — or rather the wicked members of that worthy organization — took a run to the Point of Pines on Sunday, 25 June. Probably bicyclers generally — and those who ventured out in the blazing sun certainly will — remember what an exceedingly warm day it was; but we pedalled laboriously along, panting and perspiring at every pore. We were obliged to take a roundabout way to get to the beach, there being no direct road; so, leaving Lynn, we struck out upon the turnpike, which affords anything but comfortable riding at best, the stones and sand being so plentiful, but with the added drawback of a strong head wind, progression was decidedly difficult. However, we toiled bravely on, our 56-inch man taking the lead, and the others wabbling breathlessly in the rear. After turning from the pike to the beach road, we enjoyed a delightful coast of half a mile, when more sand was encountered. Here we fell in with a squad of wheelmen from East Boston, besides Massachusetts and other club men. We made up a crowd and ploughed through the sand to the entrance of the noted P. of P., where the ubiquitous policeman demanded fifteen cents apiece before entering, and informed us that no one could go in free except people with carriages. (The insult to our favorite carriage, I 'm glad to state, was promptly resented.)

Two of the boys then started for a run along the beach, closely followed by the courageous limb of the law, who was about to arrest them for evading toll, when the other bicyclists persuaded him to reconsider his foolish intention, reminding him of the utter absurdity of attempting to stop any one from going upon a beach below high-water mark, also adding (which probably had more effect than anything else) that the provoking bicyclers were members of the great L. A. W., and had the protection of all good wheelmen in the country; therefore any annoyance to them would be summarily dealt with by that mighty association. They were not molested. I hardly know why we had to pay for entering the grounds, unless for the privilege of wading ankle-deep in the gravelled walks and broiling in the sun. We found a clump of scared-looking trees near the water, and lounged in their grateful shade awhile, getting somewhat "cooled off." It was impossible to keep cool, albeit we imbibed soda and spring water enough to float the proverbial ship. The cafe tempting us to enter, we revelled in Little Neck clams and bluefish until the strains from the band lured us to the piazza, where we listened to the "sacred" concert then being given. The band played charmingly Strauss's and Waldteufel's most pious waltzes, besides selections from "Nabucco," "Patience," and other religious operas, all of which deeply impressed the congregation.

After giving a hasty glance at the various devices for passing a day pleasantly at this resort, — including the bicycle track, which, however, is not yet completed, — we boarded the train, and on reaching Lynn, once more mounted our wheels and flew over the road in the direction of Marblehead. GEESEE.

President Bates at Chicago II.

Editor Bicycling World: — The Chicago water and water works being among the famed celebrities of the place, all the visiting bicyclers were desirous of tasting the water. President Fairfield despatched a committee from the Chicago Club to hunt up some Chicago citizen who had drank it often enough to know how much would be a safe dose to administer. After considerable search, a citizen was found who claimed to have risked it at least once every day. Under his guidance, we tested various samples. It is drawn from nickel-plated tubes, set running by pulling over the handle bar of a nickel-plated pump. The Milwaukee Club said it is n't near so good as theirs; but it was voted excellent by the Eastern men. Some of us thought the Chicago citizen had made a mistake, but he gravely assured us that this was the only water in general use for drinking purposes in Chicago. If we wanted to try the other kind, we would find specimens in laundries, bath-rooms, and horse stables.

During the grand procession, on our arrival at the park, we halted, and were provided with lemonade. This lemonade was a tremendous surprise to the New York, Cincinnati, St. Louis, and some other clubs. This lemonade was built with real lemons, fine sugar, clear ice, and pure water. The astonishment of clubs from cities where lemonade is never constructed of these materials, on account of traditions that they are unhealthy, was a touching spectacle. The New York Club took a written recipe, and announced their intention to introduce the novelty in their city, if not forbidden by the authorities. The Cincinnati Club shed tears in unison, on a signal from their bugler, in sorrow for having missed such a luxury all their lives. The St. Louis Club, with a heroic effort, regained their normal unfaith in anything made in Chicago, and passed a resolution unanimously, declaring that

Whereas, The mysterious and delicious concoction we have this day imbibed is

presented by the Chicago Club under the familiar name of lemonade ; and

Whereas, Nothing by the name of lemonade ever concocted in St. Louis or its vicinity resembles this magical and delightful beverage in color, taste, flavor, coolness, or smell : therefore

Resolved, That we do not believe that it is lemonade, or that it was made in Chicago, but we hereby record our opinion that it is probably some nectarious compound imported into Chicago from some foreign country for this particular occasion; and the same with intent to deceive the wheelmen of the country into a false belief that Chicago is really capable of producing something good.

Tuesday afternoon I visited the marine bicycles, with the captain of my club ; a rain shower and squall were just beginning. The marine bicycles were outside of the breakwater, where Lake Michigan was rolling turbulent waves against the sea-wall. I was invited to ride one of the marine bicycles ; but as I had tried them before, I declined in favor of my captain, who was just dying to try them. He got aboard just as it began to rain and blow harder, and I sought a shelter and watched him. The waves were really about three and a half feet high ; but when the captain got clear of the breakwater, and out on the lake, where the surges swept clear over his narrow shells, fore and aft, the situation looked to him very utterly too too. He has privately assured me that he could distinctly feel the boats touch bottom (the lake is only fifty feet deep there) when he sank into the trough of the sea; and that when he mounted the top of a rolling swell, he could look right down on the streets of Chicago as from the top of a mountain, and see the big holes in the pavements. But he was delighted with the machine. Notwithstanding the rolling sea, he did not so much as wet his feet ; and the machine was easily manageable, and perfectly safe in any and every position. This invention is destined, I think, to have a very large sale on our lakes. It is just the thing for fishing and duck-hunting, and will be used by hundreds for business as well as pleasure. But I strongly advise the manufacturers to construct their shells of some better and more durable material than white pine. If they can make a contract with the Racine Canoe Company, or can get the use of their Racine patents, and make the shells of durable three-ply veneer sheets of the very best wood, copper fastened, extra light and extra strong, the great lakes will furnish the best market of any region on this continent, as soon as their boats are fairly introduced and generally known. To accomplish this now, active agents should exhibit the boats at our principal ports. Michigan has the greatest extent of sea-coast of any State in the Union ; and the Canadas, New York, Pennsylvania, Ohio, Indiana, Illinois, Wisconsin, and Minnesota all have sea-coasts on the lakes, with bays, inlets, harbors, rivers, and streams, the very paradise of hunters, fishers, and boating men. Then Illinois, Wisconsin, Minnesota, and Michigan are fairly dotted over with small lakes, and veined with large and small rivers. Almost every town on the lakes has its ducking and fishing clubs, with boat-houses, grounds, and summer hotels for sportsmen.

With deep regret I was compelled to forego attending the banquet, my business absolutely requiring me to return home in season to reach Detroit Wednesday morning, thus losing one of the most enjoyable features of the meet. I can only hope that some of my brother wheelmen whom I should have been delighted to meet in that social gathering remembered kindly an absent brother, whose warmest good wishes remained with them. I hope to meet all of them next year under happier auspices for myself. Meanwhile I can only say, through the WORLD, God bless every brother of the League, and may all their runs be pleasantness, and all their meets be peace!

B.

Some Practical Hints to our Wheel Importers.

THE bicycle and tricycle trade in this country occupies a peculiar position. It is an infant industry, dating back at the furthest only about four and a half years. The peculiarity of its position lies, however, not in this fact, but in the relation which the foreign manufacture and trade bear to it. At a rough estimate, there are four hundred varieties of bicycles made in Europe, and two hundred of tricycles. The industry was fairly established twelve years ago ; during the last third of this period it has assumed vast proportions, and may now be ranked as one of the foremost machine industries of Great Britain. Every convenience for wheelmen's comfort, every improvement in pattern and detail of machine, are continually appearing upon the European market. Now, for causes well known to the majority of American wheelmen, and which it is not the writer's intention to discuss, these improvements in machines and accessories do not appear in our list of home manufactures. Upon the importers, then, falls the duty of supplying the large and increasing demand of our expert riders for this class of goods. How do they do this? Let the reader suppose an instance: A., who has, through a sad experience with home-made machines, or an intelligent study of "Sturmey's Indispensable," decided to procure a first-class mount with such "fixin's" as his taste desires, looks about him to find a party who makes it a business to import what he wants, or else, having already imported them, is willing to supply him. His address, accompanied by a three-cent stamp, brings in return a large illustrated price-list, offering for sale every conceivable article for wheelmen's use, from a sociable tricycle to a Thackray washer. Overjoyed at such a mine of riches, A. innocently makes out a list of what he wants, sends the order to the importer, receives a brief acknowledgment to the effect that his order has been "booked," and waits. After waiting a reasonable time, he writes a mild letter of inquiry, and is then informed that unfortunately they are out of what he ordered, but expect an invoice (in rotation): he writes again. The machine is just ready to be shipped to him. Finally it arrives, is eagerly uncrated, and A. finds to his vexation that it is not at all what he ordered. Maybe it is a last year's pattern, or the finish is different from that which he desired, or the fitting together is carelessly done. Then he unwraps his sundries : one half of them are of an entirely different pattern from the list, the rest are missing It is small satisfaction to our disgusted 'cycler to find that one thing is right, — the bill. This is no fancy sketch : hundreds of American wheelmen can corroborate it, and they should make a stand against the petty impositions and annoyances to which they are subjected. A catalogue that advertises an article that cannot or will not be furnished is a lie, and its publishers should be rated accordingly. The worn excuse of lack of promptness and accuracy on the part of the foreign makers will no longer hold good. English manufacturers are anxious to cater to the American trade, and will make every effort to supply it. Neither would they allow their machines to depreciate in quality (as they have done in numerous instances) if our importers refused to accept goods that were not up to sample. There is manifest room for improvement in the methods of wheel importation. Let those engaged in it bear in mind the inevitable result of a continuance of the present state of affairs.

IXION.

THERE is complaint that the new Singer & Co. pedal is defective, in that the rubber cushions push through under heavy pressure on rough roads or hill-climbing.

THE rubbers on pedals, and especially the "Hancock" non-slipping rubbers, show an annoying tendency to turn on the pins. Why not have the pins made three-cornered? Simply cementing is not reliable, and the extra expense of triangular or square cores would be trifling.

THE New York *Sunday Courier* notes : The Kings County wheelmen are enjoying unusual prosperity, when a club can turn out thirty members on a run..... Frank Howard is summering at Ithaca, and writes to his club that he will shortly ride against Cornell's fast time. ...Remember that your wheel will rust in salt air, and whenever salt water touches it — even nickel won't save it — paint all over is the only remedy.....Rev. Dr. Brown, Dr. Beckwith, Thos. Smith, and Elliott Mason, of the Citizens' Club, spent Thursday at Orange, on their wheels. The party rode about fifty miles through the Oranges, Montclair, etc., and report a delightful trip.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

HUDSON BI. CLUB (New). — Arthur Gifford, H. R. Bryan, Chas. McArthur, Chas. Gifford, Herbert Dubois, Frank S. Stott, — all of Hudson, N. Y.

ADDITIONAL. — Candidate from the Hudson Bicycle Club to the L. A. W. : Joshua Reynolds, Hudson, N. Y.

CONNECTICUT BI. CLUB. — Additional: William H. Champlin, 219 Park street; Louis D. Hitchcock, 1183 Broad street; Charles G. Huntington, 149 Albany avenue; Edward L. Purdy, Trinity College, all of Hartford, Conn.

CINCINNATI BI. CLUB. — Additional: Fred Kinsey, 38 and 40 Vine street; Richard Zahn, S. W. corner 3d and Vine streets; Geo. F. Dieterle, 49 Sycamore street; Warner E. Galway, 125 W. 7th street; Hiram DeCamp, 25 Wesley avenue; Geo. Keck, Grandin Road, E. Walnut Hills; Wm. A. Hall, 347 Longworth street; John W. Innes, 101 Walnut street; M. M. Shoemaker, No. 381 W. 4th street, — all of Cincinnati, Ohio.

CLEVELAND BI. CLUB. — Additional: J. D. Climo, 28 Canal street; H. W. Avery, 693 Euclid avenue; C. W. Norman, 57 River street; H. W. Forward, 323 Euclid avenue; Geo. Collister, 147 Ontario street; G. H. Potter, 319 Euclid avenue; Herbert Biddle, 2488 Broadway; J. D. Perch, 323 Euclid avenue; Robert Price, Fifth avenue; Herbert Solloway, Euclid, near Madison street; A. E. Spracklin, 422 St. Clair street; Allan Hathaway, Sawyer street; F. P. Brown, 9 City Hall Building, — all of Cleveland, Ohio.

NEW HAVEN BI. CLUB. — Additional: Robert Christie, F. A. Park, M. R. Durham, H. C. Talbot, Chester Thorne, D. J. Canary, A. G. Hohenstein, N. P. Tyler, — all of New Haven, Conn.

SCRANTON BI. CLUB. — Additional: James A. Fuller, J. A. Spencer, and Geo. L. Mayer, — all of Scranton, Pa.

ZANESVILLE BI. CLUB (New). — W. H. Beaumont, Wallace F. Baush, Andy H. Herdman, K. M. Baush, Norwood Chandler, Chas. Stolzenbaugh, Geo. Brown, William Bell, Capt. Grant, Willis H. Graham, H. A. Sharp, — all of Zanesville, Ohio.

MILWAUKEE BI. CLUB. — Additional: Frank O. Magie, care of J. Magie ; F. C. Bohri, care of Fifth Ward Bank ; B. F. Adler, care of David Adler & Sons ; Thos. Camp, care of First National Bank ; Edwin Oliver, care of J. B. Oliver & Co.; Jas. P. Brown, 112 Mason street, — all of Milwaukee, Wis. August Rintelman, 819 Galena street, joined L. A. W. in May as unattached rider.

MARIETTA BI. CLUB (New). — Dr. H. M. Alexander, John P. Carroll, Victor M. Haldeman, Chas. S. Spangler, Clayton E. Musser, Samuel B. Gramm, John P. Libhart, Byron Lindemuth, Benton G. Hipple, — all of Marietta, Pa.

MANCHESTER BI. CLUB. —Additional: Clarence H. Wilkins, 859 Elm street; Park H. Kelley, 879 Elm street ; Judson E. Lane, 66 Hanover street; Perry H. Dow, Water street; Thomas R. Varick, 537 Union street; Moses Sheriff, 24 M. P. W. Block ; Will Berry, 559 Maple street ; Frank Moulton, 211 Bridge street, — all of Manchester, N. H. Will H. Chase, North Weare, N. H.

ROCKINGHAM BI. CLUB, PORTSMOUTH, N. H. — Additional : Arthur G. Brewster, Goodwin E. Philbrick, Edward W. Hilton, — all of Portsmouth, N. H. ; Archie L. Jenness, Rye, N. H.

BOSTON BI. CLUB. — Additional : M. J. Gilman, So. Boston ; H. D. Hutchinson, 60 Chatham street, Boston ; E. M. Nelson, Lowell, Mass.

UNATTACHED. — A. W. Hooper, P. O. Drawer 81, New Haven, Conn. ; Geo. W. Alexander, Port Huron, Mich. ; Frank H. Hardwick, Braintree, Mass. ; Fred. A. Fielding, 128 Central street, Lowell, Mass. ; Edward Mitchell, 133 Wooster street, New Haven, Conn. ; M. D. Currier, Lawrence, Mass. ; J. T. Schermerhorn, Box 1067, Schenectady, N. Y. ; John Barclay, 269 Vine street, Cincinnati, Ohio ; John Steward, Frankford avenue, Philadelphia, Pa.

Notice to League Members.

IT was decided at the League Meeting in Chicago on 30 May that the election of State officers for the present year was to be held in June, under the rule of the new constitution as adopted at that meeting.

There being a few days' delay in issuing voting slips, the polls did not open until 15 June, and will close thirty days from that date, viz., 15 July. No ballots *received* after this date can be counted.

No one is entitled to vote who was not a League member on 15 June. Ballots and instructions were sent to every wheelman whose name was on the membership list of the League on the 15th inst. ; and if any member has failed to receive his ballot, he should notify the undersigned at once, and a duplicate slip will be forwarded.

After the committee on rights and privileges have sorted and counted the votes, their report will be made to the president, who will officially declare the result of the election.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

NEW YORK, 30 June, 1882.

CURRENTE CALAMO

SEND in your accounts of Fourth of July races.

A HALF A DOZEN Chelsea wheelmen assisted in the Lynn parade last Tuesday.

WILL R. PITMAN managed to bear off one first and one second medal in the Boston City events Tuesday.

SIX bicyclers in fancy costume led the East Boston "Antique and Horrible" procession, Independence Day.

C. R. PERCIVAL says he is sending many D. H. F. Premiers West and South, and especially to Pennsylvania.

CHARLES JENKINS of Louisville begins to boom as a Western fast man, and N. G. Crawford, for a new man, showed up well also.

SEVERAL members of the Missouri Bicycle Club were to compete for prizes offered by the fair association at St. Louis, Independence Day.

MR. J. S. PRINCE has sent us a fine photograph of himself and machine taken while in Baltimore. F. S. Rollinson also sent us his photo.

PARTIES in Louisville, Ky., are endeavoring to arrange an international bicycle tournament to take place in that city some time during the present month.

BEFORE the Chicago orders for ladies' tricycles can be filled, it has been found that it will be necessary to get out new pedals of an enlarged and much broader pattern.

F. S. ROLLINSON was pretty severely bruised by his fall last Tuesday, and will not ride any more for the present; nor is he open to race challenges for fulfilment in the near future.

CHARLES L. CLARK, of the Boston and Newton Bicycle Clubs, has just purchased of the Cunningham Company a Rudge machine, and Granger Farrington has taken unto himself a Humber.

"PREMIER BIROTUS" of the Cincinnatis has sent us a copy of the Cincinnati *Commercial*, containing a lively and well-

written account of a twenty-five-mile moonlight run made with a comrade last September.

IF the Louisville *Commercial* don't print its "Bicycle Notes" in its Sunday edition, or else send us a copy of the daily which contains them, an estrangement and possibly ill-feeling is likely to be engendered between us.

A CORRESPONDENT of the *Cyclist* suggests that it would add to the value of notices of hill-climbing feats if the writers would state the throw of crank of machine ridden, size of wheel, and if a tricycle, to what extent it is geared up or down.

THE extreme ignorance of some of our general sporting contemporaries of things bicycular is perfectly alarming, not to say disgusting; and the innocent way in which some of them print everything they are told is not productive of much good, nor does it improve the standing of such papers.

GILMAN N. PERKINS and W. D. Paul of the Rochester (N. Y.) Bicycle Club, were in Boston last week, stopping at the Parker House. Mr. Perkins was here for examination for entrance to Harvard, and during their stay the young men improved their opportunities for enjoyment of the splendid bicycling roads of Eastern Massachusetts.

THE Washington *Oarsman* says that for a bicycler riding his machine across the Aqueduct Bridge, the toll is five cents, as for a horse and rider; if he walks and pushes it over, the charge is twelve cents; but if he walks and carries the wheel on his back, it will only cost him two cents. Ah! wheelmen there ought to join the L. A. W., so as to obtain uniform and more accommodating rates.

PRESIDENT GARVEY of the Missouri Bicycle Club has scored another prize. It weighed ten pounds, and its front wheels are "Lytton Forbes." It has but one spoke, and that's a screecher. It will be a quadricycle for the present. The backbone is invisible, but will no doubt be speedily apparent when it don't find a smooth road. The club has admitted it as an honorary but very active member.

VICE-PRESIDENT PARSONS wishes us to call the attention of L. A. W. members to the fact that the polls for the mail vote for State officers close on the 15th inst., instead of the 10th, as announced in his letter last week, the time having been extended. *No votes received after midnight of 15 July, by either Mr. Putnam or himself, will be counted.* It is greatly to be hoped that every League member will vote, if possible. If any member should not have voting blanks, it will be perfectly legitimate to prepare his ballot on ordinary writing paper.

OUR readers are reminded that the "League Hand-Book" now being furnished through this office and by Secretary Putnam does not contain the revised constitution and rules as adopted at Chicago, and is valuable only as containing a list of directors, consuls, and members up to June 1, 1881. As such, it is being sold at half price, — fifteen cents. The revised edition will probably be issued in the fall. Meantime, those desiring a copy of the new rules will find them complete in the special number of the BICYCLING WORLD for 16 June, as announced in our L. A. W. department.

IN the bicycle race in Brockton, Mass., 4 July, best two in three, mile heats, prize, silver ice pitcher, only two starters appeared, — W. H. Johnson of Brockton and W. E. Trufant of Arlington. The first heat was won by Trufant. Time, 3.21. The rain caused the postponement of other heats.

ONE of the things to be remarked on the streets of London is the numerous bicycles. They are quite the fashion, not to say the rage, just now. One meets them everywhere. Many of them are elegant and costly. Their right to the street is recognized, as well and as much as that of any other vehicle. In the evening they carry a blue light. The manner of riding them has evidently been made a study for the riders sit gracefully, and seem to drive them with great ease. There was an exhibition of bicycles and bicycle riding this week at Hampton Court, and a procession was formed numbering 2,350 bicycles with their riders. The procession was five miles long, two abreast. You can perhaps imagine the fine sight presented by such a procession, all the men experienced riders, all the bicycles of the most elegant kind, and all the riders in uniform. Then there was a great race, over a course of one hundred miles, the course being from London to Bath. Twenty-four men entered the race, and of these fourteen made the distance of one hundred miles in nine hours, and two made the distance in seven and one half hours. It has become with the young men a favorite mode of travel, and tours are being made by them to every part of England every week. What the donkey is to Egypt the bicycle is becoming to England. — *Correspondence Philadelphia Paper.*

THE difficulty of propelling tricycles up-hill, which formerly militated against their general adoption, is now fairly overcome. It was long ago seen that it would be most desirable for hill-climbing purposes to be able to substitute power for speed when ascending inclines, and several clumsy attempts to accomplish this were made; but the heavy, cumbersome differential gear applied was too complicated and too easily disarranged to meet with much favor among wheelmen, and moreover the great cost of the machines prevented their general adoption. Now, however, there are two or three ingenious arrangements by which a turn of the wrist will change speed for power, and *vice versa*. All the best tricycles are now fitted with the latest bicycle improvements, such as ball bearings to all wheels, etc.; and when I mention that I have seen a tricycle driven at the rate of fifteen miles per hour, it will be seen that the modern tricycle is no mean competitor of the bicycle, while its greater safety and baggage-carrying capabilities mark it out as the favorite travelling vehicle. Last year the Prince of Wales made tricycling very popular by purchasing a Salvo for his own use; and the Duke of Teck and other members of the royal family having copied his example, a regular rage for three-wheelers has set in. There are about sixty distinct makes now to be had, and the number is increasing daily. "Sociable" machines to carry two, three, four, and even more riders are also to be had. The government has recognized the utility of the tricycle by supplying machines to many country mail-carriers; and in short, the three-wheeled machine bids fair to eclipse its two-wheeled rival in popularity. Nearly twenty five per cent of the riders are ladies. — *Philadelphia Telegraph.*

A NUMBER of bicyclists and representatives of the various bicycle clubs of this city and Germantown met in Horticultural Hall last evening to make the preliminary arrangements for a grand meet on the 26th of next October, at the Bicentennial Exhibition. H. C. Blair presided. It was stated that the bicycles could not be run on our streets, owing to the manner in which they are paved, and in view of this a parade was considered impossible. It was suggested, however, that there be a turnout in the park of all the bicyclists in the city on that day, and if the Bicentennial Association provided suitable grounds, the display could be made very interesting by a series of races between the different bicycle riders. It was thought that probably the projected concourse in the park would be completed by that time, and the races could take place on it. After the matter had been thoroughly discussed, a committee, consisting of Howard R. Lewis of the Philadelphia Club, G. D. Gideon of the Germantown Club, and E. C. Howell, C. M. Miller, and Arthur McOwen, unattached bicyclists, was appointed to consult with the Bicentennial Committee in regard to the matter, and to report at another meeting, which will be held in the latter part of next week. — *Philadelphia North American.*

AMONG the measures introduced in Congress affecting the patent laws is House Bill 4,667, to protect an innocent user of a patented article. The bill provides that no action for damages or proceedings in equity shall be sustained, nor the party held liable under Section 4,919 or 4 021 of United States Revised Statutes, for the use of any patented article or device, when it shall appear on the trial that the defendant in such action or proceeding purchased said article for a valuable consideration in the open market.

NOTICE.

GOOD OPPORTUNITY TO BUY CHEAP BICYCLES WHILST I AM IN ENGLAND.

I will give a liberal discount off any make of English Bicycles ordered through me, drafts or checks to be made payable to the order of the selected maker. The latest catalogues mailed on receipt of seven cents.

Address after 20 July, F. S. ROLLINSON, Chesterfield, Derbyshire, England; also care of BICYCLING WORLD.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCIPEDIQUE. — Weekly. P. Deviller, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents; by mail, sixty-five cents. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U. T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition, — all by Henry Sturmey, — are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Cortis's "Book on Training" is also in press, and will soon be ready for delivery.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

H. C. BLUE & CO.

48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,

SALEM, MASS.

TRICYCLISTS'

INDISPENSABLE ANNUAL

FOR 1882.

Sample copies postpaid, 65 cents. A liberal discount to the trade. Sole agents in the United States for ILIFFE & STURMEY'S publications.

OVERMAN WHEEL COMPANY,

HARTFORD - - - - CONN.

☞ BICYCLISTS' INDISPENSABLE will be ready in a few weeks.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

MISCELLANEOUS.

4-line Advertisements in this department, $6 per year.

ST. LOUIS, MO — Garvey's Bicycle Agency, 407 N Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock at Eastern rates. Write for circular.

STABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, $4.00; Nickelled, $5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished

W. W. STALL. — Sole Agent of the Cunningham Co for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1 00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

COY, the Athletic Outfitter, 21 and 22 Leadenhal Street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

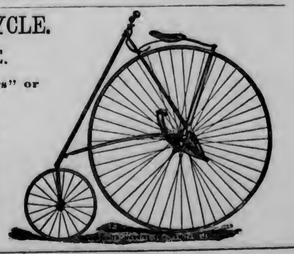
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

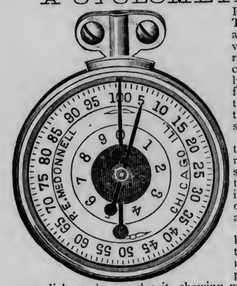
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO., Smithville, Burlington Co., N. J.



A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.
FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill.

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.



HEADQUARTERS FOR

Patent Rubber Bicycle Handles.

ELASTIC TIP CO.

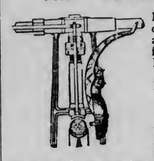
157 Washington St. - - BOSTON, MASS.

Bound Copies of Vol. IV.

BICYCLING WORLD

Now Ready. $2.00, postpaid.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strains. Made solely for and imported by

SAML. T. CLARK & CO. { OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK, } BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.

The strongest, most rigid, and withal the handsomest Bicycle in America.

THE AMERICAN ROADSTER.

The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

THE TYRO ROADSTER.

Strong, serviceable, and economic.

Also **The British, Sp. British and Xtra Challenge Bicycles,** and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 52 and 56. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Bugiets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps**. Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 14 JULY, 1882.

Volume V. Number 10.

[Vol. V. CONTENTS. No. 10]

Notes, Queries, etc. 434
Editorial: Paint and Nickel; Be Courteous . 435
Wheel Club Doings: Middlesex; Hudson-on-the-Hudson; Worcester; Aylmer; Xenia; Brunswick 436
Races; Springfield; Battle Creek; Steubenville; Louisville; Utica; Williamsburgh; Staten Island; Baltimore; Brantford; English 25-mile Championship; Bicycle Union Order; Edinburgh Tricycling; Clifton, Eng.; Keen and Prince 436
Correspondence: Poughkeepsie; Pennsylvania Riding; Syracuse; Ford & Co. again; Manchester-by-the-Sea; President Bates' Chicago Speech 438
L. A. W.: Applications 441
Along the Potomac. II. 441
Currente Calamo 442
Pedals *vs.* Feet 442

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY



How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA

Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.

Box L, Rochester, N. Y.



SOULE PHOTOGRAPH CO.

W. B. EVERETT. W. S. SOULE.

PHOTOGRAPHIC ART PUBLISHERS.

A Specialty of Unmounted Photographs of Ancient and Modern Works of Art, embracing reproductions of famous original Paintings, Sculpture, Architecture, etc. Price, cabinet size, $1.50 per dozen.

Send 6-cent stamp for catalogue and supplement of 3,700 subjects, or $1.50 for sample dozen with catalogues. Address

SOULE PHOTOGRAPH CO.
338 WASHINGTON STREET,
(*Mention this paper.*) BOSTON, MASS.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

THE 1882 ENGLISH TOUR.

Gentlemen wishing to join in this tour should send in their names to the undersigned without delay. The party will sail on the Cunard steamship "Samaria," Capt. Thomas P. Roberts, leaving the Cunard wharf, East Boston, on Saturday, the 22d inst. On arrival at Liverpool, the train will be taken to Bradford, from which point the "wheel" part of the tour will commence. The run will be from Bradford to Coventry, *viâ* Harrogate, Leeds, Sheffield, Mansfield, Leicester, etc. Harrogate will be reached on the 3d of August, and the party will there participate in the Sixth Annual North of England Meet of

THE BICYCLE TOURING CLUB.

The run from Harrogate to Coventry is intended to be a leisurely one, the party being timed to arrive there about the 20 August, so that it will be easy for those who so desire to be back home within six weeks of the date of their departure from this country.

The cost of the tickets, which will give first cabin passage to and from Liverpool, first-class rail from Liverpool to Bradford, and first-class rail from Coventry to Liverpool, will not exceed

ONE HUNDRED AND SIXTY DOLLARS,

And will possibly be less, if a large enough party can be secured without delay.

For further information, address at once

FRANK W. WESTON,
B. T. C., B. Bi. C.,
Savin Hill, Dorchester,
BOSTON, MASS.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

EXPERT FOR SALE. — Fifty-eight inch Full-Nickelled; new this season, used very little; in perfect order. Reason for selling, owner going away. IRVING B. SMITH, 609 Main st., Hartford, Conn.

FOR SALE.—One 58-inch Harvard Roadster; full-plated; in good condition; price $110; One 60-inch Yale Racer, full-plated, used only a few weeks, in absolutely perfect condition; price $135. Either machine will be forwarded for examination on receipt of express charges both ways. A. J. EDDY, Flint, Mich.

FOR SALE. — A 56-inch Special Challenge, very easy running, and in excellent condition. Will be shown by H. P. ROBINSON, 95 Arch street.

FOR SALE. — A 53-inch Single Hollow Fork Premier, half nickelled, in first-class condition. Address "Bicycle," No. 130 Summit street, Toledo, Ohio.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

SEND 30 CENTS AND GET FIFTEEN bevel-edge crescent and turned-corner gilt-edge cards with your name and new League badge neatly printed on, to JAMES A. SPEAD, South Newmarket, N. H.

MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents, postage prepaid. A. BASSETT, care BICYCLING WORLD.

RINTELMAN'S

Pat. Adjustable Bicycle Saddle.

This is positively the best saddle made. It combines comfort, durability, and neatness, and is easily adjusted by means of a turnbuckle located in the bottom of the frame, and is well ventilated. Liberal discount to agents. Send for circular.

Price, plain $3.50. Nickel-plated, $4.50.

Address

AUGUST RINTELMAN, MILWAUKEE, WIS.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

Answers to Correspondents.

D. E. B., SPRINGFIELD, O.—A League club can give exhibitions, hold race competitions, etc., at fairs, picnics, and other public places, and receive gate money therefor, to be held or expended for club purposes, provided such competitions are conducted in accordance with the L. A. W. rules.

C. M. S., BELLEFONTAINE, O. — The "Tricyclist's Indispensable Hand-Book" and the "Tricyclist's Vade Mecum," both advertised elsewhere in our columns, and for sale by us, will give you all information about the size and construction of tricycles, together with cost and other details.

B. S. C., LOUISVILLE, KY. — Thank you for the promptness and excellence of your favor.

CYCLUS, CANTON, PA. — The N. Y. *Herald* man probably mistook half-mile time for mile time. Mr. Prince gave us the account and said the time was too slow to be worth recording; so we said nothing of it.

G. E. P., WARSAW, N. Y. — The advantages of joining the L. A. W. have been so frequently descanted upon in the columns of the WORLD at different times in the last two years that we do not care to go into the matter again at present. To any one able to read the report of the business meeting of the League held 30 May last, together with the revised rules, both published in our issue of 16 June, the advantages of joining should be obvious.

H. H. MCD., POTSDAM, N. Y. — We should think the Invincible Roadster will answer your needs. Consult the Cunningham Company.

C. P. S., BOSTON, MASS. — When we wrote the item you refer to, we were under the impression that we had already published the new racing rules.

C. A. H., OF CADIZ, O., wants to know if any one can give a recipe for making a cleansing compound for nickel plate.

CYCLUS, CANTON, PA. — It is difficult to say to what extent the bicycle is used for practical purposes. We, in our reportorial capacity find it very convenient in communicating with several towns and cities in our circuit, and twice daily in traversing the mile intervening between our residence and the Boston and Chelsea Ferry. Vice-President Parsons, of the L. A. W., has put it to practical use in his business, both summer and winter for four years; and we know of many more Boston business men whose homes are from three to six or eight miles away who invariably in good weather use it to and fro.... With respect to training, Corris's "Principles of Training," just received here, will give you all desirable information.

F. P. S., LEXINGTON, KY. — Either early spring or late fall is the best time to lay a race track, when there is plenty of water to settle it permanently. Prof. F. S. Rollinson, gives us the following for a first-class race path: First, a bed of common red clay all around; then broken brickbats and large cinders, which should be well watered; next, three inches deep of finely sieved ashes and cinders well rolled and watered. The course should be elliptical in form, not less than fifteen feet wide outside the mile line, and the pole not more than three feet inside the mile line. The corners should be slightly raised outside, say about four inches. This would make an excellent track, and should be subsequently rolled occasionally to keep in good condition. The cost, you can estimate better than we; but, from the conditions you state, we judge it should not cost *over* $400.

THE Boston *Sunday Courier* has recently come out in a brand new summer suit, of rich material and elegant but modest pattern, the figures of which it will be a pleasure and a benefit to study.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E. 59th St., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 14 JULY, 1882.

PAINT AND NICKEL.

WITHOUT doubt nickel-plating is the most beautiful finish for bicycles; and the brilliant flashing of the wheels, as they speed along in the sunlight, is an important factor in attracting favoring attention to the pastime. But besides the extra expense of the first purchase, one needs to be very nearly rich, if he lives near the coast, in order to have leisure or hire a man to keep the polish in creditable condition; for as the machine is ordinarily plated, nickel will hardly preserve the iron or steel from the insidious attacks of the saline atmosphere, let alone the more direct and speedy action of the salt-water itself. Why need you get any salt water on the machine, you ask? Well, if you live in a town or city of any enterprise, one that gives the public the benefits of the sprinkling carts, you have no need to run your wheels along wave-washed beaches to get a spattering which will entail a good two hours' after-ride scouring and sweating on a hot day; for the economic water-cart contractor *will* draw his supply of dust suppressor from the briny deep; and as it costs him nothing but the trouble of getting, he is correspondingly generous in flooding the streets with his salted stock. Now the mud which the moving wheels gather and hold or fling upon the lower parts of the machine, if not carefully and speedily removed, hardens like cement, and the salt is absorbed through the plating, and permanent rust stains will be the result. Paint, however, more effectually resists this action of the salt; and a machine properly painted may traverse beaches and watered streets with impunity, and are easily sponged clean in a few minutes. Therefore, we recommend to seashore wheelmen of moderate means and limited leisure that they have the felloes, spokes, hubs, forks, and backbones of their machines painted, leaving only the heads, handle bars and saddle springs bright and nickelled. If painted by experienced and skilful ornamental artists, the machines can be made to look as elegant and attractive as handsome carriages, and will not appear cheap or unsuitable for dress parade and display. We had our machine painted all over last season, and found no inconvenience in keeping it clean. This season we are riding a half-painted and half-nickelled machine, and a tricycle, also, similarly finished; and, although neither have been near the beaches, the spokes and hubs of both are spotted with rust stains caused by the street sprinkling, and now nothing but paint will remedy the defect. Paint your machines; for the streets must be watered and beaches are attractive, and one does not wish to spend an hour or two cleaning his wheels after a ride.

BE COURTEOUS.

WHILE we frequently hear reports from various sections of the country of contemptuous and contemptible conduct by prejudiced persons towards unassuming and inoffensive wheelmen, we cannot but congratulate ourselves that our lot is cast in a community where contempt for or disrespect to wheelmen is a rare exception. As a rule, bicyclers in this vicinity have from the start received respect, courtesy, and encouragement from all respectable classes, whether pedestrians or horsemen. The equal rights of the road have been tacitly and ungrudgingly conceded; and, except in very infrequent instances, drivers have considerately and voluntarily yielded us the best side of the path. Dogs, street gamins, and "hoodlums" have been the only malicious obstructors to the pleasures of wheeling. At first, this courtesy towards our wheelmen was duly appreciated and reciprocated, and especial pains taken by them to more than deserve it by exercising over-care in passing horses, and to avoid startling pedestrians. But now that bicycling has become a success and a fixture, and its devotees have come to form no inconsiderable portion of those who traverse our highways, we more frequently hear complaints of rudeness and agressions *by* them towards non-bicyclers. It would seem that, with the assurance of equal rights, and a recognized standing as legitimate users of the highway, some bicyclers are becoming arrogant, assuming, and rude. They claim more than their share of the road, they exhibit neither care nor courtesy in passing other vehicles, they endeavor to exercise larger liberty, and to exact extra and unwarranted privileges, because they are bicyclers; and, in this way, they are getting themselves disliked. Last week we published a communication from a valued correspondent, briefly recounting a run to "Point of Pines,"— the new pleasure resort at Chelsea Beach, — in which he facetiously describes some little difficulty the party had about entering the "grounds" by way of the beach. Now, we do not suppose our friends would seriously demur at the payment of fifteen cents which the Pines' proprietors charge for admission to their premises, while without doubt they had a perfect right to traverse the beach below tide water free. But it is not to be presumed that either wheelmen or others are coming from a distance just to traverse the few rods of sand that front the "grounds," and end the beach. On the contrary, it is to be presumed that they will speedily seek the higher level, to "lounge in the grateful shade" of the "scared-looking trees"; and this would be trespass on the part of the two who passed the guard without paying; and, as it would be both expensive and inconvenient to place guards along the whole water line of the grounds to collect its

dues, the company judiciously and economically stationed one at the entrance, for its and the public's convenience. It certainly has a right to charge an admission fee to its grounds; and, if it should prove unprofitable, the company will be the first to discover it. Meantime, we hope all wheelmen, at least, who wish to visit this or any other resort, will endeavor to conform to the rules, whether satisfactory or not, and so demean themselves as to throw no discredit on our pastime through arrogance. This article is not intended specially for the instance we have cited (and which we have cited only because of its recentness), and about which there was nothing particularly bad; but we are constantly hearing complaints, from drivers of carriages and others, of insolence and obtrusiveness of bicyclers on the highway and elsewhere, which all true lovers of the wheel should do their utmost to discountenance by both word and example.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

MIDDLESEX BI. CLUB. — The Middlesex Bicycle Club of Malden, made a trip to Salem on Independence Day, going and returning *via*. Swampscott. At Salem, a most bountiful repast was enjoyed at the Essex House; and, after a short time spent in viewing the varied attractions of "ye ancient city," the return trip was made in good order, and without accident or incident of special note. The club was favored by the presence of two bright bugles, one in the hands of our youngest member, and the other the property of "ye fisherman of Ipswich." S. H. F.

HUDSON-ON-THE-HUDSON BI. CLUB.— The organization of the "Hudson-on-the-Hudson Bicycle Club," was completed 2 June, 1882, with a membership of seven wheelmen. The following officers were chosen: Charles Gifford, president; H. R. Bryan, captain; Arthur Gifford, secretary and treasurer. We sincerely hope that any wheelmen passing through our city will make themselves known to the club. ARTHUR GIFFORD, *Sec. H. B. C.*

HUDSON, N. Y., 6 July, 1882.

WORCESTER BI. CLUB. — At the semi-annual meeting of the Worcester Bicycle Club, held last evening, the old board of officers were elected for the ensuing six months, as follows: President, Waldo Lincoln; captain, F. S. Pratt: sub-captain, A. W. Darling; secretary and treasurer, E. F. Tolman. The committee on uniforms reported the following, which was adopted, as the uniform of the club: green velveteen coat, gray corduroy breeches, white flannel shirt, gray stockings, low black shoes, straw hat. Considerable discussion was had about L. A. W. matters, officers, etc. A committee of consultation was appointed to act with the Æolius Club in management of the Annual Meet of New England Clubs at New England Fair, 5 September next.

F. F. TOLMAN, *Sec.*

WORCESTER, MASS., 7 July, 1882.

AYLMER BI. CLUB. — Several members of the Aylmer Bicycle Club, together with members of St. Thomas, London, and Brantford clubs intend taking a trip to Buffalo, leaving Aylmer on the morning of 17th July, making Norwichville for dinner and Brantford over night. On Tuesday, Hamilton for dinner and St. Catherine's over night. Wednesday, Niagara Falls for dinner and Buffalo at night. All touring wheelmen who may be passing through this way are cordially invited to join with us, as well as any others who can do so. We want to make this one of the most enjoyable trips of the season, and would like to have as large a party as possible.

PERCY DOOLITTLE,
Captain Aylmer Bi. Club.

AYLMER, ONT., 7 July, 1882.

XENIA BI. CLUB. — The Xenia (Ohio) Bicycle Club has fourteen members, and is one of the most active and prosperous clubs in Ohio. The club as a body voted at its last meeting to join the L. A. W. On the 4th of July they made a run, accompanied by a large delegation of the Cincinnatis, and one or two from London, Ont., and Spring Valley, to Yellow Springs, where the Champion City Club of Springfield was encamped. About twenty comprised the party, which was expected to be much larger, but the day opened rainy in that section, which deterred a number from venturing out. Notwithstanding the wet, they made a most enjoyable run, and participated in the sports attendant on their visit to the Champion City Club, comprising a parade, fancy riding, etc.

THE Brunswick Bicycle Club, of New Brunswick, N. J., took its second annual club run on the 4th inst, through Newark, Roseville, Orange Montclair, and over the Orange Mountains, having a very enjoyable trip, except that the members were forced to return in a drenching rain.

THE Hudson (N. Y.) Bicycle Club will ride to Kinderhook Saturday, 22 July dining at the lake, and extends a cordial invitation to all wheelmen in the vicinity or elsewhese who can make it convenient to participate in the run.

RACES

SPRINGFIELD, MASS., 4 JULY. — The bicycle events at Hampden Park, 4 July, under the auspices of the Springfield Bicycle Club, were somewhat marred by the rain, which fell there a little earlier than on the coast; nevertheless, a very interesting and successful series of races occurred. In morning a competitive club drill took place, in which the Springfield, Columbia of Attleboro, Marlboro. Holyoke, Framingham, Connecticut, New Haven, Natick, Westfield, and Chicopee Falls Clubs were represented. The prize was a silk banner, and was awarded to the home club.

The *Republican* gives the following interesting description of the afternoon races: "Then followed contests without a parallel, in that a long series of races were successfully carried out regardless of heavy rains and a sticky track. The crowd, which was undiminished throughout the afternoon, kept itself warm with cheering, but was hardly manageable, in part, while rum-inspired men were numerous and funny. The grand stand was full and dry, but many enthusiasts struggled about in the mud between the heats. Some forty-five or fifty bicyclists, clubmen and 'unattached,' clad in blue, green, white, buff and skin-color, mounted in line and gave a preliminary parade around the track, and the one-mile race was called. E. C. Dumbleton of this city, E. C. Clarke of Holyoke, and E. B. Ashcroft of Chicopee, were the judges throughout, and E. A. and E. C. Whipple and E. C. Dumbleton were timers. In all the races, though a score had entered, but three or four were found to brave the rain and track. J. Q. Hatch of Boston, L. Morse of North Attleboro, and Arthur P. Curtis of Marlboro darted off through the wet in the first heat, with varying success along the back-stretch, being bunched at the three-quarters pole; but Hatch readily pushed ahead, and ended in 3m. 18s., a rod ahead of Morse, with Curtis not far behind: but the latter withdrew, and Hatch took the winning heat and a $50 vase, leading easily and passing the wire with a good lead in 4.01. Morse's time was 4.06½, and he received a $30 vase. The race in two-mile heats proved more exciting, L. B. Hamilton of Waterbury, a member of the New Haven Bicycle Club, Charles Carpenter of the North Attleboro Club, William Norton of Natick, and E. W. Herrick of Northampton entering. They were greeted with a sudden burst of water but pushed off. Near the start Norton's wheel slipped sideways and he went into the clay, but was soon up and after Carpenter, Herrick, and Hamilton, who were beginning the turn in the order named. Thus they passed the mile and another half, when Hamilton had shot up along the back stretch, which afterward proved his favorite ground, and the muddied Norton had made up the lost distance and pedaled into the group, who were digging through a specially mucky place near the stables. Carpenter sturdily pushed down the home-stretch and under the wire in 8.32½; but Norton, who seemed sure of the second place, was unexpectedly left behind by a brilliant spurt of Hamilton's, while almost home, and the latter ended in 8.42½; Norton, 8.43, with Herrick slowly following. The latter withdrew from the second heat and Norton led till the half-mile, when Carpenter closed and passed, making the mile thus with Hamilton lagging. The latter then closed up rapidly on the back-stretch, but the race and the $75 ice-water set went to Carpenter in 8.14, with Norton crowding him down the stretch in 8.14½, Hamilton not far behind. Hamilton and Norton then ran a heat for the second prize, Norton leading for a mile and a half; but Hamilton bent forward his body on the second quarter, closing up rapidly and pushing his rival around the upper turn and down the stretch, so that his wheel was again whirled ahead in a sudden closing spurt, and he won the second prize, a $50 water-set, in 8.12½ amid great applause from the surprised audience. Norton received a $25 vase.

By this time Hamilton, the slender, cool, seventeen-years-old Yale student, had become the favorite of the crowd; but, after his long run through the clinging mud, there was some surprise at his entering the five-mile straightaway. He had to compete with Charles Carpenter, Harry S. Miller of West Springfield, and L. Morse of the North Attleboro Club. For the first mile, the line went: Morse, Miller, Hamilton, Carpenter; in the second mile, the same order was kept; but the leading and rear couples were far separated toward the end. Thus the third and fourth miles were passed, Morse and Miller alternating at the head, and Morse led at the beginning of the fifth mile. Hamilton had steadily kept the third place, but was now hard pushed by Carpenter, and Miller dropped to the rear with a clogged wheel. The clouds were again pouring a dense rain as the contestants for the last time passed the half-mile post, Morse's vantage already yielding to the rapid wheels of Hamilton and Carpenter; and, as the light-weight Hamilton neared the wire, at a safe distance from his stouter brethren he lessened his effort and turned a contented face upon the yelling crowd. His time was 22m. 30s., and he won a $100 dessert set. Carpenter took the second prize, a $75 fruit stand, and Morse the third, a $25 toilet set. The winner has had little racing experience, and rides a wheel that seems almost too big for him, with generally an upright position in contrast with most of the racers' inclined pose, and does not appear to labor hard. At the close he was noticeably fresh and cool. The half-mile dash was won by George M. Hendee in 1.49, his prize being a toilet stand, with H. S. Miller second, in 1.56, to whom a $20 stand was allotted, and Wesley Barton third, a $10 jewel case being handed to him, — all of this city, though Barton is not a member of the local club. In the 100-yards slow race, the overcurious clay-plodders crowding upon the riders made slow riding very difficult. George Nash tumbled at the start and Harry Tufts of the North Attleboro Club won a $20 jewel case in 4.32, with Hendee second. It is claimed that Tufts has balanced upon his wheel, in one place, for three hours and one minute; he then stopped for dinner. The wheelmen generally expressed a liking for the track before the rain came, and are well satisfied with their reception, especially the North Attleboro Club, who bear away six prizes. Hamilton won $150 in prizes.

BATTLE CREEK, MICH., JULY 4. — A bicycle tournament was held here the 4th. Bicyclers from abroad were present who dined with us at the Williams House. The races took place at the driving park, and there was a large attendance. The prizes were: 1st, an elegant gold badge: 2d, bicycle lamp: 3d, bicycle stand. Distance, one-half mile — best two in three. L. H. Cramton of Marshall took first. Will Crossett and Frank F. Bock of this city, second and third respectively. The Marshall boys returned home twelve miles on their wheels. The thanks of the club are due Mr. Charles Wells, manager of the driving park, for his untiring efforts to make it pleasant for us, as well as for our free entrance and the prizes.

RALPH H. ALWARD,
Sec. Battle Creek Bi. Club.

STEUBENVILLE, O., 4 JULY. — A grand bicycle tournament was held at Hill Top Park, Steubenville, O., on the 4th inst., about 1,500 people witnessing it. There were three races: first, half-mile dash, free for all amateurs, prize, silver cup; second, half-mile heats, best two in three, open to all, prize, gold medal; and third, three half-mile heats, open to home club only, first prize, gold medal; second, silver pitcher. The first race, with seven entries, was won by John Griffith, of Steubenville; time, 1m. 51s. Robert Hazlett, C. B. Ott, A. A. Wheat, and R. H. Cummins, — all of Wheeling, W. Va., — were the only riders in the free-for-all race, Hazlett winning first and second heats; time, 2m. 58., and 2m. 0s. The home club race was won by three Steubenville men, John Griffith, Frank Semple, and Arthur Dougherty, Griffith taking first, and Semple second prize; the former made the two heats in 1m. 59s. and 2m. 0s. Griffith rode a Standard, and Hazlett an Expert Columbia.

CHAS. A. HANNA.

CADIZ, O., 5 July.

LOUISVILLE, KY., 4 JULY. — About six hundred people forsook other attraction to witness the bicycle races of the Kentucky Club at their park on 4th Avenue, one of the finest quarter-mile tracks in the country. The programme was large and varied and, considering the wind, which was nearly a gale on the homestretch, the time was very good.

First Race. — Dash of five miles, the title of "Champion of Louisville" and a gold medal to the winner, brought out three entries: Chas. H. Jenkins, N. G. Crawford, and W. S. Gregory. A good start was effected. Crawford leading, Jenkins second, and Gregory third. These positions were changed very little till the last lap, when Jenkins took the lead and won easily; Crawford second, and Gregory third. Time, 18m. 36½s.

Second Race. — Half-mile heats, best two in three. Gold medal to the first and a cyclometer to second. At the call the following faced the starter: Clarence Jenkins, Will Francke, Ort. Moran, and L. E. Welle. Welle lead to the home-stretch, when Francke passed him, winning in 1m. 37¾s. Welle second, Moran third, and Jenkins fourth. The second heat was taken by Francke. Welle second, and Moran third. Time, 1m. 38s.

Third Race. — Dash, one-quarter mile for boys. Gold medal to the first and bicycle bell to second. Three entries: Clark Thome, Louis Francke, and Will. Welle. Won by Clark Thome. Time, 53½s.

Fourth Race. — Dash, three miles. Gold medal to first and a pair of call pedals to second. This was won by N. G. Crawford. L. E. Welle second, and Will Francke third. Time, 10m. 54¾s.

Fifth Race. — Dash, two miles, for 50-inch wheels and under. Gold medal to first and bicycle lamp to second. This brought out H. Haupt, Samuel Hollaway, and W. S. Gregory. Gregory lead to the last lap, when Haupt passed him, and Hollaway, coming up on the outside, passed Haupt, winning in 7m. 51¼s.

Sixth Race. — This was a slow one, 100-yards, won by Louis Francke. No time taken.

Seventh Race. — One-quarter mile heats. Gold medal to first and second. Three entries: Chas. H. Jenkins, Owen Thomas, and Aaron Cornwall. Was won by Jenkins in two straight heats. Thomas second and Cornwall third. Time, 46½s. and 43s. NON RACER.

UTICA, N. Y., 4 JULY. — The parade and tournament of bicyclers, under the auspices of the Utica Bicycle Club, was somewhat marred by the rain, but proved a very interesting and enjoyable affair nevertheless. At the races at Reynolds Park a large number of spectators were assembled, and although the track was muddy very fair time was made. About $200 gate money was received. In addition to the races, several exhibitions of fancy riding afforded entertainment, Master Sydney Nicholson, a little boy of eight years, contributing to this feature. The following are the events and the awards: —

Utica Club Race. One mile dash for club medal. Entries — James H. Gilmore, George C. Knowlton, James H. Cutter, Fred. Kellogg, James Linder, W. J. Walters, Richard Peckam. James H. Gilmore won the race in 3.50, with George Knowlton second.

One and one half mile dash, open to visitors only. First prize, $25.00, Silver Swing Pitcher; second, $10.00, Ivory Handled Silk Umbrella. Entries — E. B. Hovey, Rome; Mr. Olmstead, Syra-

cuse; J. E. Barton, Rome; George Etheridge, Rome. E. P. Hovey won the race in 5.55, with George Etheridge second.

One mile dash, for amateur championship of Oneida County. Prize to winner, an elegant gold medal, presented by the Utica Bicycle Club. Entries — C. H. Metz, James Linder, James H. Cutter, Mr. Wendt. C. H. Metz won the race in 3.55.

The prize for fancy riding was won by Mr. Etheridge of Rome, and mention was made of Master Sydney Nicholson.

One quarter mile dash, open to all. Prize, $6.00, Russia leather card case. Entries — George C. Knowlton, C. H. Metz, James H. Cutter. The race was won by C. H. Metz, in 46s.

Two mile race, free for all, best two of three. First prize, $15, gold medal; second prize, $10, silver cake basket; third prize, $5, silver cup. Entries — C. H. Metz, George C. Knowlton, Fred. Kellogg, James H. Gilmore. The race was won by C. H. Metz in 10 1 1-2; Fred. Kellogg, second; George C. Knowlton, third.

Slow race, one hundred yards: prize, $5 00, silver napkin ring. Entries — George Etheridge, George C. Knowlton, Mr. Nicholson, Master Sydney Nicholson. The prize was won by Mr. Nicholson of Rome.

The judges in the contests were Dr. Clarke, F. W. Quinn, F. E. Comstock, O. A. Meyer, F. H. Fine.

At the 4 July meeting of the Williamsburg Athletic Club, E. A. Thomson, of the Lenox Bicycle Club, from scratch, won the three-mile bicycle handicap in 11m. 51s.; J. M. Austin, W. A. C., 40 seconds, 11m. 52½s.; R. F. Foster, of Baltimore, 25 seconds, and H. Hall, Jr., W. A. C., 50 seconds, did not finish. The *Spirit of the Times* says: "Thompson rode with excellent judgment. He and Foster overtook Austin at a mile and a half, and a fine race ensued for three laps, when Thompson took the lead, with Foster pressing him closely. Forty yards from the finish Foster fell, and was thoroughly scratched and bruised, but suffered no serious injury. Hall fell on first lap and cut the back of his head, which bled freely, but remounted, for unknown reasons, and rode until the others finished, thereby annoying and hindering the real contestants, when he had no chance for a place."

E. W. Gould, of the Staten Island Bicycle Club, won the mile-and-a-half bicycle race at the championship games of the Staten Island Athletic Club, 4 July. Time, 5m. 40s. B. J. Carroll, of New Brighton, was second in 5m. 5?s. We believe this and the Boston 4 July mile-and-a-half event are the only legitimate American records for this distance.

Charles H. Jenkins, of Louisville, Ky., won the fifty-mile road race at Druid Hill Park, Baltimore, 8 July. We await particulars.

At Brantford, Ont., 1 July, H. Fail was winner in a one mile, and F. Westbrook was winner of two and five mile races.

Mr. F. S. Rollinson objects to the statement, in our notice of the ten-mile race in Baltimore, on the 24th ult., that he was a quarter mile behind at the finish, and submits the time given by the judges, as follows: Prince, 35m. 14½s.; Mellen (half mile start), 35m, 16½s.; Rollinson, 35m. 17½s.

It is likely that the next races of the Massachusetts Bicycle Club, one, two, and five miles, will be run at Beacon Park, on Saturday, 22 July. Now that the management of the park is in the hands of responsible parties, the track will be speedily put in order; and it is to be hoped that in the future such neglect in the care of the track will not occur. In two instances the Massachusetts Bicycle Club has been put to serious inconvenience and annoyance because the so-called proprietor of the park neglected to carry out his promises in regard to repairs.

In the latter part of last winter, John Keen said in the *Bicycling News*, speaking of the events between John S. Prince and himself: "I will risk being 'frightened' if they will offer part, say half, of that $5.000 that I have heard about for a race to come off next August, and Prince to receive one lap in ten miles of the same course as the last race." Prince is about the most anxious man we ever saw (about anything) to have Mr. Keen come over and race him, for any sum up to $2,500, on any course in the country, indoors or outdoors, and as soon as he pleases; and he authorizes us to announce the fact.

The secretary of the Bicycle Union has published the following announcement through the London *Sportsman*: —

"Sir, — The executive of the Union will be prepared, if a charge is made against any biciclist or tricyclist that he is guilty of any of the offenses set out below, and evidence in their opinion establishing a *prima facie* case against him is laid before them, to call upon him to answer such charge, and to suspend him from all racing in the event of his either refusing to answer, or making, in the opinion of the executive, no satisfactory answer.

"All suspensions shall be taken to be subject to an appeal to the Council of the Union.

"The offences referred are as follows:—

"1. Selling or realizing prizes won by him, or in any way converting them into money.

"2. 'Roping,' or riding intentionally below his true form, to deceive the handicapper, or for any other purpose.

"3. 'Riding to orders,' or in any way regulating his riding by the wishes or for the advantage of professional betting men, or others having a pecuniary interest or otherwise in his riding.

"4. Knowingly giving false information on his entrance form, with intent to deceive the handicapper.

"5. Intentionally riding unfairly, or so as to interfere with another competitor in the race.

"6. Knowingly competing against any bicyclist or tricyclist suspended by the executive during his suspension.

"7. Wilfully impersonating another rider in a race.

"W. Pye English, *Hon. Sec.*"

At the seventh annual Bristol and West England meet, 17 June, at Clifton, W. M. Woodside, at three hundred and eighty yards, won the five-mile handicap, against six starters; time, 15m. 8⅕s.

Saturday, 17 June, in a one-mile tricycle race at the Powderhall grounds, Edinburgh, there being six contestants, M. J. Lowndes, of Macclesfield, from scratch was winner in 3m. 27s., on a Coventry Rotary machine. This is, we believe, the fastest mile time for a tricycle, on record.

The third trial for the twenty-five miles professional bicycle championship of England, — the first two having resulted in dead heats between F. Wood of Leicester and R. James of Birmingham, in 1h. 26m. 15s and 1h. 29m. 34s. respectively— was run on the 24 June, Aylestone Road grounds, Leicester, and resulted in a victory for James, in 1h. 20m. 15s., beating the record 40s. Wood led at 20 miles in 1h. 3m. 58s., also beating the record for that distance, which was 1h. 4m. 17½s.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Poughkeepsie.

Editor Bicycling World: — It has been said "silence is golden"; and, if you believe the saying, no doubt you have formed a golden opinion of your correspondent: here, for many months have elapsed since you have heard anything from him. There has certainly been little to write; for, with the exception of a few of the riders having sold their wheels and ordered new ones, things stand just about as they were last season. We have a few new riders,— three or four perhaps,— and most of the old ones continue to show a greater or less degree of interest in the sport; so we are gaining slightly. The new riders this season are Messrs. R. Winslow, T. Johnson, H. Rupley, Charles Cossum, and perhaps there are others, but I do not call them to mind at present.....Consul Osborn received his new Harvard last week..... T. Ransom went to Columbia Springs and back on his wheel week before last. He reported a very enjoyable ride. One old lady caught him on foot, and asked what he was "lugging" that "thing" along for. Tom replied that the "thing" "lugged" him; whereupon, the old lady remarked that she "did n't believe it." ....Last week I paid a visit to Newburgh (sixteen miles south from here on the west side of the river); and, as the Newburghers don't speak for themselves to your readers, I may be excused for telling a little about what they are doing there. Last year there were only three riders in Newburgh; but this season, the bicycling *leaven* has so wrought upon the mass that there has been added nine or ten new riders to the number. The Messrs Joslyn and Haviland feel quite proud of their new recruits; and they certainly have just cause to, if they are all the gentlemen that those I met showed themselves to be. One thing I am sorry for, and that is, all these men are lost to the League. They do not seem to be anxious to join. They probably have some feeling concerning the shabby treatment which Col. Joslyn received at the League's hands last fall; and right here let me state that Col. Joslyn is too fine a gentleman for the League or any other organization to misuse in the manner they did him.....And speaking of Newburgh, let me caution tourists who wish to sail either up or down the Hudson River *not* to go on board the steamer "Mary Powell," unless you wish to be swindled out of half a dollar for transporting your wheel. The regular passenger fare is seventy-five cents, and they will transport a trunk weighing one hundred pounds in the bargain; but if you have a bicycle, and bring it on, take care of it, and take it off yourself, the charge will be $1.25. This is robbery. To avoid it, take the steamers "J. W. Baldwin" or "City of Catskill" (running on alternate days), they are equally as fine boats, there is only an hour's difference in the time, and you will be well used and your wheels transported free. I understand the day-boats "Vibbard and Albany" also charge, but I cannot say from experience.....Mr. Westcott Norman of Philadelphia, but who formerly resided in this city, is here on a visit with his wheel. He speaks in the highest terms of the usage he received while in Boston a short time since.....Frank Schwartz has just received his 56-inch Expert, and expects to start to wheel to Boston about 1 August. G. W. H.

Poughkeepsie, 2 July, 1882.

Pennsylvania Riding.

Editor Bicycling World: — I noticed in your issue of 26 May an account of F. B. Wells, of Philadelphia, having recently made a bicycle run of ninety miles from Schock's Mills to Philadelphia, over rather hilly roads, in 10½ hours. From information received from reliable sources, he took the cars a few miles from Schock's Mills and made the distance by *car* and rather hilly road in 10½ hours. On 25 May, I left Main building in Fairmount Park, Philadelphia, nine o'clock A. M., and ran to Coatsville, a distance of about forty miles, in 5½ hours. I found the road getting rough, and concluded to take cars home. I did not average eight miles an hour and had the benefit of fourteen miles of fine rolled roads from Wayne to Philadelphia, where he had all rather hilly (and, I presume, rough, as I had) roads, and claims to have averaged nearly nine miles an hour, with four inches less wheel than I (he rides a 46-inch wheel and I a 50-inch), and, I think, from experience of roads, that the run cannot be made in that time. S. G. B.

Marietta, Pa., 31 May, 1882.

Syracuse.

Editor Bicycling World: — Although some time has elapsed since Syracuse was last heard from, we have not been wholly idle. We still hold weekly runs, with the average attendance and enjoyment. A few weeks ago, Vice-President Parsons honored us with his company on an afternoon's run over one of our a-little-better-than-the-average roads. But Mr. Parsons did not seem to consider it a highway at all suitable for a bicycle, and was inclined to think we did not know a bad road when we saw one. Just as our destination was reached (twelve miles from home), a very wet rain-storm set in, compelling the party either to remain over night or return by hired conveyance. Mr. Parsons alone chose the latter alternative. We fear he will avoid us hereafter, but another time we will endeavor to have the weather on our side. By the way, if not too presumptuous, would say that it is somewhat difficult to show a central New York wheelman a *bad* road: what he calls *fair*, from a Boston standpoint would be considered exceedingly poor. Five of our club men attended the races at Utica, 4 July, passed a most enjoyable day, and formed many lasting friendships among the Utica, Rome, and Watertown wheelmen. The parade and races called out a large number of spectators, despite the rain which continued falling all the afternoon; and the Utica Club are to be congratulated on the success of their first effort, as well as thanked for the handsome manner in which they treated their guests.

We trust the good effects of their enterprise will be felt through this section, which needed awakening, and that more entertainments of like character will follow. In closing, allow us to say that the wheelmen of Utica will be found as cordial, gentlemanly, and enthusiastic as could be wished, and that their enterprise deserves all praise. Sec'y.

Syracuse, N. Y., 6 July, 1882.

Ford & Co. Again.

Editor Bicycling World: —Your paper, containing Messrs. William Ford & Co.'s "explanation" to your article on "caution," to hand. His points are utterly without foundation, — merely to make something high-sounding; and, for an oily fabrication, I think it carries off the palm. I received no letter from Ford & Co., acknowledging receipt of drafts, or asking about direct spokes. In fact, although we have written them five letters, we have *never* heard a word from them in reply to any of them. We *did* countermand order, and ask them to return money at once. The plea of not keeping on hand, or making lock-nutted spokes, is a poor one, as their latest catalogue states that *either* style will be furnished, as may be desired. The "local man" who called on them was a representative of a prominent manufacturing paper published in this State, and they promised him to ship machines inside of a week, *without fail*. This was nearly two months ago, but no signs of machines are yet visible. The character and ability of "private inquiry agents," as they are pleasd to style them, is sufficient, often, to establish the standing of a firm in a person's mind; and this view has not yet been changed in mine, even by their soothing communication. These are facts, for I have the whole transaction at my disposal and, being one of the injured ones by this transaction with Ford & Co., I am prepared to speak correctly. The communication was evidently written with an idea to restore lost confidence in this country; but persons ordering machines from abroad should be careful, as Ford & Co. have treated us with cold neglect from the start; and others are, no doubt, able to add concurrent testimony to mine in this matter, for we have had reports from several sources, and they all denounce Ford & Co. as very unreliable parties.

We are sorry to be compelled to speak of Ford & Co. in this manner, but the truth compels us to do so, that people may see where the fault lies and judge for themselves. I would very much rather it would not be necessary; but it becomes necessary, in order that no other persons may be duped in the same way. I hope you will be able to find a little space in your paper in which to reply to Ford & Co.'s brazen announcement, and forever settle the matter.

C. B. Longenecker.

Lancaster, Pa., 1 July, 1882.

Manchester-by-the-Sea.

Editor Bicycling World: — A fine run to Manchester-by-the-Sea was enjoyed by the Marblehead Club on the 9th inst.; and just here let me say that if bicyclers desire a ride through a delightful section of country, — including both scenery and roads, — let them take a spin to that pleasant resort. The road from Beverly is very smooth, and extends for some distance through pine-scented and shady woods, so that riding is not particularly uncomfortable on a warm day.

One of our party had the misfortune to break a handle bar of his Special Columbia (the third accident of the kind within as many weeks), and we were looking around for something to repair the damage with when a member of the Hermes Club of Chicago — Mr. Samuel Dexter, who is passing the season at Manchester — drove along. On learning that

we were members of the L. A. W., he was especially anxious to assist us; so, procuring a long stick and stout cord, the unfortunate bicycle was soon fitted with a serviceable, if not elegant, handle bar. Therefore, ye discontented League members (who are, happily, few in numbers), never again say there are no advantages to be derived from belonging to that excellent organization. GEESEE.

MARBLEHEAD, MASS., 11 July, 1882.

President Bates's Speech at the Chicago Banquet.

Editor Bicycling World: — I have already expressed something of my regret that I was not able to be present at the banquet in Chicago. I cannot express it fully; it is one of those occasions when the English language is too thin. There were scores of wheelmen I longed to become acquainted with, and of others with whom I wished to renew my friendships. I am informed that my brothers of the League remembered me most generously, and were so kind as to call for me with some enthusiasm, for which I sincerely thank them. But that concrete candor which is, next to a vivid veracity, the nickel-plating of my character compels me to admit that the wheelmen escaped a serious ordeal by my not being there. I may confess to you in strict confidence, that I had carefully prepared and committed to memory a purely impromptu speech for the occasion, — something entirely off-hand and on the spur of the moment, you know, — and the same with intent to just spread that convention right out, as it were. I had also arranged to have four big policeman guard the door, and permit none of the victims to escape while I was delivering it. The brethren, therefore, really owe me a vote of thanks for not appearing.

That speech, I may remark without positive immodesty, was the most effective speech I ever did n't deliver. (You will remember that among the speeches which I did n't deliver are the most celebrated orations of ancient and modern times.) Mind, I don't say it was the best speech, but it was the most effective; that is, it would have been the most effective, if I had delivered it. I do not assert this as a mere opinion, but from experimental knowledge; for, in a moment of enthusiastic recklessness, I admitted my wife and children to the wood-shed while I was practicing its rehearsal, and this notwithstanding that my wife's constitution is naturally delicate, and my little boy was suffering from indigestion at the time. The effect was magical, in fact sublime. It would have warmed the hearts of the entire L. A. W. to see that boy stop howling, and hear the pathetic anxiety with which he inquired, "O mamma! has papa got a stomach-ache, too?" Ah! how it would have touched all the finer chords of our better nature, if the whole L. A. W. could have witnessed the maternal tenderness and conjugal love with which Mrs. B. replied: "No, child; your father is only practising a lot of rubbish he's going to speak in Chicago." It is this loving appreciation and tender sympathy in the bosom of one's own family which give sweetness to life, and make a sensative husband and father prematurely bald-headed from excess of happiness. There is nothing in the applause of great audiences which resembles it in the slightest degree.

But of course the two partial opinions of one's own family were not a fair test. So I tried parts of it on a Canadian bicycler, while I was riding on the Canada side of Detroit River. I knew that, if it touched him, it must be a masterpiece; because such an exaggerated loyalty to England prevails on the border that a native will generally risk a fit of sickness trying to stolidly repress any indication of approval of anything which proceeds from any other country, especially over anything good from the United States. I tried him with that passage of the speech where I speak of our married wheelmen as the revolutionary sires of the L. A. W. (You will find this passage near the bottom of the eighth page of the speech, with a red chalk mark drawn around it, and the observation [*Tremendous applause!*] in brackets. You will observe that red chalk lines are drawn around the best passages; blue chalk marks around the second best; and yellow around the third best; with "tremendous applause" marked for the best; "loud applause" for the second best; and simply "applause" for the third best. This is a very convenient practice, to save the printers and reporters trouble. (It is the way all our congressmen and great orators do.) The idea slowly percolated through his understanding, like a smear of oil gradually saturating a rag. I watched the progress of the idea through his body, by noting the progressive stiffening of his muscles. When it had fully permeated him, he pumped his wheel along with jerky strokes, like a man with partial paralysis of the legs. After about a quarter of a mile of this sort of progressive mental digestion, he gradually become calmer, smiled a strictly British smile, and remarked: "Aw!" I saw that he felt like saying something further, and waited. We ran on side by side in silence another quarter of a mile. But the struggle was too much; his machine wavered; then he fell over sideways, and bent one of his cranks. This accident enabled him to recover fully his mental self-poise; and he immediately demanded that I should pay him for the damage done, on the ground that it was my "doosed rot — er — by Jove! you know," which made him fall. I firmly declined to pay, and we parted with mutual expressions of international regard.

I tried another chunk of the speech — (that sentence at the top of page 17) which has a blue mark around it, and is marked for "loud applause" — on a St. Louis gentleman of middle age, who said he was a member of a St. Louis benevolent association. It was that sentence where I spoke of the touring wheelmen as "those wavering wanderers on our Western ways." The benevolent gentleman's countenance immediately darkened with a malevolent expression. He asked me earnestly "if that thing was patented." I told him that it was patented by copyright. He offered me $10 for one day's license to use it in the Chicago district. I asked him why. He said he wanted to stand on the sidewalk when the Chicago clubs rode by, "and just mow those fellows right off their machines"! I declined the offer, and told him I should prosecute for any infringement of my copyright. He turned sullenly to the hotel counter, and bought a return ticket for Missouri by the first train, muttering that a man couldn't expect to do any good in Chicago.

You will particularly notice my eloquent peroration (pages 31 to 47). I repeated a few specimen pages of these eloquent remarks to a gentleman of excellent judgment on the cars. He said that he had heard Col. Bob Ingersoll and all living American orators of note, and had read all the masterpieces of ancient and modern eloquence; but he had never heard nor read anything in the faintest degree resembling that — never! and he never expected too, either. I felt so highly flattered by his remarks that I asked him to take a glass of wine. He took it, and then said that he thought I owed him a cigar besides. I gave him one. He then asked me where the banquet would be held at which I proposed to deliver my speech. I said at the Grand Pacific Hotel. He immediately ordered his baggage checked to another hotel.

You will be convinced by these facts that I am not boasting when I say it was the most effective speech I never made. In fact, I really believe that if I had appeared at the banquet and delivered this speech before the wheelmen began to eat, two-thirds of the expense for victuals might have been saved; though, possibly, it would require a considerable sum for tonics to enable the meeting to brace up after hearing it. B.

WE have just received a supply of "Cortis on Training," which we shall be pleased to supply to bicyclers who wish to fit themselves for the race track or long touring. Price 40 cents; or by mail, 43 cents.

THE *Tricyclist* is a new English weekly, devoted especially to the interests of three-wheel riders. The first number was issued Friday, 30 June; and, Lacy Hillier being the editor, we await a copy of the journal with interest.

THE tire cement on most English wheels sent to the American market is deficient both in quantity and quality, and is one of the many little things foreign manufacturers should remedy if they wish to retain their present hold on the preferences of our wheelmen.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

MARIETTA BI. CLUB. — Additional: David R. Mehaffey and Elmer E. Lindemuth, — both of Marietta, Pa.

METEOR BI. CLUB. — Additional: Harry Joy, 140 Fort street, West; Harry J. Luce, care of Globe Tobacco Company; F. J. Todd, care of James C. Davis & Co., — all of Detroit, Mich.

OVID BI. CLUB. — New: Frank A. Marshall, Fred. C. Covert, Will. C. Marvin, Horace N. Keys, Chas. S. Reeves, — all of Ovid, Mich.

UNATTACHED. — Newton G. Crawford, 611 West Main street, Louisville, Ky.; G. F. B. Bryant, Danville, Vermilion County, Ill.; Rev. A. C. Blackman, Marinette, Wis.; Chas. E. Curtis, 229 Central street, Lowell, Mass.; Jacob Ulman, 35 South Gay street, Baltimore, Md.; Eugene C. Hayden, 216 Princeton street, East Boston, Mass.; James Vaughn Dennett, — care of R. A. Fairfield, Biddeford, Maine.

PHILADELPHIA BI. CLUB. — Additional: Alex. R. Heinitsh, 1,819 North 13th street; H. P. Kelly, 1,956 North 11th street; Richard Levick, Jr., 724 Chestnut street; J. Willis Martin, 709 Walnut street; Wm. H. Roberts, 127 Catharine street; John E. Stevenson, 505 Market street; Chas. B. Warder, 1,212 North Broad street; B. Frank Young, 1,544 Centennial avenue; Samuel W. Kay, 421 Walnut street; Geo. F. Janney, 1,933 Arch street.

MEMBERS SOMERVILLE BI. CLUB, SOMERVILLE, MASS. — Fred. Smith, No. 390 Broadway; Chas. M. Hemenway, Perkins street; William Robinson, Union square; John Bullard, Somerville avenue; Fred. A. Fiske, Summer street; John Robinson, Park street; Herbert Allen, Boston street; Rollo Batman, Walnut street; Fd. Fitz, Broadway; Geo. T. Steel, Rush street; Albert Tufts, Summer street; William Welch, Summer street; Albert Nickerson, East Somerville; Fred. Galatiy, East Somerville; Geo. Hughs, Albion street; Fred. Houghton, Prospect street; Frank A. Bickford, No. 60 Concord street; A. R. Brown, Jr., Highland avenue.

CORRECTIONS. — Published in BICYCLING WORLD of 30 June, 1882: —

WOONSOCKET BI. CLUB. — Edmund H. Rathbun, should be Edward H. Rathbun, and Fred. B. Best, should be Fred. B. Bert.

SYRACUSE BI. CLUB. — D. Cadygere should be D. Cady Gere.

UNATTACHED. — Chas. A. Barnard, omitted, should have been published 30 June, 1882.

Along the Potomac. — II.

THE hotel seems to be the newest and best in town, and it is conducted by the Baltimore and Ohio Railroad Company, of whose station it forms a part. Taking train at ten the next forenoon, I rode down to Harper's Ferry, with an idea of staying there all night, and on the following day pushing my wheel down the lower sixty miles of the canal to Washington, whither I had despatched my baggage from Baltimore. But the room in the chief hotel where dinner was served me was so intolerably dirty that I feared the bedrooms might be as bad as the one at the "brick house" of bitter memory. Learning, therefore, that "hotels" of some sort existed at a place called "Point of Rocks," a dozen miles farther down, and hoping that they might be better than the one at Harper's Ferry, inasmuch as they could not possibly be worse, I jogged down there in the course of the afternoon, the towpath being rocky and sandy by turns, and requiring frequent dismounts. I was rewarded by finding a hotel less vile than the one I fled from, and I was not troubled by bugs. During my two hours' stay at Harper's Ferry I climbed the hill, whence one may enjoy a magnificent view of the Shenandoah and Potomac valleys, which come together at that point.

My fourth and final day on the towpath was not a happy one. An abundance of stones, both loose and fixed, spots of soft sand, ridges of hard clay, puddles of mud, numerous "waste-ways" (three of which had to be waded through on account of the entire absence of planks, and from the plank of a fourth one of which I let my wheel slip into the water, soaking my roll of clothes on the handle bar), — all these things enforced slow riding and frequent dismounts. Never during the day did I ride a mile without stop, and rarely half a mile. Soon after the start, I sprained my ankle on a stone, and for four or five hours each one of my innumerable mounts and dismounts was attended with definite pain. Towards the close of the day the soreness, which at noon I feared might increase to the point of disabling me, disappeared entirely. Leaving Point of Rocks in the dusk of daybreak at six, I breakfasted on bread and milk an hour and a half later at lock 27. At 1.45 P. M. I stopped at lock 24, twenty-three miles from the start, to lunch on the same simple fare. Six miles on, at lock 21, near the Great Falls, the time being four o'clock, I left the towpath and took the Conduit Road for Washington. Recent rain had made this rather heavy, and at 5.45 o'clock, when I definitely stopped riding, after narrowly escaping several falls in the darkness, I had covered only seven miles more. I was upwards of two and a half hours in plodding over the next nine miles to Georgetown Bridge, though the road was smoothly macadamized, and by daylight would have supplied excellent riding. This final tramp was not so dismal, however, as that of two nights before, which ended at Cumberland; for lights of some sort were generally visible, and an occasional team would be met with on the road. As soon as I struck the gas-lighted asphalt, I was not long in whirling myself to Wormley's Hotel, where a rather stupid clerk seemed inclined to doubt my ability to pay for any accommodation, even after I had made myself known as the owner of the baggage which had been expressed from Baltimore. I cut the discussion short by planking down "$4.00 for a day's board in advance," and was shown to a very plainly furnished bedroom. My curiosity to see with my own eyes what sort of thing "a first-class Washington hotel" might be was more than satisfied. The next time I shall at least know which hotel not to go to. My cyclometer marked fifty-one miles that day, making one hundred and eighty miles for the first five days from Frederick, and one hundred and forty-two miles from Williamsport, where I first began to ride "along the Potomac." The next day I felt very listless because of my long abstinence from decent food; and so, instead of indulging in the expected long ride on the Washington asphalt, I only put in a beggarly twenty-three miles before embarking on the return train for New York.

The Chesapeake and Ohio Canal extends along the Potomac on the Maryland side, while the Baltimore and Ohio Railroad runs along the West Virginia side of the river. The one hundred and eighty-four miles of towpath between Cumberland and Georgetown are divided into three nearly equal sections by Hancock, sixty miles from one end, and Harper's Ferry, sixty miles from the other. Williamsport and Point of Rocks are the only other places on the entire path where food and lodging may be secured. The whole region is practically a wilderness; and though the tourist, in case of a break-down, might hope to turn to the railroad for assistance, its tracks generally lie on the opposite side of the river, its stations are far apart, and its trains are few. Between Williamsport and Harper's Ferry, as I was told, there is a "slackwater" about five miles long, where the bicycler would apparently be forced to walk; but, with this exception, and the lesser ones described by me, it seems likely that the riding is good all the way from Cumberland to Harper's Ferry. The scenery of that one hundred and twenty miles is also generally good, and some parts of it quite fine and imposing, where the river winds among the mountains. Below Point of Rocks the country is mostly flat and uninteresting. I have a vague notion of trying the track again on returning from the Chicago Meet. In that case I shall start from Cumberland at daybreak, so as to reach Hancock by nightfall (shutting my eyes and holding my breath as I whiz past the "brick house" with bloodthirsty millions in it); proceeding next day to Williamsport and

Martinsburg; thence down the Shenandoah Valley to Staunton, over the route so appetizingly described in WORLD of 29 November. The three Philadelphia wheelmen who made that trip seem to have passed through Hagerstown and Williamsport only a day or two after myself. Would that they had overtaken me and invited me to accompany them into Virginia! Thus should I have escaped the sad experiences which I have described, and the sad necessity of now describing them for the warning of my fellow-tourists. If I take the trip, my intention would be to return by way of Hagerstown, Frederick, York, Gettysburg, and Reading, (?) to Philadelphia, and perhaps thence push my wheel to New York over the road whereof I have read so many contradictory reports.

KOL KRON.

WASHINGTON SQUARE, N. Y., 19 May, 1882.

CURRENTE CALAMO

SEVERAL members of the Boston Bicycle Club wheeled to Canton to supper Saturday afternoon, as usual, and returned Sunday.

NOTWITHSTANDING the intense heat of Sunday last in this vicinity, there was no apparent diminution of wheelmen on the suburban roads.

W. W. STALL of the Boston Club now sports a forty-four-pounds Yale Roadster, which proves equal to the occasion, although called upon to bear the generous figure of one hundred and eighty-five pounds weight.

RECENTLY one of our riders, noted for exploits of like nature, rode a mile to the engine house, and called out the department to subdue an incipient blaze in one of the suburban wards of Boston, which threatened to destroy considerable property.

SEVERAL members of the Chelsea Club made a run to Lexington Saturday evening, spent the night at the Massachusetts House, and returned Sunday morning. Capt. Whiting and several others wheeled to Point of Pines Saturday evening.

L. A. W. MEMBERS are reminded that the polls will close to-morrow (Saturday) night, 15 July. All who have not yet voted for chief consuls and representatives should immediately do so. Send your ballots to K. N. Putnam, 54 Wall street, New York city.

CAPT. MILLER of the Chicago Bicycle Club was in Boston last week, on business, and reports bicycling in the Garden City as having received a fresh impetus since the L. A. W. Meet, one good result of which is the permanent continuance of the use of the boulevards, and the opening of the parks, also, to wheelmen.

THE *Tricycling Journal's* "Old File" says, respecting Mr. T. R. Marriott's recent remarkable ride on a tricycle: "I consider the one hundred and eighty miles of such roads as were traversed fully equivalent to the two hundred and twelve miles — London to Bath and back — of splendid roads over which the best *bicycle* ride in a day was ever accomplished."

MR. H. E. PARKHURST, of the Massachusetts Bicycle Club, one of our earliest and best long-distance wheelmen, takes a two years' vacation in Europe, commencing next month, when he will start direct for Germany. He will be much missed by his club associates and other friends in this section; but we understand he will adhere to bicycling, and improve his opportunities for riding on the fine roads and among the charming scenes of the Continent.

A MEMBER of the Boston Club has just received, through the Cunningham Company, a full-nickelled Yale roadster, which is one of the handsomest machines ever imported into this country. The spokes, instead of lacing transversely with the hub, as in all previous machines of this make, enter the hub in the same manner as direct spokes, and simply follow the line of the recess, re-entering the hub a short distance from the first hole. With the exception of the crossing of the spokes, the wheel has the appearance of an ordinary suspension wheel with direct spokes. This, combined with the graceful outline and good proportions of the Yale, makes it a model mount.

WE understand that President Bates's excellent suggestion in our last number, that the Marine Bicycle Company should construct their floats of the same material used in the Racine canoes was anticipated by the Bicycle Company some months ago; and that the Racine Manufacturing Company has constructed the moulds, and nearly completed some floats to which the machinery of the Bicycle Company is to be attached. The company have also built at their new works at Portsmouth, N. H., to supply special orders, some boats of Spanish cedar and cypress. One of the former, with a carved mahogany top of a new pattern, has just been shipped to Nyack-on-the-Hudson, having been ordered by a prominent New York yachtman, to be built of the finest material and by the best workmen.

LACK of space in our last issue prevented us giving any extended notice of this proposed tour, and the arrangements for same are now so far completed that such is hardly necessary. The date of departure is so little removed from the first intimation of the proposed tour, which appeared in our columns, that we fear it must result in a much smaller number responding to Mr. Weston's invitation than would otherwise have been only too glad to have availed themselves of such an opportunity. But, few or many, those who do take the trip which is outlined in our advertising columns will have abundant cause to congratulate themselves. The saving of expense is only one of the many commendable features of these trans-Atlantic excursions inaugurated by Mr. Weston in 1880; and this year he makes what to our Boston notion seems an improvement in his arrangements, by selecting this city as his port of departure and arrival, and the reliable Cunard line of steamships as his means of transit. The party will leave in the "Samaria," on the 22d, and in all probability a delegation from the Boston clubs will accompany the steamship down the bay as far as the lower light, to wish the fortunate voyagers smooth seas and a safe return; and, by the way, those who intend to participate in this farewell, are requested to notify the secretary of the Boston Club.

PEDALS *v.* FEET. — It is often thought to be a curious anomaly that a person can propel a bicycle farther and faster than he can walk, notwithstanding that in the former case he has some forty or fifty pounds extra weight to move. A similar puzzle to many is found in the fact that an ice-boat can sail faster than the wind. From a scientific point of view, these may be considered parallel cases. An ice-boat sailing with the wind of course cannot go ahead of it; but the force of the wind is many times greater than is necessary to move the light weight of the boat; consequently, there is great waste of power. Now, by sailing sideways to the direction of the wind, with close-hauled sheet, some of this wasted force can be utilized. Thus, while the wind moves from the centre of the boat to the edge of the sail, it will drive the craft nearly the whole distance from the mast to the back end of the sheet, two or three times as far, it may be, as it has travelled itself. In walking, there is likewise a great waste of power; or, rather, the energy is mostly expended in sustaining the body instead of in carrying it forward. This is proved by the common experience that it is nearly as tiresome to stand for a given length of time as it is to walk. Any invention which stops this waste of force and enables us to use it in propulsion of course increases the distance we can travel. This is precisely what the bicycle does. On a level and fairly smooth road it takes considerable less energy to turn the wheel than to make the two equivalent steps in walking. Moreover, as in the case of the ice-boat, our machine has moved over a greater space than the motive power, in the proportion that the circumference of the wheel is greater than that of the circle described by the feet. The same expenditure of power will, therefore, carry us three or four times as far on the bicycle as on the feet. Of course there is up-hill work in climbing a steep grade. Hills and sand are the bicycler's bane. On the contrary, a smooth slope, stretching downward, is paradise; and, perched on top of his machine, he rolls along "swiftly and silently," like the stars in their courses. — *J. G. P., in the Oarsman.*

NOTICE.

GOOD OPPORTUNITY TO BUY CHEAP BICYCLES WHILST I AM IN ENGLAND.

I will give a liberal discount off any make of English Bicycles ordered through me, drafts or checks to be made payable to the order of the selected maker. The latest catalogues mailed on receipt of seven cents.

Address after 20 July, F. S. ROLLINSON, Chesterfield, Derbyshire, England; also care of BICYCLING WORLD.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents; by mail, sixty-five cents. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING. — "The Principles of Training for Amateur Athletes, with Special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

H. C. BLUE & CO.

48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

TRICYCLISTS'

INDISPENSABLE ANNUAL

FOR 1882.

Sample copies postpaid, 65 cents. A liberal discount to the trade. Sole agents in the United States for ILIFFE & STURMEY'S publications.

OVERMAN WHEEL COMPANY,

HARTFORD - - - - CONN.

☞ BICYCLISTS' INDISPENSABLE will be ready in a few weeks.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO., Smithville, Burlington Co., N. J.



MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

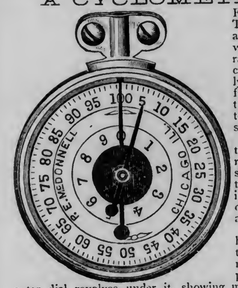
W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1 00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

COY, the Athletic Outfitter, 21 and 22 Leadenhal Street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2¼ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.

FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill.

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.



HEADQUARTERS FOR

Patent Rubber Bicycle Handles.

ELASTIC TIP CO.

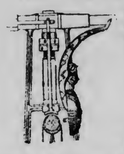
157 Washington St. - - BOSTON, MASS.

Bound Copies of Vol. IV.

BICYCLING WORLD

Now Ready. $2.00, postpaid.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN. Worcester. Mass.

Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strains. Made solely for and imported by

SAML. T. CLARK & CO. {OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK,} BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.

The strongest, most rigid, and withal the handsomest Bicycle in America.

THE AMERICAN ROADSTER.

The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

THE TYRO ROADSTER.

Strong, serviceable, and economic.

Also **The British, Sp. British and Xtra Challenge Bicycles,** and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in. wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow fellee driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10r. Foreign. 7 cents a copy.

BOSTON, 21 JULY, 1882.

Volume V. Number 11.

[Vol. V. CONTENTS. No. 11]

To Correspondents 446
Personal 446
Editorial: A Wheelman's Dress 447
Wheel Club Doings: Hartford Amateur; Albany and Troy; Kansas Bi. Union: Chicago; Staten Island; Peoria; Lowell; Kentucky . . . 447
Races: Lawrence; Philadelphia; Selma; Baltimore; Cleveland; Quarter-Mile Record; Bicycle Union 448
Correspondence: Roads about Detroit; Transportation Charges; Roads from Manchester; What has the League Accomplished? Comment on "Be Courteous"; Prize Values; The Montrealers at Quebec 449
Currente Calamo 452
Tricycling 452
L. A. W.: Applications; To Amateur Bicyclers . 453
Through the White Mountains on the Wheel . 453

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY

How **YOU** may take fine Photographs with

WALKER'S

POCKET CAMERA.

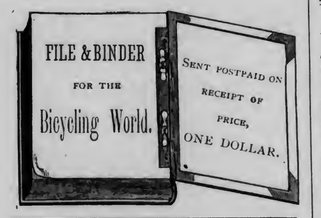


Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.

Box L, Rochester, N. Y.

MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents, postage prepaid. A. BASSETT, care BICYCLING WORLD.



First-Class Bicycles!

I have a stock of all sizes of machines of my own make on hand and ready for immediate delivery. They are well made, and warranted first-class in every respect.

All kinds of repairing on bicycles done with care and despatch.

A. M. GOOCH, Newton Centre, Mass.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, $1.50; lettered, $2.00.

E. C. HODGES & CO.,

8 PEMBERTON SQUARE.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Rintelman's Patent Adjustable Bicycle Saddle.



This is positively the best Saddle made. It combines comfort, durability, and neatness, and is easily adjusted by means of a turn-buckle located in the bottom of the frame, and is well ventilated. Liberal discount to agents. Send for circular.

Price, Plain, $3.50 Nickel-plated, $4.50

Address, AUGUST RINTELMAN, MILWAUKEE, WIS.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 50-inch Standard Columbia, first-class order; price, $60; half bright; run about a year. Address G. F. ALLEN, Beverly, Post-Office Box 53.

FOR SALE. — A 52-inch Xtraordinary Challenge; very easy running; in perfect order; used very little; cheap for cash; money wanted. M. C. BRACKETT, Post-Office Box 343, Southbridge, Mass.

EXPERT FOR SALE. — Fifty-eight inch Full-Nickelled; new this season, used very little; in perfect order. Reason for selling, owner going away. IRVING B. SMITH, 609 Main st., Hartford, Conn.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

G. R. W., Newton, Lower Falls, Mass. — It is not permitted a competitor in slow racing to balance to a stand-still nor zigzag unnecessarily. The movement must be continually forward, and in order to secure this a width limit is sometimes lined along the course.

J. H. EAGER, Box 103, Hamilton, Ont., proposes taking a trip to Boston from that place with another wheelman, and desires information in regard to the best roads and League hotels between the points and such other intelligence as may be of use to them. Any of our readers who may be able to enlighten them will confer a favor by doing so, either directly or through our columns.

R. S. K., Xenia, Ohio. — Get a copy of the BICYCLING WORLD of 30 June and study the racing rules published therein, and write to either of the committee for particular information, stating circumstances.

H. E. D., Springfield, Mass. — Address E. C. Hodges, 28 State street, Boston, chairman of the racing board, for information on that point, if racing rule 14 does not explain what you wish to know.

"V. RIM," Canton, Pa. — 1. We should think a good enamel would answer as well. The Overman Wheel Company of Hartford, Conn., will apply Harrington's process. 2. We think if the head of the saddle spring is screwed up closely there will be no rattling; at least we find it effective on our machine. 3. Users give conflicting opinions, but generally in its favor. We think the principle is good, and that inaccuracy in some cases may be caused by imperfect manufacture or putting together.

PERSONAL

ROLLINSON will sail for England in a few days.

MR. J. S. PRINCE is employed at the bicycle rink in the Institute Fair building.

MR. S. DEXTER, of the Hermes Bicycle Club of Chicago, is summering in this vicinity, and hugely enjoys wheeling about the Boston suburbs.

BILLY BERNHARDT spent last week at the Great Brewster, near Boston Light, with his sisters and his cousins and his aunts, as *directeur de cuisine* — so to speak — for the camp.

WM. C. SCRIBNER of Washington was in Boston this week, and calling at our office entertained us with much interesting gossip about wheelmen and wheeling in the national capital.

FOURDRINIER of the Bostons has been vacating with his wheel about Cape Cod, recently, and alternated his riding intervals by flirting with the barefooted and tangle-haired damsels, who comb their locks with herring bones.

C. C. B. T. C., L. A. W., B. Bi. C., etc., C. F. W. Weston claims to have beaten Joe Dean's road record from South Canton to Boston just twenty minutes, — that is, Dean's time was 2h. 5m., while Weston's was 1h. 45m.

CAPTAIN E. C. DELEVAN, of the Staten Island Bicycle Club, has been visiting New England and sampling the roads about Boston and Portsmouth; at the latter place under the tutelage of Director Hazlett, who tried his mettle over ploughed fields before delighting his soul with sandpapered tracks. Mr. Delevan intends to return to New York on the bicycle.

MR. ALVIN M. LOTHROP, of the popular dry-goods house of Woodward & Lothrop, Washington, has been visiting his friends in this vicinity. He has been converted to practical bicycling since he established his business at the capital, although when a resident of our own city of Chelsea he had a yearning that way, Mr. Woodward, his associate, being already a wheelman.

MR. JOHN HARRINGTON of London recently arrived in this country by the "Britannia," and is at Hartford instructing the Overman Wheel Company in the process of his famous enamelling. We understand the Overman Company have purchased the right for America for this precess, and will apply it not only to their own machines, but will also enamel old bicycles and tricycles.

MR. A. H. FORBUSH of Boston wheeled from that city to Grafton (40 miles) to breakfast 17 June. He started at daybreak and sat down to breakfast in Grafton at 8.45 A. M. He did more riding in that vicinity the same day, and the next (Sunday) started to return home, but at Hopkinton, got caught in the rain and waited for it to hold up; it continued, however, all the afternoon and night, and as he had to be in Boston the next morning, he arose early and rode the twenty-nine miles to Boston in the rain and mud, arriving about 7.30 A. M., just three hours and a quarter covering the distance.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 21 JULY, 1882.

A WHEELMAN'S DRESS.

WE are glad to see a growing disposition on the part of the properly dressed bicyclers to shun the company and fellowship of those callow wheelmen who persist in riding in trowsers. Of course there are occasions, as when a man is bound on a short errand, or in the course of his business, when it is neither convenient nor worth while to change his costume; but when one deliberately starts out for a ride of pleasure or exercise, and *especially* on a Sunday, he should attire himself properly, and as neatly as possible. Dress, as it is neat or shabby, tells amazingly, either for or against bicycling. Moreover, the better a man is dressed, the more he will respect himself, as well as win the respect of others; and the consciousness of appearing well will make him behave well. It is difficult for a well-dressed man to be impolite or discourteous, even when his nature without adornment is rude. Rudeness and impudence are often involuntarily exercised to conceal a consciousness of social inferiority, as well as of intellectual poverty. It has been sarcastically said that "dress makes the man," but it is certain that tasteful dress makes a man more manly. Nor are knee-breeches and stockings the only desideratum for proper bicycling costume. The upper garments, also, should be neat and appropriate. For full uniform, a coat and collar are needed as much as breeches and stockings; and although a neat-fitting and clean flannel shirt is sometimes well appearing, yet as a rule the coat is better, but it must not cover the shirt collar. And here it would seem as if the celluloid collar was invented especially for 'cyclers; for of course linen cannot resist the wilting action of perspiration, and the collar of the woollen shirt gets as quickly soiled and spotted with dust and sweat. To be well dressed when riding, a bicycler should wear well-made, neat-fitting breeches and short coat, the latter with cadet or small turned collar, buttoned to the throat, and a celluloid collar showing about half an inch above, and if the collar button is not covered by the coat, a small bow or pin should be worn. The coat, breeches, and stockings should all be of the same shade, which should be dark, or some quiet gray. If black or ordinary shoes are worn (and to our thinking these are the neatest), they should be nicely shined before starting out. Under cuffs are not necessary, but if worn they should be celluloid. Hat, cap, or helmet may be worn, but like the rest of the dress, they should be neat and stylish. A wheelman thus attired will always appear gentlemanly, and may wear his costume to church, to visit, or at an evening party, as appropriately as a military man his uniform.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

HARTFORD AMATEUR BI. CLUB. — The club hitherto known as the Nutmeg Bicycle Club held a meeting 1 July, and reorganized under the title of Hartford Amateur Bicycle Club. The officers of the old club were all re-elected.

ALBANY AND TROY BI. CLUBS. — GALA DAY, 4 JULY. — The citizens of Cobleskill, N. Y., having invited the bicycle clubs of Albany and Troy to attend and participate in the celebration of Independence Day in that town, the clubs accepted, and made preparations accordingly. The Trojans embarked on the steamer at 3.30 P. M. of 3 July, after a short street parade in their own city, and in about an hour reached Albany, and were cordially received by the Albany wheelmen and escorted to the train for Cobleskill, where all arrived in season for supper. They retired early to bed, and were up correspondingly early in the morning, and took a run before breakfast. The wheel was a novelty in Cobleskill, and created the usual sensation among the uninitiated natives. The parade took place about 10 A. M., and the procession comprised the fire companies, the Grand Army post, and the bicyclers. The latter turned out thirty-nine men; the Albany Bicycle Club, Capt. A. H. Scattergood, having twenty-two riders, and the Troy Bicycle Club, Capt. J. R. Torrance, having seventeen. The wheelmen were in fine form, and showed to splendid advantage, their brilliant wheels flashing in the sunlight, and the notes of the bugles seeming to awaken the spectators to hearty and enthusiastic applause; and the cheers and hand-clapping were redoubled at the excellence of some of their drill evolutions. It began to rain just before the parade was over, but the slight wetting did not seem to damp the spirits of the wheelmen, who managed to find ample amusement during the rest of the day at the hotel, and ended the festivities with a dance, and further entertained their entertainers by an exhibition on the hall floor of some trick and fancy riding. They returned home the same evening, leaving at 8.30 o'clock.

KANSAS BI. UNION. — On 4 July the wheelmen met at Topeka and formed an organization to be known as the Kansas Bicycle Union, with the following officers: President, H. W. Sharpe of Topeka; vice-president, W. B. Ennis of Topeka; secretary, E. W. Kinnan of Emporia; treasurer, C. L. Severy of Emporia. Wheels are few in this State, but we expect to swell the ranks by an organized effort in that direction.

"44."

CHICAGO BI. CLUB. — At a meeting of the Chicago Bicycle Club, held 12 July, T. S. Miller resigned his position as captain, his injured arm still incapacitating him for riding, and Sub-Captain Ed. F. Brown was elected to fill the vacancy.

STATEN ISLAND BI. CLUB. — A bicycle club was recently formed in Staten Island, N. Y., with the following organization: Captain, E. C. Delevan, Jr.; first lieutenant, Percy C. Winter; second lieutenant, Mr. Schriver; secretary and treasurer, W. Wyman. Regular runs are appointed for Saturday afternoons.

PEORIA BI. CLUB. — The Peoria Bicicle Club, of Peoria, Ill., was reorganized 12 June, with the following members: J. F. Coykendall. Charles F. Vail, S. S. Tripp, Fred. Patee, W. J. Rouse, H. G. Rouse, Harold Ross, F. H. Koetter. Burt Hardin. H. M. Goss, and J. E. Koch. The officers are C. F. Vail, president; W. J. Rouse, captain; H. G Rouse, secretary and treasurer; Burt Hardin, sub-captain; Fred. Patee, color bearer. Regular club runs Thursday evening of each week. Our roads here are not the best in the world, though at times they are quite fair, but our runs are necessarily confined to the city. There are but few country roads in this vicinity that are fit for bicycling, but the club expect to take advantage of the first good weather for a Sunday run to Pekin, Ill., and return. The "big wheel" craze seems to have reached Peoria, as all the members are trying to dispose of their wheels, and get the very largest size they can use. Several new machines have been ordered, and the Expert Columbia seems so far to be the favorite. The largest wheel at present in our club is a 56-inch, but the owner is desirous of disposing of it, as he has aspirations toward a 60-inch. It is currently rumored that we are to have two additional members of our club in the near future, in the persons of two of our popular ministers. We think they will require all the patience of Job to wag their clerical legs over the streets of Peoria on a wheel without growling. We sincerely trust, however, if they do undertake the sport, that they may be abundantly successful, and derive much pleasure and benefit from it.

P. O'RIA.

PEORIA, ILL., 14 July, 1882.

ELEVEN members of the Lowell Bicycle Club, last week Wednesday, trained it to Salem, accompanied by their machines, and wheeled thence to Gloucester *via* Manchester-by-the-Sea, it being the first extended run since the club was formed. They wore their new uniform, comprising dark green patrol jackets, knickerbockers, and caps and bicycle shoes. Dinner in Gloucester was taken at the Pavilion Hotel, and the return to Salem in the afternoon occupied a little over three hours. Mr. L. L. Dodge, of the Thorndike Bicycle Club of Beverly, accompanied the party from the latter place to Manchester.

THE Kentucky Bicycle Club will give Charles H. Jenkins, the fifty-mile road champion, a complimentary benefit tomorrow, Saturday, 22 July.

RACES

LAWRENCE, MASS., 4 JULY. — The first race of the Lawrence Bicycle Club was run on Independence Day, the course being around the Common four times, or nearly three miles, the circuit measuring seven tenths of a mile. About 10,000 spectators were present, and were very enthusiastic. Six riders started, taking positions in the following order: Fred. Dyer, Emmons. Smith, Tacey, and Nat. Coggswell. Before the first lap was completed, Smith was thrown and cut his knee, but remounted and continued the race. At the completion of the lap Reed led by 150 feet, with Coggswell, Emmons, Tacey, Dyer, and Smith following in that order; but Emmons dropped out during the second lap, the rest keeping the same order until towards the end, when Smith took third position and Reed had lost 50 feet. On the third lap Reed's lead was reduced a trifle more, and Tacey withdrew. On the last lap Reed got a bad throw, but remounted and finished the race with one hand (the other arm being completely disabled) and secured third place. Smith then passed Coggswell, and crossed the line first in 11m 45s., Coggswell second in 11m. 48s., Reed third. The prizes were: To first, a $25 gold medal; to second, a $15 gold medal; and to third, a pair of Æolus ball pedals. The referee was Mr. Arthur Dyer, and judges were stationed at each turn. The race proved one of the best features of the day's celebration in Lawrence.

PHILADELPHIA, 4 JULY. — At Pastime Park, in connection with games under the management of Gormley, Dawson, and Ulrich, there was a one-mile professional bicycle race, which was won by Louise Armaindo, ten seconds start, W. J. Morgan second, and T. W. Eck third, the men starting at scratch. In a five-mile contest between the same competitors, Louise having one minute handicap, and Morgan and Eck from scratch, Morgan was first and Eck second, the lady breaking the handle of her bicycle before covering half the distance.

SELMA, IOWA, 4 JULY. — Two-mile and one-mile bicycle races were run here Independence Day, on a wet and heavy track, with time correspondingly slow. The former was won by G. Lowry in 13m. 15s.; G. and J. Delaplain second and third, respectively. The one-mile was won by G. Delaplain in 4m. 35s.; G. Lowry, 5m. 33½s. G. Delaplain also won a 60-yards slow race in 1m. 55s.

BALTIMORE, 8 JULY. — The fifty-mile bicycle road championship of the United States was run as announced, on 8 July, at Druid Hill Park, under the auspices of the "Badgeless Brotherhood," about 1,500 people being present. The course was around the lake, a mile and a half, level. The starters were Charles H. Jenkins of the Kentucky Bicycle Club of Louisville, E. E. Williams of Columbus, Ohio, and C. R. Evans, F. Fisher, S. H. Shriver, R. F. Foster, and H. Wilcox of Baltimore. The men all got away in good shape about seven o'clock A. M., and Foster soon got the lead, and kept increasing it for twenty-five miles, when he was more than five hundred yards in advance of Evans, Williams, and Jenkins, who were very nearly together. Then Jenkins began to spurt, and at twenty-eight miles had overtaken Foster, whose arm, hurt at the Williamsburg races, began to trouble him so that after riding a few miles farther he withdrew, leaving the Louisville man to lead, with Williams second and Evans and Fisher not far behind. Wilcox and Shriver had dropped out before this, and at about the forty-second mile Evans also retired, completely used up. Jenkins complained of cramps, but pluckily held his course to the close, winning the race in 3h. 35m. 34½s.; Williams second in 4h. 8m. 27s.; Fisher third in 4h. 23m. 20s. Foster's time at twenty-five miles was 1 h. 43m. ¼s. The officers were as follows: Judges, B. H. Haman, D. McK. Cooke, David Stewart; timers, W. C. Scribner, Dr. J. L. Turner, J. Ulman; referee, L. S. King. The prizes were gold medals to first and second, and silver medal to third.

CLEVELAND, OHIO, 11 JULY. — *Editor Bicycling World:* — The Cleveland Bicycle Club races which were postponed last fall were held on Tuesday, 11 July. At three o'clock in the afternoon, seventeen club members and six unattached riders started from 147 Ontario street for the track located on the grounds of Mr. J. B. Perkins, which was reached at 3.50 o'clock.

The mile race was at the head of the list, and promptly at four o'clock the men were started, there being seven entries. George Collister took the lead at the first quarter, and held it to the end, winning in 3.28¼, A. S. Hathaway second, H. G. Biddle third, J. H. Collister fourth, J. D. Climo fifth, T. S. Beckwith sixth, Harry Glidden seventh. The prize was an elegant gold L. A. W. pin, the gift of Mr. J. H. Wade, Jr., the president of the club.

Next came the slow race of one hundred yards, in which there were eight starters, all of whom except A. S. Hathaway were dismounted, and he won in 2.25½. The prize for this race was an Acme bicycle stand. This was followed by the half-mile spurt, for a club badge. Six started. Hathaway and Biddle worked hard for the lead, but it was gained by the former on the last half, and held by him to the end; but he was pushed hard by Biddle, his wheel overlapping Hathaway's at the finish. Hathaway won in 1.38¼.

After resting a few moments, preparations were made for the final event, — the half-mile hurdle race, which was contested by F. T. Sholes, F. W. Douglass, J. D. Pugh and Harry Glidden. Mr. Sholes took the lead and kept it until he reached the second hurdle (there being three hurdles), when in trying to vault into his saddle he fell; this allowed Pugh to win the prize, which was one year's subscription to the BICYCLING WORLD. Time, 2.21¼, with Sholes second. A leather medal was presented to the last man; it was a gorgeous affair, being about four inches in diameter, with the title "The Last of the Mohicans" printed across the centre.

A large number of spectators were present, including many of the fair sex, and the enthusiasm they displayed tended to encourage the riders. After the races the club rode to Rocky River (four miles), where they sat down to an elegant supper which Mr. J. H. Wade, Jr., very kindly provided. After the members had disposed of this and cleaned the table, — as only Cleveland bicyclers can, — they mounted their "bikes," and under the guidance of Capt. Sholes reached the city after dark. Before departing for their homes, all present voted that the club race meet had been a complete success, and felt that their most sanguine expectations had been fully realized. During the races a head wind prevailed on the last quarter, and after considering this and the amount of racing experience our members have had, we feel that we need not be ashamed of the time that was made.

STEERFORTH.

WE frequently see in our exchanges credit given to R. S. Codman for the best quarter-mile time on record. Mr. Codman is not entitled to the record, and he does not claim it. In 1879 a quarter-mile race was run in heats at Chestnut Hill, in which R. S. Codman and G. Tappan Francis contested. The first heat was won by Francis in 38⅝; the second heat was won by Codman in 38⅜, but the heat was not allowed on account of a false start. Codman won the other heats and took the race, but the record remains with Francis if any one. The course was, however, not one upon which a record can be allowed, for a good portion of it was down-hill. It is absurd to take the time as the best on record.

THE amateur championship races of the Bicycle Union were to be run on the 8th inst. at Ashton Lower Grounds, Birmingham, and comprise the following events: One-mile scratch, twenty-five miles, and one-mile open handicap. The winners in the two former were to receive each a gold medal, and any other competitor beating the following time standards should receive a silver medal: One mile, 2m. 51s.; twenty-five miles, 1h. 20m. To-morrow, the 22d, the five miles amateur championship will be run (time standard 15m. 10s.), and on the 29th the fifty-mile championship (time standard, 2h. 53m.) These races will occur at the Crystal Palace, Sydenham.

THE Boston *Courier* erroneously states that J. S. Prince won the ten-mile professional race at Druid Hill Park, Baltimore, 24 June, on an Expert Columbia. Mr. Prince rode a British Invincible on that occasion.

WE are informed that Prince's proposed race at Norwalk, Conn., on the trotting track of the Agricultural Society against a fast trotter, twenty miles even for a purse, which we announced two weeks since, is to take place 6 August.

THE Massachusetts Bicycle Club has challenged the Boston Bicycle Club to a ten-mile inter-club race, a team of three from each club. The Boston Club will take action at its next meeting.

ROLLINSON says that when he is in better condition he will try conclusions once more with Prince on even terms. Meantime he goes to England, partly on a business trip, and expects to return in a few weeks and go into active training.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Roads about Detroit.

Editor Bicycling World: — During the past week my brother and I have been testing the roads in and around Detroit, and have enjoyed ourselves greatly thereby. I wish to speak, in particular, of two runs we took out of Detroit to Orchard Lake, and to Mount Clemens, and hope that other riders who visit Detroit will try them, especially the former. Detroit to Orchard Lake: —

Jefferson avenue out Woodward, direct road, to Royal Oak.	12m.
Cedar block to city limits, then gravel and plank to Royal Oak. Condition fair on the average.	
Royal Oak to Birmingham,	6m.
Continue straight ahead from Royal Oak. Road is gravel and good. Birmingham to Pontiac. Continue straight ahead from Birmingham down long hill. Do not coast. Road is gravel and excellent. The road is hilly, but hills are small and easily mounted. Nice opportunities for coasting. Scenery from here to Orchard Lake is beautiful. Pontiac to Orchard Lake. Take second road to left after crossing small river bridge. The road turns to left slightly after leaving the corner. Road is fine gravel, surface undulating. Riding is "immense." Stop for dinner at hotel top of hill. Know hotel by the sign, "Groceries."	8m. 5½m.
	31½m.

On our return we made the distances above as follows: —

Orchard Lake to Pontiac,	5½m. 33 min.
Pontiac to Birmingham,	8m. 47 min.
Birmingham to Royal Oak,	6m. 40 min.
Royal Oak to Detroit (Brady street),	10½m. 80 min.
	30m. 200 min.

The run to Mount Clemens I cannot give so definitely. Start at Woodward avenue out Jefferson. Block pavement to city limits, about three miles. Condition fair, then good gravel for about seven miles. Remainder of road is natural soil. The bicycler will have to walk perhaps about one mile of the whole route. This road follows the river and lake all the way, and gives a good view of the water. The distance is about twenty-seven miles. On the return, take the Utica road. The first seven miles is gravel, and rather rough on account of large stones. The balance of road to Detroit is plank, rather rough. Distance about twenty-one miles. We averaged on this run about seven miles per hour.

We have been thinking of taking a two-weeks' run through Michigan, Indiana, and Ohio. The route will probably be something like this: Toledo, Detroit, Flint, Saginaw, Lansing, Hillsdale, Coldwater, Fort Wayne, Lima, Sidney, Bellefontaine, Springfield, Dayton, Xenia, Columbus, Fremont, and Toledo. The distance would be about seven hundred miles. Should we take this trip, I will endeavor to give bicyclers, through the WORLD, the benefit of our experience.

CORN CITY.

TOLEDO, OHIO, 10 July, 1882.

Transportation Charges.

Editor Bicycling World: — The question as to whether bicyclists riding on railroads shall pay extra fare for transportation of their wheels is soon to be settled as far as the Little Miami Railway is concerned. Heretofore the baggage men seemed to use their own discretion in the matter, making unjust discriminations. This treatment gave rise to the question as to whether they were authorized to collect anything at all or not. Complaint was made by a member of the Xenia Bicycle Club to Mr. Ralph Peters, the superintendent, and he writes that an investigation will be made of the whole thing. The matter is of special importance to the members of the Cincinnati, Columbus, Xenia, Dayton, and Springfield Clubs, as well as to many unattached wheelmen on the line of this road.

W. INANS.

XENIA, OHIO, 11 July, 1882.

Roads from Manchester.

Editor Bicycling World: — The Manchester Club has two consuls, by reason of one member being located twenty miles out of the city, but in a good section for riding. This is W. H. Chase of North Weare, an enthusiastic biker, and one of the best roaders in this section. Secretary C. H. Wilkins is consul in Manchester. These two have been sampling the roads about here lately, and find most of them fair riding. Between here and North Weare, about one third, nearest this city, is "poor to bad," the rest being "fair to good." Distance, twenty-two miles. The Nashua road, west side, distance eighteen miles, is not as good, the Manchester end being the better. Others might be mentioned, but only one will be, — the Lawrence road. To Derry, fair to good; Derry to Salem, up-hill and sandy; Salem to Methuen, sand — and such sand! sand almost impossible to

push the machine through, and that in one and two mile stretches, with a mile or less of poor riding sandwiched in. There is a foot-path in places; but it is so cut up with deep ditches, a few rods apart, that pushing the bicycle is difficult. We cease to wonder why the Lawrence men don't visit us. At Lawrence some good streets were found; also one wheelman, but he was a club man, and did the correct thing. President Currier was five miles up the river, swung in a hammock, keeping cool, or trying to. (This was last Sunday, the 9th.)

The Hotel Brunswick needs to be advertised, that it may be *avoided*. It is not quite up to the Essex, at Salem— not quite! Our riders went there because the Essex County meet headquartered there. Well, dinner, — cold turkey, chicken, roast beef, lamb, with potatoes. Strawberries were in sight, and ordered. Ice cream was mentioned, and ordered. A bath was taken in the hotel tub. The bill read: Dinner, fifty cents; strawberries and ice cream, twenty-five cents; bath, twenty-five cents. Total, $1.00 each. The "dinner" did include bread, butter, and pickles ....I like "J. Park Street's" ideas about signs, but offer one suggestion, — that "fp" be used for foot-path. I think this will be approved by riders where the roads are like ours. We find that where they are in a chronic state of badness the pedestrians have usually made a good or ridable path at the side. But give us signs of some sort. SCRIBE.

MANCHESTER, N. H., 12 July, 1882.

What Has the League Accomplished?

Editor Bicycling World: — Of late days it has been my lamentable lot to hear many expressions of dissatisfaction towards the League. Such questions as: "What good has the League accomplished?" "Why should we be subject to League rules?" etc., coming from wheelmen of acknowledged intelligence, have awaked serious misgivings that the harboring of such thoughts may in time engender an open defiance of League authority, and outlaw the exponents of such doctrines among the bicycling fraternity. In the early days of my bicycling career, I confess to having viewed a membership in the L. A. W. as involving the outlay of a substance to secure an ideal; but upon serious reflection, its moral influence upon the sport alone converted me, and now I am a firm believer in its physical benefits as well. Those wheelmen who withhold their patronage from the League with the idea that its advantages are in the mere "name of the thing" will credit this article with at least the intention of removing erroneous impressions.

From the earliest days that history records the doings of mankind down to the present time, in every country, society, or organization there have been laws and rules to confine the actions of man within certain bounds. The necessity of statutory restriction is so obvious that one need only fancy the horrors of a country without law to be convinced of the indispensablity of legislation. It must also be admitted that the power which affixes such laws must be of the highest authority, in order to command respect and obedience. This, then, is the first and principal object of the League. To enact and enforce, by the fear of consequences, such a code of laws as shall best serve to advance the interests of the wheel, and those who partake of its pleasures.

Without the L. A. W., or some kindred power, the sport would soon degenerate into an army of professionals, and those who used the bicycle for pleasure would be indiscriminately classed with the profit-seekers; which would so lower the caste of our favorite sport as to prevent the better classes from participation therein. If it is desirable that this state of things should not exist, that the distinction between amateur and professional should be broadly defined, that the general character of bicycling as a pastime should be elevated to the highest standard of purity, then the League is clearly an absolute necessity. That these things are to be desired no one will deny, not even those nihilistic individuals who would destroy that which we have, without offering to substitute a better. So much for the moral influence of the L. A. W.; and now a few words touching its physical usefulness.

It is a deplorable fact that the League has not extended very substantial aid to its members; but what it lacks in this respect can only be accounted for by an extreme youth, and a comparatively small membership. Towards remedying this deficiency, an increased membership would go a long way; and with such improvements in the workings as time and experience will surely bring, the League would soon attain a power so mighty that evidence of its good work would be scattered broadcast throughout the land. VEDETTE.

LOUISVILLE, KY., 12 July, 1882.

Comment on "Be Courteous"

Editor Bicycling World: — In your excellent editorial article in the last issue of the WORLD, there were one or two points which some of your readers may have understood as referring to the Marblehead Club. I did not intend to give the impression that the two bicyclers who evaded the officer, and took that run along the beach at the Point of Pines, were members of the Marblehead Club. They were *not*. They were strangers, with whom we fell in at Revere Beach. But they did not take that method to gain a free entrance to the grounds. They probably would not have objected to paying had they cared to go in; but a spirit of mischief seized them on noticing the anxiety of the gatekeeper, who went outside the grounds several rods to collect our fares, so remarking that they guessed they would not have to pay for riding along the beach, the two swung into their saddles and took a brief wheel on the sand. They did not, however, enter the grounds.

I agree with you that there are wheelmen who care naught for the rights of others on the highway, and who are utterly lacking in courtesy. — having. I regret to say, run across such persons many times; but so far as the Marblehead Club is concerned (and I have done considerable riding with the club), I shall be surprised to hear that its members have in a single instance been unmindful of the rights and privileges of others, or found wanting in proper politeness. GEESEE.

MARBLEHEAD, MASS., 14 July, 1882.

Prize Values.

Editor Bicycling World: — In your issue of 7 July, attention is called to the desirability of reducing the value of prizes in amateur races. It seems to me that there is only one way to accomplish it, and a very easy one at that. As all race meetings are to be held under the auspices of a League club, let our representatives and consuls come together, and set a maximum money value that shall be offered for five-mile and one-mile races, and so on; and no club to offer prizes worth more than those sums under a penalty. Clubs would not of course be obliged to offer prizes equal to the amount set. Thus a standard would be set, and amateur racing put on a firm footing; and the stronger clubs would not thrive at the expense of the weaker ones. Medals are going out of date, and prizes useful as well as ornamental should be given; the best that can be given for the sums set. The sums set should be fair, as bicyclers have heavy railroad fares to pay in general, and while honor is good to have, still a handsome and valuable prize is best in the long run; and a man earns all he gets, let the prizes be ever so good. By all means let us have a standard, and set it well up, and help raise the standing of bicycling racing. The Springfield Bicycle Club gave $700 in prizes 4 July, and the racers earned them; it paid to give good prizes, and we are sure that nothing was lost by it. On the contrary, everybody gained by it: the public in seeing good racing; the bicyclers in coming together and striving for a valuable prize. Enthusiasm was awakened in the public mind, and bicycling got an impetus, so that where there was one bicycle 1 July, there will be two bicycles 1 September. Over 8,000 people witnessed the races 4th of July, and still cry for more. Give us a standard in time for fall races.

HENRY E. DUCKER.

SPRINGFIELD, MASS., 15 July, 1882.

"Prizes."

Editor Bicycling World: — Considering your article of July on "Prizes" well put, I thought I would contribute to the fallowing as *apropos:* "The Pythian games, dedicated to the Pythian Apollo, were specially confined to musical contests, chiefly between citharoedes and auletes, in which the contending parties sang a festival hymn, accompanied on stringed instruments or flutes; and *although the prize was but a simple laurel wreath, the victor's praises were sounded throughout the whole of Greece.*"

'T is said that Grecian art has become a guiding principle in modern æsthetics; so the "æsthetic athlete," as the Chicago *Tribune* calls us, will not debase himself by following your suggestions. 1097.

PITTSBURG, PA., 17 July, 1882.

The "Montrealers" at Quebec.

Editor Bicycling World: — As promised, I now send you a full, true, and particular account of the visit of the Montreal Bicycle Clnb to the ancient city of Quebec. Punctually at 5 45 Friday afternoon, 30 June, the bugle sounded the "fall-in" at the club-house on Mansfield street; and a gallant array of twenty-one men, in reply to the signal, marshalled their wheels in line facing the headquarters. The whistle to "mount and ride in single file" soon followed; and headed by the captain, closely attended by the bugler and standard-bearer, the long line moved slowly down Mansfield across St. Catherine and Dorchester to Palace street, and down town by way of Radegonde and St. James streets; dismounting in front of the court house, and walking thence down the steep hill to the Quebec boat. The following is a complete list of the members who took part in the trip: H. S. Tibbs, captain; J. D. Miller, honorable secretary, treasurer, and bugler; J. Trotter, first lieutenant and standard-bearer; A. T. Lane, second lieutenant; G. M. Smith, third lieutenant; G. DeSola, fourth lieutenant; J. A. Muirhead, fifth lieutenant; R. Campbell, J. Robertson, W. Starke, C. Delmege, C. A. Merrill, J. Cassils, Jonathan Low, W. C. Bessey, M. B. Davis, G. R. Starke, W. Goldstein, F. Macculloch, W. G. Ross, and H. Shaw.

As soon as possible after getting on board, we stowed our machines away in the best corners we could find. Jingling Johnnie, and one or two others looking carefully after number one, and tipping some of the hands to stow their wheels away in their private cabins. Shortly after this, Hungry Tommy began to show symptoms of his perennial complaint; and nothing would satisfy his fears for the future well-being of his inner man but the purchase of a baker's dozen of supper tickets. This done, peace reigned for a while, during which we skimmed rapidly down St. Mary's current past Hochelaga on the left, and Longuevil on the right hand; then followed Longue Points, and then the supper bell. Our bugler, who had been practising carefully for about a week here, treated us to "hot potatoes, hot potatoes, pick 'em up;" etc. and down we rushed to the dining saloon, and commenced the first of a series of meals which would not have disgraced the swallowing capacities of giants. We were unfortunately unable to get near the piano, as a team of very festive cricketers, bound for Three Rivers to play a match with the Trifluvian Club on the morrow, monopolized it during the whole evening, to the great disgust of our musicianer, who privately remarked to me that he guessed he could discount that performance anyhow. Shortly after passing Sorel we turned in to our state-rooms, and were soon wrapped in the arms of Morpheus, except one or two unfortunates for whom our genial and painstaking secretary had carefully secured berths over the paddle-wheel. We woke early enough in the morning to find, in place of the sultry weather Vennor had promised, a beastly raw-looking day, with a fresh wind blowing, and every appearance of rain.

We reached the wharf about nine o'clock, after knocking about between Levis and Quebec for nearly an hour and a half (presumably to force us down to breakfast; which underhand game we euchred by taking in an extra reef in our belts), and were met by Capt. Campbell and a detachment of the Quebec Club, who escorted us to their wheel-quarters at the skating rink, where we housed our bikes, and hastened back to the St. Louis Hotel and our breakfast.

It was matter for serious regret that Bunthorne did not accompany us, to diversify the crowd. As it was there was verily a company of mashers. Jumbo and Maitland made many conquests at first sight; so did bewitching-eyes Grosvenor and Jimula. After twenty-one breakfasts had been despatched, each of which would have done credit to Hungry Tommy himself, the bugler sounded the fall in, and we departed in quest of our machines at the rink. Just as the last man mounted, the first drop of rain fell, and gradually it began to pour. We stuck to our programme as long as possible, which was to commence with a parade and drill on Dafferin Terrace; and, after carrying out some of the simpler movements to the satisfaction of the crowd of some three or four thousand people assembled, we had to abandon the terrace for the cover of the rink, where, after mopping down our wheels, we continued our evolutions until our clothes dried on us. In the afternoon, as it continued to pour with rain, we had more drill, and the Quebec Club turned out for drill also in the rink.

In the evening the Montrealers were entertained at dinner at the St. Louis by the Quebec Club, and a very pleasant evening was spent. The usual toasts were honored, including the Queen, Governor General and Princess Louise, Montreal Club and officers, Quebec ditto, the L A. W., and the ladies. Unexpected talent in the singing line was developed, especially from the larynx of "Hungry Tommy," who electrified his audience and himself by rendering "The Merman" in very good style. The meeting broke up about 10.30, and sought their "virtuous downies," while others went up to the rink in calashes, to see the completion of a sixteen hours' go-as-you-please (four nights) or, as the French programme rendered it, "Allez-comme-il-vous-plaira," in which Jesse Morahan of Montreal, a pedestrienne of renown, was competing. White Eagle, a Caughnawaga Indian, won, with 124 miles to his credit, — not bad for a man forty-five years old. Next morning we were pleased to find that it still rained as hard as ever; and about sixteen of us attended the morning service in the cathedral, and heard Bishop Coxe of Western New York preach a very eloquent sermon. One of his remarks was as follows: "What kind of a soldier is he who despises his livery?" As "Jumbo" was ashamed to be seen at church in his uniform, and donned a suit of mufti, this must have struck home. Our captain and hon-secretary-and-treasurer-and-bugler (ahem!) were entertained to dinner at the residence of Capt. Campbell's father, and were most handsomely treated. Our second, third, and fifth lieutenants were equally well taken care of by Mr. Herbert Judge, the Quebec's scratchetary. Our first and fourth luffs were visiting friends.

It still rained; and some half dozen fellows got disgusted, and returned by rail to Montreal. The balance remained true to their posts, however, and were rewarded by their first glimpse of Quebec sun on waking Monday morning. During the forenoon we visited the Montmorenci Falls, some nine miles from the hotel, and descended the three hundred and sixty-seven stairs to the foot, getting drenched with spray for our pains. Several of us left our initials cut in the stair rails as a memento of our visit; and close to one of the refugees may be seen a rude (very) copy of our club badge, and a little higher up the badge of the N. A. A. A.

On returning to the St. Louis we lunched, and then assembled on Dufferin Terrace, and completed our interrupted exhibition of drill; leaving there at 4.30 for the Montreal boat, escorted by several members of the Quebec Bicycle Club, with whom we exchanged a rousing cheer as the boat commenced to move; and I think I may safely say that in spite of the unfavorable weather, not one of that party regretted the trip. On board the boat, after doing justice to supper in our usual style, we got possession of the piano, and indulged in songs and chorus to our hearts' content, and that of the other passengers, who repeatedly applauded our efforts; and when we were tired of that, we had some foot drill on the forward deck, and when that got monotonous, we had reading aloud, and subsequently bed, reaching the club house about 7.30 on the morning of the "Glorious Fourth." KANUCK.

HILL climbing by both bicycles and tricycles still continues to be the highest aim of competitive wheelmen in old England. Hills will soon be among the 'cyclic bugbears of the past.

CURRENTE CALAMO

THE Quincy Bicycle Club rode to Dedham to dinner, Sunday. Quincy contains two clubs and more than sixty riders.

THE Marbleheaders made a wheel trip to Manchester, Mass., Sunday. The club has arranged for regular Wednesday evening runs during the summer.

WE understand that the fair students at Wellesley College are interested in tricycling, a Salvo being already in use and a Coventry Convertible ordered.

THE early part of this week has been remarkably pleasant and comfortable for so near the dog-days in this section, and the wheelmen have taken full advantage of it.

THE staid members of the Citizens' Club of Gotham occasionally get frisky and go on a rampage. Several of them went on an an all-day run to Nyack-on-the-Hudson and return one day last week.

LINCOLN PARK has been opened to Chicago wheelmen probationally for thirty days, and there is practically no restriction against them to-day in that city. Last year at this time they only had the streets.

WE are glad to see the Manchester (N. H.) consuls making their office of practical value, and we know all wheelmen will appreciate the brief and yet clear and complete description of the roads converging on their city. They were projecting a visit to Director Hazlett in Portsmouth last Saturday.

THE Kankakee riders really enjoy occasional tumbles from their machines. Four of them, according to the *Gazette*, recently made a run (?) to Momence, a short distance out, in the rain, and had so much fun on the wet and slippery road for about two hours that they were intending to take advantage of the next rainy weather to try it again.

AT a recent meeting of the committee of the park commissioners of Philadelphia, statements as to the number of visitors to the park for the month ending June 30 were presented, as follows: One-horse vehicles, 59,939; two-horse, 34,940; four-horse, 42; bicycles, 1,968; equestrians, 5,453; pedestrians, 498,025, which is a pretty good showing for the wheel.

WE have received from A. E. Swartout a copy of the by-laws, rules, and regulations of the Auburn Bicycle Club of Auburn, N. Y. We perceive the members recognize the possibility of equilibrial uncertainties by inserting a clause in relation to runs to provide for securing hotel or *hospital* accommodations, and also a suggestion for a skilful surgeon and aids to follow long excursions in an ambulance wagon to pick up the "leavings."

GOOD weather and good roads have kept wheelmen on continuous "runs" in the Boston suburbs, this summer. They swarm the highways, singly, by couples, and by squads of from three to a dozen. The usual South Canton trip was made by several of the Bostons, Sunday, and a number of the Chelseas wheeled to Hingham on an assigned run, while the uniforms of Massachusetts, Roxbury, Malden, Crescent, Marblehead, Newton, and other clubs seemed ubiquitous, so frequently were they met, and in such widely separated sections; and the unattached riders in nondescript attire were more numerous still.

TRICYCLING

THE TRICYCLIST. — Lacy Hillier's new "sociable" journal has been received, and like its two-wheeled contemporary, the *Cyclist*, is admirably "made up" and printed. Like all new papers, also, the contents of the first number are largely introductory in character, but are nevertheless interesting and instructive. Mr. Hillier's leader is principally devoted to a review of the comparative growth of bicycling and tricycling, and predicts, as the BICYCLING WORLD has predicted, that the latter will in time surpass bicycling in the number of its devotees. It then proceeds to state the platform and policy of the journal, and says: "Whilst leaning towards conservatism as regards established institutions, we shall not hesitate to attack mismanagement or impotency of action, when they are displayed either by individuals or governing bodies. Whilst representing most fully and energetically the interests of tricycling, we shall not attempt to foist them on the public as of paramount importance. Tricyclists form an important section of the wheel world, but still they are only a section; and situated as the wheel now is, unity amongst all its votaries is imperative." For the rest, the paper is newsy, and its various departments are arranged with taste, and filled with attractive and pertinent matter. We acknowledge the compliment to the BICYCLING WORLD in heading its department of "shorts" "Currente Calamo." Finally, we welcome this agreeable accession to periodical wheel literature, and wish it all the success it certainly deserves, and which we feel it is bound to achieve.

"OLD FILE," in the *Tricycling Journal*, says: "Contemporaneously with the announcement of the Derby-to-Holyhead ride comes the news that the record for a day's journey on a sociable has been raised to 120 miles. This is all very well, but these sociable records might not stand if both the riders are men. The great point of sociables lies in their peculiar value for riders of opposite sexes to journey together, and for two men to go about on a double tricycle is as absurd as for two men to dance together at a ball. Mr. and Mrs. Williams's ride of 102½ miles in the day must therefore be looked upon as the genuine sociable record."

THE proposed "Cyclists' Battalion" begins to take form — in theory — and causes much discussion in English wheel papers.

AND now "Jarge," Lacy Hillier, has been hill-climbing with Miss Jessie Choice, the young lady who helped "Faed" to drive a "Cheylesmore" sociable up the Reigate and Muswell inclines, the Hillier-Choice feat being the conquest of Crystal Palace Road Hill on a Club.

JULIUS WILCOX writes us that he has just received his "Coventry Rotary Convertible," and is much pleased after a limited trial of its capabilities. He mentions several little points of detail in which the manufacture is defective and crude, as is generally the case with imported machines, both bi. and tricycular, and which English makers should strive to remedy. Circumstances have hitherto prevented us from testing ours (same make) sufficiently to enable us to express a full opinion of its merits and demerits.

WE regret to learn that Mr. E. F. Bixby, the tricycling conqueror of Corey Hill, met with a severe accident one day last week, while riding on Columbus avenue, Boston. In trying to avoid a scared horse and dodge two street cars at the same moment, he ran so violently against the sidewalk that he was thrown out, sustaining severe bruises, besides sprains to wrist and knee. The horses, whose foolish fright caused the mishap, were standing unattended and untied, and the owner, acknowledging himself to blame, wanted to pay damages.

THE Alpha Tricycle Club, of Newton, Mass., was formed 11 July, with eight members, several of whom are ladies, on its roll. Among the members are Mr. J. W. Carter of Carter, Dinsmore & Co., Boston, who rides a National, and has ordered a Humber also; Mr. James R. Carter, of Carter, Rice & Co., Boston, who has a National; Melvil Dui, Esq., secretary of the American Library Association, who rides a Salvo; and Mr. Charles L. Clark, one of the racing men of the Boston Bicycle Club, who will probably ride a Devon. The interest in tricycling is very large and rapidly growing in Newton and vicinity; and Waltham, which has been looked upon as the particular field of the three-wheeler, will have to stand aside very soon. The ladies are as enthusiastic as the gentlemen, and many of them use the wheel. The Messrs. Carter will have a Club Sociable as soon as it can be procured from England.

WE received through Vice-President Parsons a declination on the part of Director Fred. T. Sholes of Cleveland, Ohio, to be considered a candidate for chief consul of his State; but it was too late for insertion in last week's issue, which had already gone to press. We shall regret if Mr. Sholes's business engagements must deprive the League of so excellent and efficient an officer, and trust that if elected he will consent to serve.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

MARBLEHEAD BI. CLUB. — Additional: L. A. Peabody and Wm. G. Pray, — both of Marblehead, Mass.

MISSOURI BI. CLUB. — Additional: Julian J. Laughlin, 511 Fine street; J. W. Rannells, Bartold Valley, St. Louis County, Mo.; Harry Hatze, 712 North Fourth street; F. W. Billings, Southern Hotel; Russel Parker, 701 Pine street; Prof. C. H. Stone, Tower Grove; O. Fred. Oeters, 209 South Main street; W. J. Thorne, 3532 Olive street; W. A. Brichner, National Stock Yards, Box No. 77 East St. Louis, Ill.; Wm. Y. Humphreys, 3412 Lucas avenue; H. C. Thorne, 3532 Olive street; Coler E. Stone, Tower Grove; H. W. Greenwood, 307 South Fifth street; W. H. Phelps, 1351 Washington avenue; W. H. Gregg, Jr., 3013 Pine street; Lytton Forbes Garvey, 10 South 22d street; E. T. Peter, Lindell and Grand avenues; Richard E. Perry, 36-8 Vandeventer Place; Lemon Parker, 812 South 12th street, — all of St Louis, Mo.; L. H. Taylor, Columbia, Mo.; L. W. Drummond, care of Drummond Tobacco Company, Alton, Ill.

KANKAKEE BI. CLUB. — Additional: Clarence E. Holt, Walter S. Parker, Louis Lecowi, Charles H. Cobb, Herbert E. Taylor, Geo. F. Crawford, — all of Kankakee, Ill.

ZANESVILLE BI. CLUB. — Additional: W. C. Lawhead, Zanesville, O.

PEORIA BI. CLUB. — Additional: H. M. Goss, 207 South Adams street; Willard W. Burt, 316 South Washington street; H. E. Hardin, 110 South Washington street; F. W. Koetter, 115 South Water street, — all of Peoria, Ill.

NEWTON BI. CLUB. — New: James C. Elms, Jr., Newton, Mass.; Francis H. Whiton, Newton, Mass.; Philip L. Aubin, Post-Office Box 5237, Boston, Mass.; Robert W. Bush, West Newton, Mass.: Fred. W. Walker, Auburndale, Mass.; Wm. A. Hall, 19 Bromfield street, Boston, Mass.; Edw. P. Burnham, Newton, Mass.; Herbert G. Pratt, West Newton, Mass.; Geo A. Mower, West Newton, Mass.; Fred. Harwood, Newton, Mass.; Geo. H. Blackwell, Newton, Mass.; Andrew J. Soles, Jr., Newton, Mass.; Geo. T. Allen, Newton, Mass.; H M. Saben, 260 Purchase street, Boston, Mass.; D. N. C. Hyames, Washington street, Boston, Mass.; John W. Byers, Newtonville, Mass.

WORCESTER BI. CLUB. — Additional: J. Frank Wood, Worcester, Mass.

LANCASTER BI. CLUB. — Additional: Dr. E. D. Day, James D. Landis, — both of Lancaster, Pa.

HACKENSACK BI. CLUB. — President, Wm. T. Knapp; captain, C. Julian Wood,* Box 379, L. A. W. 82; lieutenant, Cyrus Knapp,* Box 2019, L. A. W. 82; secretary and treasurer, H. Stewart, Jr., Post-Office Box 138; Charles Beck, Henry A. Griffeths, Walter F. Farr, Samuel G. Munn, J. Remsen Beam, — all of Hackensack, Bergen County, N. Y.

* Already members of the L. A. W.

UNATTACHED. — W. D. Graves, 3 Stone street, Watertown, N. Y.; Henry H. Post, Oswego, N. Y.; John P. Miller, Oswego, N. Y.; John F. Fraser, Carmi, Ill.; C. A. Roberts, 1203 Arch street, Philadelphia, Pa.; H. C. Witmer, Juda, Wis.; David R. Orbison, care of German American Bank, Sidney, Ohio; Wm. A. McCune, 214 South Ohio street, Sidney, Ohio; Wm. P. Harmony, 214 South Ohio street, Sidney, Ohio; Chas. R. Harley, 223 North 20th street, Philadelphia, Pa.; Wm. A. Richards, 289 State street, New Haven, Conn.; G. F. Stillman, Ilion, N. Y.; D. McKim Cook, Lanvale and John streets, Baltimore, Md.

CORRECTIONS. — "Robert R. McCormick, Edinburg, Pa.," published 30 June, should be Robert K. McCormick, Edenburg, Pa. (Knox P. O.). "Frank P. Brown," of Cleveland Bicycle Club, published 7 July, should be Frank B. Brown. Also in the Cleveland Bicycle Club list of same date, "Herbert Biddie" should be Herbert G. Biddle, "J. D. Perch" should be J. D. Pugh, and "Allan Hathaway" should be Allan A. Hathaway.

To the Amateur Bicyclers of America.

YOUR attention is respectfully called to the League of American Wheelmen, formed at Newport, R. I., 31 May, 1880, as an organization deserving your encouragement and co-operation; and whether club members or unattached riders, you are cordially invited to present your names for membership. The advantages of a union of bicyclers throughout the country for the mutual benefit of all seems so obvious as scarcely to need mention. The badge of the League will insure a cordial welcome from some genial wheelmen in almost every city or town in America, — or in the *world*; it will give the wearer full fellowship with a large and widely scattered body of thorough gentlemen; it will inspire respect in over-zealous officials, or overbearing drivers, from the knowledge that its bearer will be backed up by a large and influential organization in enforcing his rights. The best legal knowledge will be at the command of any member whose rights are threatened. Tours and excursions can be intelligently planned on information which will be at the command of every member, through consuls all over the country. United action will result in favorable regulations as to bicycling in cities and towns, as to transportation of machines by railroads, as to the proper management of races, etc. The League is the recognized authority in the country in regard to bicycle races, and infringements of its rules will entail a heavy penalty upon any wheelman who desires to rank as a racing man. In short, there is not a bicycler in America who will not be benefited ten times the cost of membership by the action *or influence* of this powerful combination. Can there be one who is not desirous of sharing in its expense and influence by adding to its membership his name?

The following extract from the cordial address of the Bicycle Touring Club of England — through its secretary, Mr. W. D. Welford — to the League, admirably suggests the benefits of such societies: "Genial companionship, easy intercommunication, mutual protection and defence, sensible laws and reasonable administration of them, good roads and some degree of freedom in the use of them, comfortable hotels and moderate charges, — these are indispensable auxiliaries to the progress and safety of cycling. In such matters the individual wheelman is powerless, and the ordinary club ineffective; but a league of cyclists can exercise a great influence in obtaining public recognition of their wants, and in promoting the success and increasing the popularity of cycling."

The League now has upward of 2,500 members, a full code of rules, and well-perfected plans of action and usefulness, and it asks the wheelmen of the country to unite to make it still more powerful and effective. Any inquiries will be cheerfully answered by

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.
54 Wall street, New York.

Through the White Mountains on the Wheel. II.

WE dined at the hotel, — the Prospect House, — and were served with a prime dinner for the reasonable sum of $1.00. Terms per day, $4.00. If the time is September, the visitor will do well to try the delicious mountain cranberries which abound on the summit. The descent will be found almost as laborious as the ascent, though made in much less time. We were three and a half hours in going up, and two and a half coming down. This is sharp work; it would be better to take a whole day for this visit.

Regaining our machines we continued past the school-house on the Notch road to Benton, finding one quarter of a mile good riding; four miles up hill with the road degenerating into a cart-path, through dense woods with the mountains closing in on each side until daylight was almost excluded; three miles of jungle of grasses three or four feet high, through which the machines were pushed with difficulty; and finally, after six miles of this wilderness, three miles of hard road and riding again. Let no one ever again take a bicycle within five miles of Benton Notch. Arriving in Benton, we found ourselves inquiring for the village, right in the midst of it. These country villages look much alike on the map, Benton appearing as large as Warren or Bethlehem, though it consists of a few scattered farm-houses only, receiving their mail twice per week. Distances as measured on the map can be depended on, but not so the size of villages. We spent the night at W. W. Eastman's farm-house, Wicher's Hollow, and can heartily recommend his bed and board to the tourist. The next morning we went to Franconia by the direct road through Easton, leaving the village about three quarters of a mile on the left.

BENTON P. O.

1. Short, sharp hill, then level; hard surface; good riding; no dismounts; fine views of Moosilauke.

1½. Bridge over Davis Brook. See basins at right side.

2. Slightly soft; loam; mostly down grade; can be ridden without dismount; sharp turn to left and cross the wild Ammonoosuc river.

3. Sand three inches deep; level; hard riding; frequent dismounts necessary; road follows bank of river, affording pretty scenery; sharp turn to left.

4, 5, 6. Changing from sand to sandy loam. Undulating; no sharp hills; three or four dismounts necessary; easily ridden three fourths of the way.

7, 8. From sandy to clayey tendency; occasional patches of sand; more hilly; riding same as 4, 5, and 6.

9, 10. Surface grows harder and smoother; general down grades; road widens out and gives better side paths; easily ridden without dismount.

11, 12, 13. Surface improves all the way; road a little loose in centre, but ridable anywhere; good hard clay, side paths all the way; gently descending grade or level; no dismounts.

FRANCONIA.

Three quarters of this thirteen miles may be ridden by an indifferent rider, and almost the whole of it by a strong, experienced one. The last half of this road skirts the base of the Franconia range, affording fine views of its principal summits. At about the eighth mile look out for a guide-board showing the way to Bridal Veil Falls and the new flume,

both of which are said to be worth the necessary effort to see them. Reasonable accommodations can be had of Alivn Grimes, whose boarding house will be found at about the tenth mile.

Franconia street is decidedly sandy towards the east, but west it grows harder. In the village a half-mile of second class Boston riding may be had on the sidewalk. In the afternoon we went to the Profile House and down the Franconia Notch to the Flume House, taking a look at the Profile, Echo Lake, Eagle cliffs, basin, pool, and flume, returning to Franconia for the night.

1. One quarter of a mile sidewalk, then sandy, two to three inches deep. Level. Hard riding, but can be ploughed through by hard pulling.

2, 3. Loose, stony surface; very little sand; all up grade; steep in places; easily ridable as to surface, but very hard as to grade; most riders would walk three quarters of it.

4. Harder; sand changing to clay or gravel; steep up grades in places; about one half easily ridable.

4¾. Summit; road grows harder; level.

5. Good gravel road; gentle down grades; riding excellent.

5½. First-class gravel road; gentle grades; regular Boston riding.

PROFILE HOUSE.

In front of this house is a smooth, level area large enough for a L. A. W. meet and parade.

½. Same fine gravel road; level or gentle down grades.

1. Soil, a heavy black loam; steeper up and down grades; badly rutted by heavy stage traffic; frequent dismounts necessary.

2, 3, 4. Much the same as 1; heavy rutted surface; short up and down grades; tedious and hard riding; was quite damp; might be better if dry.

5. Surface less heavy; drier, a little loose; easy grades; might be ridden without dismount.

FLUME HOUSE.

An occasional hard stretch of side path, and the mile and a half of splendid gravel, together with the wonderful natural curiosities to be seen, redeem this ten and one half miles from being a severe ride. Probably the average rider would walk and one third of this going, and one quarter returning, yet the attractions of this region are so great that ten times the effort would be more than repaid. At least a whole day should be given to this trip, and as many more as the tourist can spare may be profitably spent here. Returning to Franconia, we spent the night at the Mountain View House, which was satisfactory in quality and price. From Franconia to Bethlehem there are two roads, the most easterly being our choice, though from descriptions given there was little to choose between them.

FRANCONIA.

½. Turn to left from Franconia street. Very steep hill one quarter mile, with sand four to ten inches deep from ditch to ditch.

1, 2. Loose, slightly sandy in middle of road; level; easily ridable at sides; one or two dismounts necessary.

3. Stretches of deep sand; level, then up grade; little or no riding.

4. Fairly hard surface; no sand; mostly up grade; occasional stretches of fair riding; frequent dismounts.

5. Good hard surface; long, steep up grade, then one quarter of a mile down to village; up-hill too steep to ride, and down-hill dangerous on account of steepness, looseness, and stones.

BETHLEHEM.

There is nearly as much walking as riding in this five miles, but the tourist will solace himself with the magnificent distant views of the mountain monarchs. The streets of Bethlehem will afford a mile or two of fair riding. From Bethlehem to Bethlehem Station the road is a gentle descent of three miles, the surface being hard enough to afford fair riding, except in the vicinity of the station, where it is soft and sandy enough to make riding up-hill impossible. From Bethlehem Station to the Fabyan House, ten miles, the road is a sandy loam, softening up to two or three inches deep in places, and hard enough in others to afford fair riding. It is undulatory, with a general up grade, but no very steep hills. The road is very narrow in places, and little side-path riding is to be had. Near the Fabyan House, and between it and the Crawford House, is a stretch of unridable soft sand of about five miles.

The sandy district in the vicinity of the Fabyan House is entered soon after leaving the Twin Mountain House, and from here to Crawford's, nine tenths of the way, about six miles, must be walked. In the immediate vicinity of the latter house there is about one mile of level gravel road, hard and generally smooth.

CRAWFORD HOUSE.

½. Hard gravel; level; to gate of the Notch.

1½. Very rough. A series of short, sharp down grades following in rapid succession, covered with loose stones and bristling with outcropping ledges; exceedingly dangerous; should be approached with caution, as the first hill is met suddenly and unexpectedly.

3, 4, 5. Clayey loam, generally hard; level or undulating, the heaviest grades being down the Notch; easy and fair riding with perhaps two dismounts in a mile; the road being mostly through forest, the views are limited.

6, 7, 8. Loam becomes gravelly in tendency; harder; better riding except about the eighth mile, where the up grades are heavier, causing more dismounts; fine back views.

9, 10, 11. Alternate loam and gravel, softening in places so as to afford only rut riding; generally down grade; two or three dismounts necessary; last half-mile grows sandy.

12. Sandy; level; one half unridable.

13. Hard sand; level; easy riding all the way in ruts or at side of road on turf; road widens out so as to afford side paths.

UPPER BARTLETT.

We dined at the Bartlett House, finding Frank George a most exemplary landlord, into whose hands the tourist will do well to fall. This is the only chance for dinner or lodging between here and the Crawford House.

1½. Level, and easy riding on turf and side paths; no dismounts.

3, 6. Grows sandy; level, then slight hills gradually increasing in steepness; fair riding, growing poor and difficnlt.

7, 8¼. More sandy and hilly; hard riding; half a dozen dismounts necessary.

GLEN STATION.

2¾. A well-made, wide road, fairly hard surface with occasional loose patches; gentle up grade; easily ridden without dismount; one short, sharp hill just beyond covered bridge.

JACKSON.

From the Crawford House to this place is probably the best consecutive twenty-four miles' riding to be had in the mountain region. With the exception of the mile of sand where the road crosses Sawyer's River, and the sandy stretch between Upper Bartlett and Glen Station, the road is a hard loam which would be heavy in wet weather, and rarely get dry enough to be loose, on account of the shade of trees with which the road is lined much of the way. It is better than the average country road in Massachusetts. An indifferent rider would find it enjoyable, while a skilful one might pronounce it good riding. The views from this road, though limited by the forest, are grand and striking in the extreme, especially the first five miles from the Crawford House. A reasonable amount of space will not suffice for a description of the incidents and accidents that befell us, every hour bringing events of great interest, so I will confine myself to such facts as may seem to be of value to the future tourist.

HON. I. KEITH FALCONER, the famous long-distance English amateur bicycler, recently covered 994 miles of highway in 12 days 23¼ hours, from Land's End to John O'Groat's.

THE American branch of the Bicycle Touring Club seems to be receiving quite a "boom,"—eighteen applications last month, and most of them representative bicyclers. Why is this?

MR. FRANK W. WESTON has been delegated to represent the Boston Bicycle Club at the annual meet of the Bicycle Touring Club at Harrogate, England, on 7 August. Mr. Weston sails in the "Samaria" from Boston, to-morrow (Saturday), and we trust a goodly number of his friends will be at the wharf to wish him *bon voyage*.

NOTICE.

GOOD OPPORTUNITY TO BUY CHEAP BICYCLES WHILST I AM IN ENGLAND.

I will give a liberal discount off any make of English Bicycles ordered through me, drafts or checks to be made payable to the order of the selected maker. The latest catalogues mailed on receipt of seven cents.

Address after 20 July, F. S. ROLLINSON, Chesterfield, Derbyshire, England; also care of BICYCLING WORLD.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCIPEDIQUE.—Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM.—A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882.—Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING.—A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING.—"The Principles of Training for Amateur Athletes, with special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

H. C. BLUE & CO.

48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

TRICYCLISTS'

INDISPENSABLE ANNUAL

FOR 1882.

Sample copies postpaid, 65 cents. A liberal discount to the trade. Sole agents in the United States for ILIFFE & STURMEY'S publications.

OVERMAN WHEEL COMPANY,

HARTFORD - - - - CONN.

☞ BICYCLISTS' INDISPENSABLE will be ready in a few weeks.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS.—For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL.—Sole Agent of the Cunningham Co for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

GOY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.



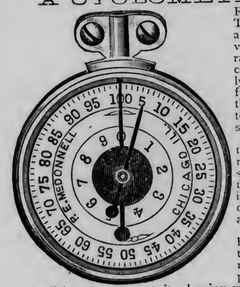
The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO., Smithville, Burlington Co., N. J.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2¼ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.

FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill.

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.



HEADQUARTERS FOR

Patent Rubber Bicycle Handles.

ELASTIC TIP CO.

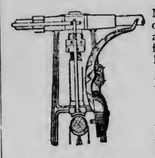
157 Washington St. - - BOSTON, MASS.

Bound Copies of Vol. IV.

BICYCLING WORLD

Now Ready. $2.00, postpaid.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strains. Made solely for and imported by

SAML. T. CLARK & CO. { OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK, } BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.	THE AMERICAN ROADSTER.	THE TYRO ROADSTER.
The strongest, most rigid, and withal the handsomest Bicycle in America.	The cheapest and best hollow-fork and ball-bearing Bicycle in the market.	Strong, serviceable, and economic.

Also **The British, Sp. British and Xtra Challenge Bicycles,** and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.;** Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals;** Hy. Keat & Sons' **Buglets and Slings;** John Harrington's **Cradle Springs;** Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors

$2.00 a Year. 10s Foreign. 7 cents a copy.

BOSTON, 28 JULY, 1882.

Volume V. Number 12.

[Vol. V. CONTENTS. No. 12]

Notes, Queries, etc.	458	South Canton	462
Editorial: A Protest; An Adverse Decision; *In Re* Brakes; Records	459	Judge Lawrence's Decision	464
Wheel Club Doings: Medina; Crescent; Newark; Champion City	460	A Sensible Declination	464
Races: Bicycle Union Championships; Notes	460	The Central Park Case	464
Correspondence: Marietta; Montreal; A Suggestion	461	L. A. W.: Applications; N. Y. Road Routes	465
Excursions, Runs, etc.: Through the White Mountains, III.; Through Long Island; To		Papa's Departure	465
		Currente Calamo	465
		Books and Papers: The Century; Our Little Ones; St. Nicholas; Paddle and Portage	466

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES

AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England,	London - - - England,	Birmingham - - England,
(BAYLISS, THOMAS & CO.)	(SURREY MACHINIST CO.)	(THOS. SMITH & SONS,)
THE "HARVARD,"	THE "YALE,"	THE "SHADOW,"
ROADSTER AND SEMI-RACER.	ROADSTER, LIGHT ROADSTER & RACER.	LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

$ AMATEUR PHOTOGRAPHY



How **YOU** may take fine Photographs with

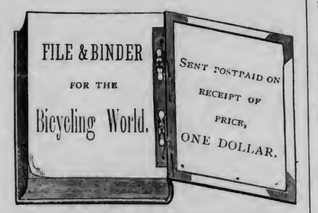
WALKER'S

POCKET CAMERA.

Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L. Rochester, N. Y.

MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents, postage prepaid. A. BASSETT, care BICYCLING WORLD.



First-Class Bicycles!

I have a stock of all sizes of machines of my own make on hand and ready for immediate delivery. They are well made, and warranted first-class in every respect.

All kinds of repairing on bicycles done with care and despatch.

A. M. GOOCH, Newton Centre, Mass.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, $1.50; lettered, $2.00.

E. C. HODGES & CO.,
8 PEMBERTON SQUARE.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

Rintelman's Patent Adjustable Bicycle Saddle.



This is positively the best Saddle made. It combines comfort, durability, and neatness, and is easily adjusted by means of a turn-buckle located in the bottom of the frame, and is well ventilated. Liberal discount to agents. Send for circular.

Price, Plain, $3.50 Nickel-plated, $4.50
Address, AUGUST RINTELMAN,
MILWAUKEE, WIS.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc. all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

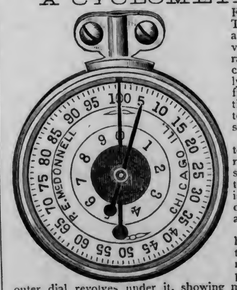
FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — Harvard Tricycle; balls all round; seat; 50-inch wheel; in very good condition; price $100. A 48-inch Standard Columbia; good condition; price $50. E. N. BOWEN, Fredonia, N. Y.

FOR SALE. — One single Hollow Fork Harvard Bicycle; full-nickelled; cheap for cash. Address HARRY M. KELSEY, 43 and 45 Monroe street, Toledo, Ohio.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10. FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill.

Bound Copies of Vol. IV.

BICYCLING WORLD

Now Ready. $2.00, postpaid.

OUR first lot of "Cortis on Training" has all been disposed of since our last issue, but we are daily expecting a second supply.

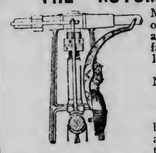
American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN, Worcester, Mass.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Editor Bicycling World: — Will any reader of the WORLD kindly give me, through the columns of the WORLD, his opinion of and experience with an "American Sanspareil Roadster?" and greatly oblige

BICYCLER,
833 Washington street, Wilmington, Del.
19 JULY, 1882.

To C. A. H. — *Editor Bicycling World:* — As an answer to "C. A. H., Cadiz, Ohio" (14 July), I would say that I have used with success for cleaning nickel plate, ammonia, and whiting rubbed on with chamois skin. I also find strong ammonia alone good; but it is often difficult to procure the pure article.

G. RANTOUL WHITE.
WELLESLEY, MASS., 21 July, 1882.

To Correspondents.

C. E. L., Earlham, Iowa. — Rubber tires under any conditions.

H. C. F., San Francisco. — Thank you for paper of 17 July. Too late, however, to avail of the items.

THE address of the secretary of the Hamilton Bicycle Club is Alexander T. Duncan, Ontario.

HANDY ANDY. — Thank you for your cordial approval of our editorial, "Be Courteous."

W. H. G., Woonsocket, R. I. — There is no generally established whistle code, although many clubs have adopted codes on the same general plan, with slight variations. The League of American Wheelmen should, we think, adopt a code of signals for both bugles and whistles, which would be acceptable and become the recognized code, in order to prevent confusion in parade through the aforesaid variations in the club codes.

Correspondents who have ordered "Cortis on Training" will receive their copies as soon as possible after our next lot arrives.

THE secretary of the Hudson (N. Y.) Bicycle Club writes us that Herbert Du Bois, the bugler of the club, while experimenting recently with a bicycle somewhat too large for him, lost control of the machine on a descending road, and the brake being out of order, he was thrown so violently as to break his leg. He is as comfortable, however, now, as can be expected, and hopes soon to be out and on his own wheel once more.

SATURDAY afternoon rides to Coney Island are indulged in by the wheelmen of Gotham.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 28 JULY, 1882.

A PROTEST.

IT is understood that in counting the ballots in the recent L. A. W. elections, the committee on rights and privileges will, in accordance with a vote passed at a meeting of the board of officers, 30 May, throw out the ballots of those who were not members at the opening of the polls 15 June. We protest against such action as unauthorized, unjust, and unusual. It is unauthorized, because there is nothing in the constituiton or rules that provides for it. It is unjust, because it discriminates against those whose membership is assured during the current year, while it allows many whose membership will have expired and will not be renewed, to vote for officers in whom they will have no subsequent interest. It is unusual, because in all legislative bodies, and in public elections, members and citizens respectively are permitted to vote at any time before the polls are declared closed; it does not matter whether the member is present at the meeting when the balloting begins, nor at what hour of election day the citizen is made a voter. Aside from these plain laws and usages, however, such a ruling as this made by the board is especially arbitrary and uncalled for under the circumstances of this first election held under the revised rules of the League; for not only are we voting under a suspension of rules as to time (the rules provide for these elections to take place between 10 March and 10 April), but it is also just at that period when old memberships are expiring (many of which will not be renewed), and new applications are most numerous. We published over two hundred and fifty applications from 9 June to 14 July, and to our certain knowledge many of these expected to be able to participate in the elections, and were most anxious to receive their certificates of membership. Again we say, we shall protest against the throwing out of the vote of any wheelman who became a member of the League prior to the 15th inst.; and we call upon the committee to announce in their report the full ballot as cast, with their reasons for throwing out any which they may decide not to admit.

AN ADVERSE DECISION.

THE decision of Judge Lawrence on the Central Park case, we are sorry to say, has been decided in favor of the commissioners, against the rights of bicyclers to use the highways of Central Park in common with others. We still maintain that the bicycle has a right on all public roads where carriages and other vehicles are allowed to be driven. We cannot but regret the decision in this case, and we sympathize with our brethren in Gotham in the disappointment they must feel in being still deprived of roads which would do much to increase the interest in bicycling in their city. We sincerely trust the case will not be abandoned, but will be carried to the Court of Appeals, where we feel the law as laid down by many eminent judges would be sustained.

IN RE BRAKES.

IN our peregrinations on the wheel and among the various places of resort for bicycles, we cannot but notice how many riders are endangering life and limb by the insufficiency or lack of proper means to check the speed of the machine when descending dangerous hills of either poor surface or steep incline. A few misguided, rash and, from a bicycular point of view, uneducated youths tear along unfamiliar roads without brakes of any kind, or in some cases with that relic of bygone times, a rear-wheel brake, applied by means of a leather cord attached to the handle bar. Every rider who is without it we strongly counsel to have a good front-wheel lever brake fitted to his machine. Do not neglect this matter until it is too late, when friends will mourn for one whose own recklessness or carelessness brings him either severe injuries or perhaps death. In buying a machine, see that the brake is of proper material and construction, with as much care and attention as any part of the machine; for it is a mistake to suppose that anything will do for a brake. The lever should be made of good steel, and not gun metal or iron, as in many makes we have inspected hidden flaws are very apt to render the levers in the former case worse than useless, and liable to breaking on the application of pressure, which may result in serious consequences. The horizontal lever should extend nearly to the end of the handle, — say within three fourths of an inch, — and be sufficiently removed from it to leave plenty of room for the hand without striking, and allow of considerable pressure. The lever should, in the direction of the strain, be three quarters or five eighths of an inch wide, and not less than three sixteenths of an inch thick, and flaring out where the hand grasps it. The fulcrum should be so placed as to give sufficient leverage and quick application, with a strong spring or other device to immediately relieve the wheel on relaxation of pressure. The spoon should be made of generous metal, long and wide enough to meet all contingencies where power is needed, and so adjusted as not to scrape the tire. There have been great improvements in this regard in the best makes of bicycles, but some are still fitted with toys which are worse than useless, and are a delusion and a snare. Care must be used in applying front-wheel brakes; but when this is done the result will be satisfactory, and keep the machine under control on almost any declivity. The spoon of the brake should be far enough from the tire to save the disagreeable mud-throwing so

common on some makes when riding on heavy roads. We advise all riders of both bicycle and tricycle to inspect well the brake power before purchasing, and be sure that it is sufficient to meet the requirements of touring.

RECORDS.

Now that the season for out-door racing has set in, we are receiving claims for records from all parts of the country. Scarcely a week passes that we do not hear of some party who claims to have beaten all previous records for this or that distance. We have heretofore had no standard to go by in the matter of records, and many bicyclers seem to think that their unsupported statement will admit them to first place. That there may be no further misunderstanding in this matter, we will state what we demand of those who claim a record for the best time. We must have a certificate from judges and time keepers of the time (taken by not less than two watches) and a certificate from a competent party of the length of the track measured *two feet* from the inside curb. It matters not whether the track be covered or not. It has been the custom in this country to speak of "the best record" and "the best out-door record." This is well enough, provided the conditions are observed; but unfortunately the claims for the best out-door records in the past have been made for time in races run on trotting tracks, where the line is drawn three feet from the curb. These cannot stand by the side of such records as those made at the Boston Institute, and in England, where the line is but two feet out. We have but few bicycle tracks in America, and much of our racing has to be done on trotting tracks; but there is nothing to prevent a new line being drawn on the latter, and a start made the requisite distance back of the wire. We have received claims for the best on record from Louisville, where a new track has just been laid out; but although we are furnished with proper certificates, and from competent parties, the track has been measured three feet from curb, and we cannot admit the record. Washington riders also lay claim to certain records made at Iowa Circle; but we have had no certificate of the track measurement. Under the conditions above laid down, we have few "out-door" records in America. We hope that the coming fall races will be conducted upon the proper standard, and that the blank spaces on our record book will be filled with reliable and creditable records. Under these conditions, and these only, can we compare American time with that of England.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

MEDINA BI. CLUB. — The Medina (N. Y.) Bicycle Club was organized Monday evening, 10 July, with ten members. C. F. Hurd was elected president and captain, and Homer Luther secretary and treasurer. The other members of the club are J. R. Weld, Jr, A J. Grinnell, I. C. Hoyt. Fred Gates, R. E. Ratcliffe. Willie Beecher, Charles Whedon, Moses Zalenski.

CRESCENT BI. CLUB. — Last week, Thursday evening, a new bicycle club, to called the Crescent Bicycle Club, was organized in Lynn, Mass., with twelve members. The following officers were chosen: President, S. W. Gulliver; secretary and treasurer, Charles H. Evans; bugler, M. A. Locke; Captain, W. C. Stewart; first lieutenant L. F. Holt. The club will meet for a weekly run on Thursdays. Regular meetings second and last Thursdays of every month.

A BICYCLE club has been formed in Newark, O., with fourteen members.

THE Champion City (Springfield, Ohio) Club intend producing a bicycle opera next winter.

MR. A. M. CROTHERS has been elected president of the Champion City Bicycle Club, in place of J. S. Crowell resigned.

RACES

Coming Events.

31 July. New York, at Ridgewood park, in connection with picnic sports of the Sons of St. George. a three-mile amateur bicycle race, sanctioned by the L. A. W., and run in accordance with League rules. Two prizes,—fruit standard hat. Entries close 29 July, to John Harper, 474½ 10th street, Brooklyn, N. Y.

28 and 29 August. Columbus, Ohio, League of Ohio Wheelmen annual parade and races. Half-mile dash, citizens' prize, value, $40; one-mile dash, gold badge, value, 50; four trial dashes of half mile each; the winner of each trial dash entitled to a place in the race for the championship of Ohio; three-jewelled L. A. W. badges to three of the winners of trial dashes. Five-mile dash, prize, a nickel-plated Columbia bicycle; one-mile dash, championship of Ohio, prize, diamond badge, value $125. A solid silver bugle, valued at $50, to club having the largest attendance in uniform and participating in the parade on the bicycle track. Nickel-plated lamp to the individual wheelman presenting the best general appearance as a rider; gracefulness, ease of motion, and control of machine to be the special considerations. There has been constructed, especially for the use of the wheelmen, a quarter-mile track. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. One-mile and five-mile events; gold and silver medal prizes for each. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

5 September. Worcester, Mass., New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Æolus Wheel Club. Open to amateurs only. Two-mile race, for gold, silver, and bronze medals. One-mile race, for gold, silver, and bronze medals. Half-mile race, for gold, silver, and bronze medals. Races to be run in heats, best two in three. First race called at 3 P. M. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street

The Bicycle Union Championships

THE one and twenty-five mile championships, under the management of the Bicycle Union, were run off last Saturday at the Aston Lower Grounds, Birmingham, before an attendance of between 7,000 and 8,000 spectators. Fine but cloudy weather favored the racing, and the proceedings, which were most successful throughout were watched with the utmost interest and enthusiasm by the onlookers. The track, a full description of which was given in our last, was in splendid order, despite the rain of the previous days. Of the competitors in the championships, the Hon. Ion Keith-Falconer and C. A. Palmer were the only absentees; of these the former has, as we surmised, found the week he allotted himself for training insufficient, and the latter has not recovered from the accident he sustained on the 24th ult. The race for the longer championship was somewhat marred by the accidents sustained by Messrs. Day, Jephson, and Lowndes, though had they remained on their machines we do not think the result would have been altered so far as the actual winner was concerned. The one-mile handicap produced but a poor entry, the Union policy in the matter of prizes being most strongly disapproved of in the Midlands.

Of the celebrities on the ground, besides those officiating, we notice the Hon Ion Keith-Falconer, the brothers Whatton, J. H. Price, honorable secretary Stanley B. C., M. D. Rucker, Jr., E. Tegetmeier, John Keen, F. Cooper, and Richard Howell. The following gentlemen officiated: judge, H. L Cortis; umpires, T. E. Scrutton and Henry Sturmey; handicapper, H. M. Oliver, B. U.; laptaker, R. P. Hampton-Roberts; starter, F Oxenbould; and timekeeper, G. P. Coleman, assisted by G. W. Atkinson, of the *Sporting Life*. Details: —

ONE-MILE CHAMPIONSHIP. — Heat 1: M. H. Whish, Birchfield B. C., beat C Crute, Sutton B. C., by a yard. Whish led at the start by four yards; thus they rode on till half-way through the last lap, when Whish spurted and drew slightly away; rounding the last corner Crute came again, and after a hard finish down the straight they came up as above. Time, 2m 52⅘s. Heat 2: F. Moore, Warstone B. C., beat M. J. Lowndes, Macclesfield B. C., easily. Moore allowed Lowndes to lead, which he did at a very smart pace; 100 yards through the last lap Moore spurted hard, and at once left his opponent and ultimately won by about fifty yards, in the grand time of 2m. 45s. Both men rode right out, and Lowndes finished in 2m. 50⅘s., and thus secured one of the time Union medals. Final heat: Moore, first; Whish, second; Lowndes, 0. Lowndes started as fastest loser. At the pistol fire Lowndes led off, followed by Moore and Whish, and this order was continued till entering the last lap, when the two last named went up by Lowndes, who then sat up; down the back stretch two yards separated the pair, but at the last corner Whish got up and both put in all they knew down the home straight, the result of one of the finest finishes we have ever seen being that Moore won by nine inches Time, 2m. 47⅘s.

ONE-MILE HANDICAP, open. — Heat 1: H. Vaughton, Birchfield, 30 yards start, first; G. H. Ilston, Royal Mail, 75 yards, second; H. West, Bristol, 60 yards, 0; M. H. Stephens, Aston Unity, 130 yards, 0. The two placed came out in the last lap, and after a good finish Vaughton won by three yards. Time, 2m. 51⅘s. Heat 2: M. H. Whish, Birchfield, scratch, first; T. Sutton, unattached, 120 yards, second; F. Allard, Coventry Star, 75 yards, 0. Won easily by a yard; bad third. Time, 2m. 56s. Heat 3; T. D. McKenzie, St. Helen's, 95 yards start, first; A. C. Auster, Speedwell, 30 yards, second; W. Pratt, Wharston, 55 yards, 0. The winner led all the way, and won anyhow. Time, 2m. 54s. Heat 4: W. Powell, unattached, 45 yards start, first; S. W. Short-Neckells, 85 yards, second; T. F. Moore, Warstone, 120 yards, 0; won after a fair race by eight yards. Time, 2m. 53⅕s. Final heat: McKenzie, first; Vaughton, second; Whish, third. As in his heat, McKenzie gave the others no chance, and won easily by twelve yards. Vaughton secured second place by two yards after a good race with Whish. Time, 2m. 52⅘s.

TWENTY-FIVE MILE CHAMPIONSHIP. — F. Moore, Warstone, first; F. R. Fry, Clifton, second; C. Crute, Sutton, third; W. K. Adam, Oxford University, fourth; H. Muir, Cambridge University, 0; E. S. Hassall, Speedwell, 0; M. H. Whish, Birchfield, 0; C. D. Vesey, Surrey, 0: W. H. Jephson, Oxford University, fell; G. D. Day, Cambridge University, 0; M. J. Lowndes, Macclesfield, fell. All got off to a good start, and quickly dropped into line with Lowndes as pioneer, the pace set being by no means fast. No change took place till the fifth mile, when Vesey and Fry began to drop behind; in the sixth mile Day, while riding second, broke three spokes in his front wheel and was forced to retire, and immediately after Jephson's machine went wrong and threw him. Whish, Muir, Hassall, and Vesey had in the mean time retired, leaving Moore, Crute, Lowndes, Fry, and Adam on the track, the two last-named being half a lap behind. In the fifty-ninth lap Lowndes's machine struck the inside edge of the track and threw him, and he then relinquished the contest. In the twentieth mile Fry and Adam, who were riding in company, and were by this time a lap in the rear, began to put it on, and drawing away gradually decreased the lead of Moore and Crute to such an extent that four laps from home they had again got level; entering the last mile the pace slightly increased, but the four kept together, and it was not until the last lap that spurting commenced; here Moore put all in, and going right away won, easing up by thirty yards. Fry and Crute had a rare struggle to the post, but the Bristol man stayed longest and beat the Sutton champion by a length. Adam was fourth, ten yards in the rear. Time, ten miles 34m. 3⅘s.; fifteen miles, 49m. 35s.; twenty miles, 1h. 7m. 30s.; and twenty-five miles, 1h. 24m. 19s. At the conclusion of the races the medals and prizes were presented to the successful competitors by H. L. Cortis, at the Holte Hotel, which adjoins the grounds. — *Bicycling News.*

THE *Cyclist* notes the fact that at the sports held in Coventry, 1 July, in aid of the Starley memorial fund, five out of the six prizes given for tricycle races were won on Mr. Starley's masterpieces, the Coventry and the Salvo, the former taking three and the latter two of the prizes, the Salvos also being first prizes.

THE grand meet and races of New England bicyclers at Worcester, on the occasion of the New England fair to be held in that city, will occur on Tuesday, 5 September, and it is time for wheelmen to begin to think about attending. The Worcester clubs have again undertaken the direction of the affair, and will of course make it *the* meet of New England.

A THREE-MILE amateur bicycle race is to be run in connection with the picnic sports of the Sons of St. George at Ridgewood Park, New York, Monday, 31 July. Race sanctioned by the L. A. W. and under League rules.

THE Manhattan Bicycle Club are to have a ten-mile contest in their club races next fall.

RACES under the auspices of the Pacific Wheelmen's Association were announced to take place at the Olympic Club Grounds, Oakland, Cal., last Saturday.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgement are improper by reason of gratuitous advertising or objectionable phraseology.]

Marietta.

Editor Bicycling World: — The members of the Marietta Bicycle Club indulged in a run to York and back last Sunday. We started in full uniform at six o'clock sharp, taking the towpath to Columbia rather than climb the hills. We found the towpath stony at places, but managed to keep our saddles. The long bridge over the Susquehanna River, from Columbia to Wrightsville, was rough, on account of the planking being crosswise. After leaving Wrightsville, we had three tough hills to ascend, but otherwise it is the best road in this neighborhood. The boys made a fine appearance as they wheeled down the streets to the hotel, where, after a drill, we dismounted at nine o'clock. A large crowd of curious people soon gathered about the hotel, and remained with us examining the machines and asking questions. We returned in the cool of the evening, enjoying the ride very much .... Messrs Elmer E Lindemuth and David K. Mehaffey rode to Gettysburg last week, *via* York. They report the road between the two towns from fair to good. They were obliged to walk four miles over South Mountain. SECRETARY.

MARIETTA, PA., 20 July, 1882.

Montreal.

Editor Bicycling World: — Doubtless you may imagine my bark has all left me; but I assure you such is not the case, and I send you the following as proof of it.

Our club is in a fairly flourishing condition at present, although some of our mounted men, presumably "active members," are anything but active, and rarely give me a chance to snap at their heels, a pastime I take great delight in (and what dog would blame me?) For the season ending 30 June we have had twenty-seven rides, with an attendance of three hundred and seventeen men, making an average attendance of almost twelve to each ride. The largest muster was twenty-four and the smallest three.

Our mileage for the season is 265½ miles. This amount would, I think, have been as large again, had it not been for our having so many wet Saturdays, which has prevented us from taking extended tours through the country. The seven highest individual mileages are: R. Campbell. 168¼ miles; J. Trotter, 164 miles; H. S. Tibbs, 150 miles; D. B. Holden, 148 miles; H. MacCulloch, 139¼ miles; J. D. Miller, 138 miles; H. Joyce, 137½ miles.

The concentrated wisdom of our club, as represented by our committee, have had eighteen meetings; largest possible attendance, 126; actual attendance, 106.

The machines used by our riders are: Sanspareil, 14; D. H. F. Premier, 8; Special Royal Canadian, 6; Royal Canadian, 5; Pilot, 4; Berkshire, 2; Club, 2; Howe, 2; No. 0 Premier, 2; Timberlake, 1; Stanley, 1; Duplex Excelsior, 1; Florentine, 1; London, 1; Meteor, 1; D. H. F. Challenge, 1. And the sizes are: 48-inch, 3; 50-inch, 11; 51-inch, 3; 52-inch, 21; 53-inch, 2; 54 inch, 8; 56-inch, 2; 58-inch, 2.

We intend holding our second annual race meeting on Sept. 2, when we will be happy to meet any of our American cousins or others, and can promise them a good time. I repeat my challenge of last year to run any dog of my own size and weight any distance from one to one

hundred miles. for any amount he may choose; and if this challenge is not vague enough, tell me, and I will make it more so. Caninely, THE CLUB DAWG.

MONTREAL, 22 July, 1882.

A Suggestion.

Editor Bicycling World: — A few days since I had occasion to take my cyclometer apart, and upon looking through the movement was much surprised to see that the wheels and pinions had been "soft-soldered" together, and that the "soldering fluid" (muriate of zinc). not having been properly cleaned off, had rusted the pinions in a shameful manner. Thinking mine might perhaps be an exceptional case, I have since examined several others, and found them all in about the same condition. I am at a loss to know why the makers should consider it necessary to use solder at all, as the wheels of clocks, which are subjected to a much greater strain, are staked and riveted, and when properly done never come loose. I would advise owners of these otherwise very satisfactory instruments to examine theirs, and if they find the pinions rusted, to apply a small quantity of kerosene oil to them, which will arrest the progress of the rusting; and I would respectfully advise the makers to give up the practice of using solder, and have the wheels staked and riveted on the pinions, as there is little or no strain on any of the wheels, — certainly not enough to loosen one if properly fastened in the beginning. G. W. H.

POUGHKEEPSIE, July 21, 1882.

EXCURSIONS, RUNS, ETC.

Through the White Mountains on the Wheel. III.

OUR object in visiting Jackson was to make it a base of operations in exploring the Ellis River valley with its natural wonders. and to ascend Mt. Washington from the east. The Glen Ellis House having been recommended, we made it our headquarters for two or three days. Alas for the recommendation! We found it too literally "small potatoes and few, etc." Let the tourist try Thorn Mountain House.

JACKSON.

1. A good loam road. Level or slightly up grade. Good country riding. No dismounts necessary.

2, 4. Soil same as 1. Level or long up grades. Road gets very narrow and rounded. Tedious riding on account of length of hills. Mostly rut riding. Occasional dismounts necessary on account of grade.

5, 8. Loam somewhat loose. General up grade with some steep unridable hills. Rut riding. Frequent dismounts necessary on account of grade and looseness of surface.

Summit of Pinkham Notch. Road very narrow and hemmed in by dense forests.

9, 12. Loose loam, becoming loose gravel and then sand. Sharp down grades which require cautious riding. Fair riding until near the Glen House, where it is three inches deep sand.

GLEN HOUSE.

Upon the whole this is a hard ride, between the hills and the loose surface. Probably the average rider would walk one quarter of the distance going up and one eighth returning. About the eighth mile look out for a guide board on the right hand directing to Glen Ellis Falls, and at ten miles another on the left hand to Crystal Cascade. Arriving at the Glen House, the tourist will find himself at the very base of the mighty mountain monarch which he has seen towering over the forest-bound road for the last half of his journey, and whose majestic height he has come to scale. He will need generous preparation of rest and refreshment if he ascend, as he will, in the only manner worthy a wheelman, by the old path and Tuckerman's Ravine. There are three ways of making the ascent on this side: by the carriage road all the way; by Crystal Cascade and the ravine; and by the carriage road, path, and ravine. We chose the latter, having visited the cascade and intending to descend by the carriage road. Leaving the Glen House at three o'clock we took the road as far as a sign board "Tuckerman's Ravine," two miles, where the path strikes out through a venerable forest skirting the base of the mountain. Soon the path begins to ascend; up! over mossy rocks, through the gray old trees, ever up! until we reach the banks of a tumbling brook whose course marks our path for another mile. Vegetation, changing in character as we ascend, now becomes scanty, and the trees are stunted and sparse, affording occasional glimpses of the narrow valley below, Carter dome on the other side, or the grim towering portals of the ravine above. Urged on by the lateness of the hour, we pressed forward, soon emerging from the trees and finding an abrupt ascent of half a mile over a mass of bowlders which appear to have been swept out of the gate of the ravine as with a titanic broom. and slid down the mountain side in a tremendous avalanche. Up! over these masses we climbed, the vast chasm yawning above us. and the naked rugged flanks of the mountain sweeping away on either hand, thousands of feet down into the valley At last we stood within the ravine, viewing its magnificent desolation On each side are nearly perpendicular walls more than a thousand feet high, sweeping back into the heart of the mountain in a regular horseshoe curve, forming a stupendous amphitheatre. We followed the bed of the stream for another half-mile up the ravine, the sheer curving precipice hundreds of feet high frowning upon us, apparently defying further progress. It is impossible for the explorer approaching the foot of this continuous perpendicular cliff to imagine any means of exit except a return by the way he came; yet upon reaching the head of the ravine, he will find a series of shelves and recesses by which he may climb to the crest of the cliff without serious difficulty or danger. With night approaching and no visible path out of this ravine, it took some courage for us to struggle up this dizzy height, not knowing the distance or direction of the summit. There was now no turning back; so once more urging our overtaxed muscles to action, we painfully climbed the great hill of naked bowlders rising at an angle of forty-five degrees before us, and presently the cheering sight of a barn, and then the Summit House itself, is presented to us. One more effort and we are standing on the platform of the hotel watching a threatening black cloud which has curled up over the thin crest of the ravine, and followed us up the cone. Five minutes later and we should have received an unwelcome bath. In the evening the rare good fortune of seeing a splendid cloud effect, with the rising of a full moon and afterwards an unusual display of aurora borealis, was ours. The bracing air, the comfort and good cheer of the hotel with its steam heat, the wonderful sense of elevation and isolation, are to be experienced rather than described. Then the walk down the carriage road the next morning with all the glory of the mountains about us. I count it one of my richest experiences, worthy of ten times the toil.

The distances of this mountain climb are as follows: Glen House by carriage road to Path, two miles; to Ravine two and one half miles; to head of Ravine, one mile; up the cliff, half a mile; crest of cliff to summit, half a mile, — six and one half miles. By the carriage road it is eight miles. We were three hours and ten minutes in ascending, with but one stop of ten minutes. It is almost needless to add that this was painfully rapid; nothing but our apprehension of being overtaken by darkness could have urged us to it, and nothing but bicycle muscle could have enabled us to do it. Not less than five hours should be allowed, and the best plan would be to spend all day, taking a generous lunch. The early and middle part of the day would be spent in the forest, going up the ravine in the afternoon shade, arriving at the summit in time to see the sunset. There is no positive danger in the ascent.

Some caution is needed in climbing the cliff at the ravine's head, as the rocks are wet and slippery, unless the season is unusually dry. The path is plain and cannot be lost sight of. Emerging from the woods, the tourist will find the way marked with splashes of white paint on the rocks every fifteen or twenty feet. so that the path can be followed even in a moderately dark night. We occupied three hours of the next morning in leisurely descending by the carriage road, enjoying in no ordinary degree the exhilarating influences of our surroundings. Returning to Jackson over the road already described, we spent the night there, and next morning reluctantly turned our M. I. P.'s to the mountain.

Through Long Island.

Editor Bicycling World: — Under this title I described in WORLD of 26 November, 1880, the condition of the roads explored by me the previous summer between Greenport and Brooklyn; and possible tourists whom this present supplementary account does not satisfy should consult that original report for additional facts.

On the 4th of September last, I took steamer for Flushing, and mounting there at noon, was just an hour in getting to Snell's Hotel at Little Neck, about five miles and three quarters. This stretch of macadam, which is six miles long, and which in 1880 I found in perfect condition, was in poor order in many places on account of ruts and sand. After dinner I went across country by a somewhat winding, but for the most part ridable clay road, till I struck the Jericho turnpike near the Hillsdale railroad station: distance 3¾ miles, time 50 minutes. Up the turnpike I went at speed for perhaps two miles or more to the cross roads beyond the asylum, where I turned towards Garden City, reaching Stewart's Cathedral at 3.50 P. M. Forty minutes later I was three miles further, at Greenfield Cemetery, beyond Hempstead. Another similar period of time and space brought me to the flag-pole in Merrick. At 5.30 P. M., while still in the same town, I reached the South Shore Road, and an hour later South Oyster Bay, five miles on. Then a half-hour's sidewalk business in the dust, three miles, to the Douglass Hotel in Amityville, at 7 P. M., making twenty-nine miles for the afternoon. The route between the Jericho turnpike and the hotel had not been tried by me before, and I do not recommend it.

Starting next morning at 6 15, I rode to Babylon, 5½ miles, in fifty minutes, and stopped an hour for breakfast. Then through Bay Shore, Islip, Sayville, Patchogue, and Belport to Brookhaven at 1.45 P. M, twenty-five miles of smooth and pleasant riding. Thence away from the shore to Yaphank, in whose vicinity I made several detours, ending at the railroad station at half past five o'clock, with a-day's record of 42½ miles. Starting from the same station at four o'clock of the following afternoon, — the afternoon of "the yellow day," — I rode backwards fourteen miles to Sayville, finishing there in the moonlight at 7.30 P. M. Between whiles I had gone by train to Greenport, with the idea of there striking a boat which would take me across the Sound to see the Centennial Celebration at New London and Groton. Disappointed in this, I sat on the shore during the forenoon, peering into the queer yellow mist which obscured a pinkish sun, and listening to the cannon shots which rolled across the water from the far-off celebration. Then I took train back to Yaphank, and mounted as aforesaid for a three hours' ride in the blazing hot air. Right here I may remark that in 1880 I found good riding from Greenport to Riverhead, twenty miles or more, and then took train to Yaphank, perhaps a dozen miles or so, on account of discouraging reports as to the sand. I have been assured, however, by a Brooklyn rider, that this stretch is by no means a bad one, and that he has more than once pushed his wheel the whole length of the island, from Greenport to Brooklyn, within the limits of a single day. That, let me add, is more than I could do.

Wednesday, 7 September, is memorable not only as "the hottest day of 1881" all along the Atlantic slope, but also as "the hottest on record since 1874." In many places the thermometer marked 100° in the shade for several hours; and as I rode in the sun, I must have been exposed to a heat of from 110° to 125° from 9 A. M. to 3 or 4 P. M. Between 6.07 A. M., when I mounted at Sayville, and 7.05 P. M., when I plunged my burning head into the public fountain at Flushing, the cyclometer recorded 50½ miles, and two more miles were added between the ferry and Washington square. This was by far the most severe test my physique was ever put to by bicycling, and I am perhaps entitled to brag because I endured it without any excessive discomfort, and without any subsequent ill effects. The next day I felt rather listless and sleepy, but nevertheless was quite able to get through an average amount of work. That ride was the only one of my experience in which the motion through the atmosphere had no cooling effect. The air itself, as it struck against one's cheeks, seemed blazing hot, as if literally it had come from a furnace. I should be afraid to estimate the amount of water and other liquids which I absorbed that day. I drank at every possible drinking place, and I dashed cold water on my fiery face as often as the chance was offered me.

Stopping an hour for breakfast at Babylon, I kept on the familiar South Shore road to Amityville, just twenty miles; then turned off to the right for Farmingdale, four and half miles; there made another turn left for John Noon's; tuen a turn to the right and a ride across the plain to Hicksville, five and three quarters miles, at 1 30 P. M. Stopping there a half-hour for dinner at the Grand Central Hotel, a ride of twenty minutes took me to the hotel in Jericho, two and a half miles The turnpike thence to Jamaica (about seventeen miles, if my memory serves) is usually excellent, hardly requiring a dismount; but on this occasion, by reason of the long absence of rain, the first part of it was quite soft and dusty. Hence it was not until 4.20 that I reached the brick beer saloon beyond the railroad crossing, not far from Minnesota, — a six-mile ride and walk. Thence I rode without stop to Hinsdale, exactly four miles, in exactly half an hour, — this being my longest, swiftest, and hottest spin of the entire day. Then I turned into the cross road towards Little Neck, and made my first stop in fifteen minutes at a well about two miles on. There I learned that no trains were running between Little Neck and Flushing, on account of financial troubles. Thus my plan of taking train at the former place was blasted, and I was not sure that any train went in extra from Flushing later than seven o'clock. So from Little Neck I speeded desperately along to catch that train, risking my own little neck among the ruts in the gathering twilight. At last I despairingly took to walking and running, and was favored with the whistle of the departing train when I got within twenty rods of the station. However, another left at eight o'clock, and took me with it on its rear platform. Meanwhile I had improved the chance to refresh myself with ice cream, soda water, melons, peaches, and other such things, which the average idiot, who disbelieves in the wisdom of obeying Nature's demands, declares to be deadly indulgences for a man who is unendurably hot. KOL KRON.

WASHINGTON SQUARE, N. Y., 20 May.

To South Canton.

LAST Saturday evening we accompanied members of the Boston Bicycle Club on a run to South Canton, and we no longer wonder at the frequency of the club's runs in that direction; for the roads are sandpapered the entire distance after leaving the immediate environs of Boston. As the course lies over the Blue Hill range, there is naturally much ascending and descending; the former principally on the outward journey, but the excellence of the road-bed and long and smooth coasts on the other side amply compensate for the climb. The party out comprised Messrs. Dean, Lowry, Woodman, Hodgkins, Edmands, W. T. Underwood, T. Plympton, and "us." The club-house in Union Park was left at 5 P. M., and "Cobb's" was reached at 7.30; or, deducting stops, about two hours' riding time. An excellent supper was served half an hour later, comprising chops right from the mutton, milk right from the cows, eggs right from the hens, bread right from the pantry, butter right from the buttery, blueberry pies right from the huckleberry pasture, and pears right from the preserve jar; and the way these staples and the collaterals evaporated under the focus of eight healthy appetites was a caution to lawn-tennis dawdlers. More than two gallons of milk and three dozen eggs were devoured, while the frequent bellowing of the cows and the constant cackling of the hens could be heard from the adjacent barn in enthusiastic approval of the proceedings. The next morning at breakfast was a modified repetition of the affair, but by noon all except Hodgkins had settled down to normal healthy appetites, although Morris arrived in time for breakfast and so kept our handsome but modest giant in countenance. During the forenoon of Sunday, besides Morris, Turner, Ruggles of the Massachusetts Club, and Messrs. Richards and Wattles joined the party. The brief portions of the day when not engaged at eating were spent by the gentlemen vari-

ously, several running to Massapoag Lake, others to Sharon "cousining," and the more sedate, including ourselves, musing on the beauty of the surroundings, or chatting with "mine host." The wheels were remounted about 4 P. M. Sunday, and the return made over nearly the same route in little more than two hours. Among the notable incidents of the day was the shooting, by one of the gentlemen who joined the party Sunday, of a vicious and troublesome dog, who has long been a source of excessive annoyance to wheelmen over this road, and who attacked the gentlemen as he was passing the vicinity of Ponkapog. He probably did not kill the animal, but his action was very generally approved of. And now we wish to say a word for "Cobb's" house, no less in the interest of bicyclers than in his interest. Mr. Cobb is a pleasant, genial, and painstaking host, sparing no effort to enhance the comfort and enjoyment of his guests. His house is in no sense a hotel or tavern, as generally understood by the terms; there is no "sign," nor would the passer notice that it is more than the residence of a substantial well-to-do farmer: but there is room to entertain a small company, ten or a dozen guests, with food and beds, and these would find everything about it neat and homelike, and could not fail to be satisfied with the quality of the table fare. Mr. Cobb is assisted by his son, a young gentleman who is also employed in this city during the day, while Mrs. Cobb and her daughters manage the affairs of the household. The latter are most agreeable young ladies, and contribute much to the pleasure of visitors by their grace of conversation and manners; and to these must be attributed the unusual ease and confidence displayed by those exceedingly reserved and diffident young gentlemen, Messrs. Edmands, Hodgkins, and Dean, who came out of their shells of bashfulness and fairly glowed and bubbled with smiles and honeyed phrases under the influence of so much beauty and brightness thus thrown upon them. It is really to be hoped that these effects may become lasting in the case of these young gentlemen, because the efforts made by their friends to bring them forward on social occasions are often embarrassing from failure.

Judge Lawrence's Decision.

WILLIAM M. WRIGHT and several other persons were arrested last summer on a charge of violating an ordinance of the Department of Parks, by riding on bicycles in Central Park and other public parks of this city. They were arraigned before a police justice and fined, the offence proved against them being held to be a misdemeanor. They refused to pay the fine imposed, and were committed to Ludlow Street Jail for non-payment. Subsequently their discharge was applied for by a writ of *habeas corpus*, on the ground that the ordinance was unreasonable and void. Yesterday Judge Lawrence, in Supreme Court chambers, rendered a decision sustaining the right of the park commissioners to make the ordinance. The power of the commissioners, he says, is derived from Section 83 of the city charter, which vests in them all the powers of their predecessors under the Tweed charter of 1870, and which authority gave them the widest discretion for the proper government of the parks. No court, he says, would, in his judgment, be justified in setting aside a provision made by them for the regulation of the parks, except in the clearest cases. Even though were he acting in their places he might not deem such an ordinance necessary, it was not in a legal sense so unreasonable a prohibition as to warrant him in substituting his judgment for the judgment of the commissioners. On the argument much stress was laid on the fact that bicycles were permitted in the parks in Philadelphia and in the streets of Boston and London; but precisely what are the powers of the authorities in those cities did not appear in this case. If they had the powers as the park commissioners here have, the not uncommon spectacle was presented of two bodies having similar discretionary powers differing in judgment as to the mode in which that discretion should be exercised. But in any court it is a sufficient answer to make here that the Legislature has vested this power in the commissioners for the management of the parks, and that with their determination, in the absence of fraud or collusion, the courts cannot interfere. The writ of *habeas corpus* is therefore dismissed. — *N. Y. Times.*

A Sensible Declination.

THE committee on the forthcoming Exposition parade and pageant of the Queen City, Cincinnati, having invited the Cincinnati Bicycle Club to participate, the latter voted not to accept, and the decision was conveyed to the committee in the following note from the secretary, H. S. Livingston: —

CINCINNATI, 19 July, 1882.

MR. AMOR SMITH, JR., *Chairman:*

Dear Sir, — Your request that this club take part in the procession inaugurating the next exposition, and also the address, are to hand. Nothing would give us greater pleasure than to add to the beauty of the procession, which a number of bicyclers would certainly do, to show our citizens the practical utility of bicycles, of which they are, generally speaking, so ignorant. Your address describes in glowing language the progress Cincinnati has made, and the facts which have produced it, but fails to show that the first signs of a city's prosperity are in its streets and highways. Why not in the "representation of the various epochs of the city's history" illustrate the splendid condition of our streets, the elegant drives and boulevards? Of course, as Cincinnati is so much ahead of such cities as Chicago, Cleveland, Detroit, etc., in "position," "abundant capital," "varied creative skill," and "integrity," we can hardly expect her to pay any attention to such trifling matters as respectable streets. No. Those cities, having nothing else to do, can and do think it "agreeable pastime" to devote a little time and care to the condition of their highways; but such progressive cities as Cincinnati, Paddy's Run, Oshkosh, and Milton Cross Roads,—what care they for streets?

We regret the utter impossibility of bicycling over our thoroughfares, and are reluctantly compelled, therefore, to decline the invitation. Whenever our city is possessed of as much enterprise as such towns as Springfield, Dayton, Hamilton, Xenia, etc., bicycling will become of as much practical benefit here as it is in every other first-class city in the country.

The Central Park Case.

SOME bicyclists of New York concluded, two years ago, to contest the right of the park commissioners of that city to exclude their vehicles from Central Park. The case has just been decided by Judge Lawrence, of the Supreme Court, in favor of the park commissioners. He sustains the right of the latter under the law to pass ordinances for the regulation and government of the parks, and says that this regulation is not so unreasonable as to warrant him in setting up his judgment against that of the commissioners. The bicyclists will now be compelled again to appeal to the commonsense of the park commissioners, and get them, if possible, to repeal or modify their prohibitory ordinance. They can do that now with much greater force than in 1880, for within the two years bicycles have been admitted to the parks of Boston and Philadelphia, and unprejudiced people can hardly say that they have proved dangerous to man or beast. There are quite as many runaway accidents reported in Central Park, from which bicycles are excluded, as in Fairmount Park, to which they have been for some months admitted on equal terms with other vehicles. — *Philadelphia Ledger.*

MESSRS. WILKINS and CHASE, L. A. W. consuls for Manchester, N. H., recently made a wheel trip to Portsmouth, training it to East Epping, and mounting their wheels from thence rode to Exeter, where they were met by four members of the Rockingham Bicycle Club, and after lunch were escorted to Portsmouth by the latter. The next day the Portsmouth boys did the honors in fine shape, taking them to the "Wentworth" at Newcastle, then to Rye Beach, and surf-bathing on the Wallis Sands, to Straw's Point by Little Boar's Head, to Hampton Village for dinner, then to Hampton Beach and back nearly to Exeter, where the hosts bade them adieu, and the consuls kept on to Epping, whence they took train for home, having done about seventy miles on the wheel.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, constitu, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

ALBANY BI. CLUB. — Additional: George Story, 458 Broadway; James Maher, 458 Broadway; David W. Shanks, 643 Madison avenue; Fred. Lathrop, 74 Philip street; Walter W. Cole, 605 Broadway; Henry Gallim, Jr., 283 Madison avenue; Wilbur D. Moore, 63½ North Pearl street; C. E. Wendell, 68 North Pearl street; G. F. Brooks, — ———; Fred. Michel, 100 South Swan street; G. S. Weaver, 102 Hamilton street, — all of Albany, N. Y.

GERMANTOWN BI. CLUB. — Additional: Simon Delberi, Jr., 1008 Market street; Walter E. Hering, 112 North 12th street; Westcott Norman, care of Bailey, Banks & Biddle, corner 12th and Chestnut streets, — all of Philadelphia, Pa.

NASHUA WHEEL CLUB. — Additional: Carroll A. Chandler, Nashua, N. H.

MONTREAL BI. CLUB. — Additional: D. W. Allan, care of Thomas Allan & Co., St. James street; W. J. Farquharson, 115 St Peter street; C. A. Merrill, 30 St. Sulpice street; L. J. Smith, care of Lord & Unwin; John Law, 953 Dorchester street; W. C. Bessey, 20 University street; W. Goldstein, Post-Office Box 728; C. A. LaMothe, 15 Place d'Armes; H. Shaw, 57 Redpath street; W. W. Starke, care of C. C. Snowdon & Co.; John Cassilo, 204 University street, — all of Montreal.

MADISON BI. CLUB. — New: Edward P. Vilas, Madison, Wis.; Charles W. Wells, Milwaukee, Wis.; Fred. W. Curtiss (secretary), Madison, Wis.; Henry W. Hoyt, Madison, Wis.; John W. Cary, Jr., Milwaukee, Wis.; Byron B. Carter, Platteville, Wis.; Howard Bishop, Madison, Wis.; Chas. I. Brigham, Milwaukee, Wis.; John Bunn, Madison, Wis.; Henry Olson, Madison, Wis.; Jamie Van Slyke, Madison, Wis.

KEYSTONE BI. CLUB. — Additional: E. M. Rook, George Grundy, — both of Pittsburg, Pa.

UNATTACHED. — J. Shipard Pierrepont, Box 539, New Haven, Conn.; Chas. B Lovejoy, Big Rapids, Mich.; Donald B. Smith, Provincetown, Mass.; ~~the~~ both Bassett, 84 Benson street, Chelsea, Mass.; Frank V. Freeman, Hastings, Minn; E. R. White, Castile, N. Y.; J. Pettee, Jr., South Abington Station, Mass.; W. S. Kelley, 23 Kirk street, Lowell, Mass.; Frank C. Bissell, Neenah, Wis.; Chas. R. Harley, 223 North 20th street, Philadelphia, Pa; Harry C. Plimpton, Box 1276, Mount Vernon, Ohio.

CORRECTIONS. — BICYCLING WORLD, 21 July, "Wm. A. Richards" should be Wm. A. Richardson, 25 State street, New Haven, Conn.; 14 July, "Newton G. Crawford, unattached," should be member Kentucky Bicycle Club; Somerville Bicycle Club, "Fred. Smith" should be Alfred E. Smith, 396 Broadway, already member of the L. A. W.

Road Routes.

MEMBERS of the League of American Wheelmen intending touring through New York State may, on application to Director W. F. Gullen, 163 Joralemon Street, Brooklyn, obtain particulars of any of the following road routes: —

Auburn to Rochester, Albany to Hudson, Albany to Mechanicsville, Canandaigua to Elmira, Flushing to Whitestone, Flushing to Little Neck, Greenwich to Salem, Greenwich to Fort Edward, Hudson to Chatham, Hudson to Albany, Long Island City to Newtown, Lockport to Medina, Mt. Vernon to 59th street, N. Y. City, Poughkeepsie to Dover Plains, Poughkeepsie to Greenbush, Poughkeepsie to Fishkill Landing, Rochester to Charlotte, Rochester to Dansville, Rochester to Canandaigua, Rochester to Batavia, Rochester to Fort Hill, Syracuse to Skaneateles, Syracuse to Auburn, Syracuse to Cortland, Syracuse to Cazenovia, Syracuse to Oswego, Syracuse to Oneida, Watertown to Thousand Islands, Williamsburg to Flushing, Yonkers to Kingsbridge, Yonkers to Tarrytown.

"Papa's" Departure.

FRANK W. WESTON, the "father of bicycling" in America, sailed for Liverpool in the "Samaria" last Saturday to attend the great meet of the Bicycle Touring Club at Harrogate next month, where he will also represent the Boston Bicycle Club as a special delegate. He was accompanied by Mrs. Weston, but owing to the lateness of his decision to go, he was unable to organize a party of wheelmen to join him in the proposed English tour. His friends of the club however, determined to give him a good send-off, and accordingly, at high twelve sharp, fifty members, headed by Capt. Hodges and accompanied by about forty-five associate members in herdics, mounted their wheels and started from headquarters, rode to the South Ferry, and taking boat reached the Cunard wharf at about 1.15 o'clock P. M. They made an interesting and imposing sight as they filed along the pier by twos; and as they dismounted and stacked their wheels just opposite the gangway of the steamer, and gave the well-known B-o-s-t-o-n cheer and a "tiger," the genial Frank, who, with his consort, stood on the upper deck, was visibly affected. Capt. Hodges now stepped forward, supported by Messrs. Dalton and Brown, and after a few complimentary words to Mrs. Weston, said: —

"Dear Father: We, your loving children, felt that in your temporary, and we trust brief, separation from us, it would be a source of grateful pleasure and some consolation to look back to this moment, if we came in this order, and in numbers express in direct words our heartfelt wishes for a good voyage and a successful ending of your tour. We are aware that we have little time to waste in words; and so once more, in behalf of your comrades of the Boston Bicycle Club, I will say, Farewell, old man, and may the memory of the boys you leave keep your heart ever green and buoyant, and may the shadow of your absence so temper our spirits that our acts may always accord with those high and noble precepts it has ever been your aim to instil."

The redoubtable Frank seemed for a moment equal to the occasion, as with a countenance glowing with pride and delight he leaned over the rail to respond.

"My children," he began, "never until this supreme moment have I realized how much of love and affection are entwined, as it were, about the —— oh, damn it, boys! come aboard and drink the rest!" and he hastily dived below to receive the farewells in the cabin, where the whole company of bicyclers and many friends were speedily assembled, and under the enlivening influence of sparkling champagne, became the joyous and jolly spirits they have always been reputed. Song and speech and story were rapidly alternated with the sonorous convivial refrain, "We—!—!—!—!" until the bell warned the revellers the moment of parting had come. Then, as all rose with the parting glass in hand, President Pratt waved his hand gracefully for silence, and in a rich voice, sang the following

BALLAD OF BOSTON.

The sky was fair, the sea was calm,
And the lazy steamer lay
Like a dozing whale beside the pier,
All on a summer day;
And odors rose from the harbor.

The captain stood by the taffrail jamb,
The crew the capstan manned;
The boatswain piped his whistle low,
And waved his tarry hand.
For the wind is uncertain, and the sun, perhaps,
And it's hot as love down the harbor.

The chief mate shouted, "Belay the gaff!"
The sailors the gaff belay,
While the warm sun glints on a hundred sails
Far off on the outer bay.
For the bicycle boys are jolly chaps,
But the wind is uncertain, and the sun, perhaps,
And there's kerosene oil on the harbor.

And matrons leaned o'er the after guards,
And maidens mused on the quay,
And the mariners sang as the windlass swang,
And the landsmen gazed on the sea.
And the Boston-lifted their starry caps;
For the bicycle boys are jolly chaps,
And the wind is uncertain, and the sun, perhaps,
When the good ship steams down the harbor.

Then one more toss of the bright champagne,
And three times three for papa!
And never may he forget that we
His dear loved children are.
Now the whistle screams, and the canvas flaps,
And the wheelmen are waving their starry caps, —
For the bicycle boys are jolly chaps;
But the wind is uncertain, and the sun, perhaps,
Though the vessel steams out of the harbor.

The boys then emptied their goblets, and each filed past Mr. Weston to exchange the last hand clasp and went ashore; remaining on the wharf, however, until the steamer was well down the stream, and frequently sending their cheers, as long as they could be heard. Among those present who were not wheelmen, was his Honor Mayor Green, Senator Hoar, Gen. Butler, Collector Worthington, Rev. Phillips Brooks, A. Bronson Alcott, and other distinguished personages.

CURRENTE CALAMO

WHO got elected?

HUGH WILLOUGHBY is at Saratoga.

EDW. W. POPE is summering at Pigeon Cove.

W. W. STALL is vacating at Mattapoisett.

MR. and MRS. LOUIS HARRISON have gone West, young men.

Page 2203

S. T. CLARK of the Maryland Bicycle Club was in Boston last week.

"HANDSOME ERNEST" of the Bostons has joined the Benedictines.

CAPT CLARK of the Kings County Wheelmen has resigned his office.

MEMBERS of the Chelsea Bicycle Club went to Allandale Springs, Sunday.

PRESIDENT C. E HAWLEY of the Capital Bicycle Club is at Mamaroneck, N. Y., with his family.

BARON ADOLPHE ROTHSCHILD of Paris has recently ordered a "Fleet" double-driving tricycle.

WHY the interrogation (?) after "To be used by Experts," in the Pope Manufacturing Company's advertisement in the *Wheel?*

SECRETARY COLLISTER of the Cleveland Bicycle Club has our acknowledgment for the receipt of a copy of the club constitution and by-laws.

PRESIDENT MILLER, L. A. W., has built a six-lap track on his own land for the benefit of Columbus wheelmen, and the Buckeyes find it very convenient.

MR. DANIEL KELLY and his son, H. P. Kelly, both of the Philadelphia Bicycle Club, are spending a vacation in New England and were in Boston the first of the week.

FRED. JENKINS of NewY ork was present at the wharf to exchange farewell with Mr. Weston. Mr. Jenkins spent Sunday in Portsmouth, N. H., with the genial Hazlett.

WE cordially thank the Maryland Bicycle Club for an invitation to attend the "musical smoke" at their club-house, to-morrow evening, and regret that we are unable to avail ourself of it.

MESSRS. STODDARD & LOVERING have recently imported two "Xtraordinary Challenge" bicycles, with ball bearings, and several other improvements, for Mr. W. V. Burt, of the Boston Club; and they are very handsome machines.

WE notice an improvement recently in the Boston *Sunday Courier's* bicycle department. Hitherto it has been too one-sided in its consideration of wheel matters, indicating that the reporter got his information all from one source, both in relation to bicycles and bicycle riders.

WE corrected a statement in the Boston *Courier* about the machine ridden by Prince in the ten-mile race in Baltimore; and now the Cunningham Company correct us by stating that Prince did not ride a British "Invincible," but that he roade a "Yale" light roadster, a wheel on which all his principal races in this country have been won.

DR. HARWOOD of Worcester was in town last Saturday, studying saddle springs, a subject well worth the attention of riders as well as manufacturers, for not one of the many now in use is perfectly satisfactory. We understand the doctor's new mounting step, which is unquestionably the best yet invented, can now be furnished to a limited extent.

MR. E. K. HILL'S descriptions of his last summer's White Mountain tour is bearing fruit in complimentary notes from correspondents, and in promoting a desire on the part of many wheelmen to spend their vacation in a similar way. Consul Wilkins, of Manchester, N H., writes: "The White Mountain articles just hit me solid. Shall put in my vacation up there in September."

ON Sunday. 16 July, W. H. Edmands and S. M. Turner of the Boston Bicycle Club rode from Roxbury to Gloucester and return, a distance of about ninety miles, and experienced comparatively slight fatigue. This is a pretty good pull for a summer day, although the roads from Cambridge to Gloucester are of the sandpapered variety; but from Roxbury to the latter place there is much hard and tedious riding to be got over.

QUADRUPLE-U STALL is disporting himself among the crabs and mermaids at Mattapoisett. He writes us that the roads are unbicyclable, by reason of sand and rock, and that between the intervals of jumping about the beach and yelling he guides the fairy fishing scow over the white caps of Buzzard's Bay, or listens to the temperance talks by Rising Sun Morse. He also tells the salt-soaked natives wonderful bicycle stories.

AN interesting case was commenced in Westminster, Carroll County, Md., before Judge Crapter, last week, in which Col. W. P. Maulsby of that city charged R. F. Foster of Baltimore with obstructing the main street of the former by riding a bicycle to the frightening of the plaintiff's horse. The evidence so far as submitted went to show that Col. Maulsby was more scared than the horse, and used insulting language to the bicycler, who rode on without dismounting, no damage being done the plaintiff beyond ruffling his dignity. Col. Maulsby assisted in conducting his own case. B. Howard Haman of Baltimore appearing for the defence. The case was continued until Tuesday of this week.

WE have since learned that at the trial Tuesday, Judge Crapster dismissed the case, the claim of obstruction being proved groundless. Mr. Foster has now entered suit against Maulsby for malicious prosecution, in the sum of $10.000.

THE Tricyclist's Indispensable Annual for 1882, by Henry Sturmey, is received, and like its predecessor of 1881 is a most interesting, valuable, and complete descriptive catalogue of all makes of tricycles worth noticing. It maintains the author's reputation, acquired by his Bicyclist's Hand-Book, most thoroughly. and the legion of wheelmen so familiar with the latter need not be assured of the advantages to be derived from consulting it It contains everything that can be thought of about the three-wheelers, and every tricycler or bicycler at all interested in the subject should have one for handy references An "analysis of the tricycle" coverd over ninety pages of the book, ans forms a chapter of great value, as well as interest. The work contains descriptions of over two hundred machines, together with cuts of a majority of them; and in addition the author has given instructions and suggestions on the selection, mana ement, and care of tricycles, which alone are well worth the cost of the book. There is also a table of last year's tricycle races, and a record of notable rides, together with a list of machines and makers.

BOOKS AND PAGES

THE CEN URY. — The August or Midsummer Number of the *Century* is as rich and handsome (between the covers) as we might have expected and will prove a welcome companion on both long and short excursions. A fine portrait of Richard Wagner forms the frontispiece, and a paper by J. K. G. Hassard tells how the great composer make his operas. The illustrated articles are all entertaining as usual, and are profusely embellished, too. The first of these is "The Border Lands of Surrey," by Alice Maud Fenn, and the pictures are by Harry Fenn. "The American Museum of Natural History," by J. B. Holder, is a charming study, and Sylvester Baxter's "An Aboriginal Pilgrimage" gives a brief and entertaining account of some of the incidents of the Zunis' Eastern trip. Wheelmen will be interested to know that Mr. Baxter is an enthusiastic bicycler, a member of the Malden Bicycle Club, and that one of the illustrators of his paper is W. C. Metcalf of the Boston Bicycle Club. Cosmo Monkhouse contributes "Some English Artists and their Studios," and the illustrated articles close with "Steam Yachting in America," by C. W. Benjamin. Besides Mr. Howells's and Mrs. Burnett's serials there is a short story, "The Phantom Sailor" "The Personal History of Garibaldi" (with portrait) is a timely and interesting paper by Mrs. E. D. R. Biancardi, and E. V. Smalley begins a series on "The New Northwest," the present paper dealing with Dakota and the Yellowstone region. The editorial departments, Home and Society, etc., are instructive and entertaining as usual, the former reviewing in the light of new information the condition of the controversy over the Cesnola collection in the Metropolitan Museum.

OUR LITTLE ONES. — This pretty little monthly for August is a remarkably pretty number, the frontispiece, "Coming Home," being as handsome a piece of engraving as we ever saw; while other especially charming pictures are "Willie and Pussy," "Little Josh," "Little Cotton Pickers," "A Friend in Need," and "The Squirrel Robbed" But there are many pretty illustrations and stories beside to please the "little ones," as this welcome magazine always does. Russell Publishing Company, Boston.

ST. NICHOLAS for August is largely made up of travel and adventure, both story and history, and is especially nice reading for the holidays. Among these are "How Burt went Whale-hunting" in Norway; "Mrs Peterkin in Egypt"; "Hassan's Watermelon," a Turkish tale, an amusing poem, "The Punjaubs of Siam", and James Baldwin continues the "Stories from the Northern Myths," with an account of "How Siegfried Returned to Isenstein," accompanied by a powerful full-page picture by Blum

Then, with "A Visit to the Home of Sir Walter Scott," are a number of new interior views of Abbotsford, engraved from photgraphs. Paul Fort's story, "The Mysterious Barrel," contains some capital yarns by an old sea captain. "How a Hoosier Boy saw the Tower of Pisa" is not only interesting and exciting, but true. "The Cloister of the Seven Gates" is an old-time story of the Servian kings, and "Summer Days at Lake George" brings us with a jump to America and to-day. Besides these is a sailor-boy story of an American lad who went to Portugal and took part in a bull-fight.

"PADDLE AND PORTAGE" is the title of a second volume of touring in the Maine Woods by T. Sedgwick Steele, author of "Canoe and Camera," and like that entertaining work, is elegantly printed and handsomely and profusely illustrated. In fact, its attractive appearance tempts one to take it up eagerly, and when once in hand it is not easily laid down again until it is read. Aside from the fascination of the subject of hunting and fishing in itself, Mr. Steele's racy and independent style, although at times savoring of the egotism which seems inseparable from all enthusiastic devotees of field sports, enlists the constant and amused attention of the reader to the sequence of each adventure, while the large, clear type and tinted pages make the letter-press as comfortable as it is agreeable to the eye. A map of Northern Maine accompanies the book. Mr. Steele, besides being a lover of woodland sports, is a wheelman also, and president of the Connecticut Bicycle Club of Hartford, and intends to spend a month of the present summer at Jefferson, N. H., and vicinity, and will alternate trouting among the mountain streams with bicycling over the mountain roads; so that some day we shall expect to read his "Bicycle. Rod, and Lens," because the facile wheel will permit the rider to carry a fishing rod as well as a Walker's Pocket Camera on these little excursions. "Paddle and Portage" is published by Estes & Lauriat, Boston.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C HODGES & CO

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING. — "The Principles of Training for Amateur Athletes, with Special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

H. C. BLUE & CO.
48 Summer Street,
BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention
A. J. PHILBRICK & CO.,
SALEM, MASS.

TRICYCLISTS'
INDISPEN-ABLE ANNUAL
FOR 1882.
Sample copies postpaid, 65 cents. A liberal discount to the trade. Sole agents in the United States for ILIFFE & STURMEY'S publications.
OVERMAN WHEEL COMPANY,
HARTFORD - - - - CONN.

☞ BICYCLISTS' INDISPENSABLE will be ready in a few weeks.

WORLD JOB PRINT,
A. BASSETT, MANAGER.
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.
The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,
H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-haud Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished

W. W. STALL. — Sole Agent of the Cunningham Co for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission Office at Faneuil Station, B. & A. R. R. Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1 00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington. D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

COY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1. bound in cloth	$2 00
" " " 2, " " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	15
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	40
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

COLUMBIA BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - Manager.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

COLUMBIA BICYCLES.

Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill st Made solely for and imported by

SAML. T. CLARK & CO. { OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK, } BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.	THE AMERICAN ROADSTER.	THE TYRO ROADSTER.
The strongest, most rigid, and withal the handsomest Bicycle in America.	The cheapest and best hollow-fork and ball-bearing Bicycle in the market.	Strong, serviceable, and economic.

Also **The British, Sp. British and Xtra Challenge Bicycles,** and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slugs**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps**, Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 4 AUGUST, 1882.

Volume V. Number 13.

[Vol. V. CONTENTS. No. 13]

Philadelphia's Bicentenial	470
Editorial: Names and Badges; W. Smith and the N. A. A. A.; The League and the Tariff; Notes	471
Races: Coming Events; Philadelphia; Canton; Providence; Mlle. Armaindo's Challenge; Notes	472
Correspondence: The L. A. W. Elections; Transportation Charges; Bicycle Transportation from Chicago; Xenia; Lawrence	473
Bugle Calls, II.	475
Tricycling: Editorial; Foreign Notes; The "Club" Sociable	475
Jacques's Soliloquy	476
L. A. W.: Applications	477
Through the White Mountains on the Wheel. IV.	477
Current Calamo	478

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.)	London - - - England, (SURREY MACHINIST CO.)	Birmingham - - England, (THOS. SMITH & SONS,)
THE "HARVARD," ROADSTER AND SEMI-RACER.	THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.	THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

AMATEUR PHOTOGRAPHY

How **YOU** may take fine Photographs with

WALKER'S

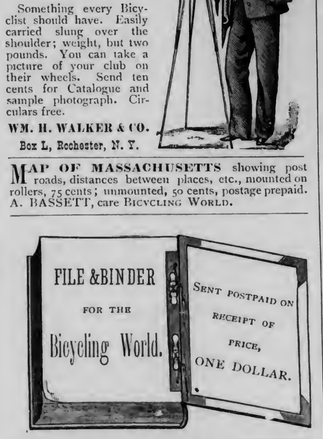
POCKET CAMERA.



Something every Bicyclist should have. Easily carried slung over the shoulder; weight, but two pounds. You can take a picture of your club on their wheels. Send ten cents for Catalogue and sample photograph. Circulars free.

WM. H. WALKER & CO.
Box L, Rochester, N. Y.

MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents, postage prepaid. A. BASSETT, care BICYCLING WORLD.



First-Class Bicycles!

I have a stock of all sizes of machines of my own make on hand and ready for immediate delivery. They are well made, and warranted first-class in every respect.

All kinds of repairing on bicycles done with care and despatch.

A. M. GOOCH, Newton Centre, Mass.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, $1.50; lettered, $2.00.

E. C. HODGES & CO.,
8 PEMBERTON SQUARE.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

Rintelman's Patent Adjustable Bicycle Saddle.



This is positively the best Saddle made. It combines comfort, durability, and neatness, and is easily adjusted by means of a turn-buckle located in the bottom of the frame, and is well ventilated. Liberal discount to agents. Send for circular.

Price, Plain, $3.50 Nickel-plated, $4.50
Address, AUGUST RINTELMAN, MILWAUKEE, WIS.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8 00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

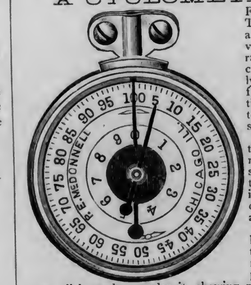
TRICYCLE WANTED. — Second-hand. Give full particulars, and lowest price for cash. GARVEY'S BICYCLE AGENCY, 407 Chestnut street, St. Louis, Mo.

FOR SALE. — A 56-inch Special Columbia; full-nickelled; new this season; used very little; in first-class condition; price $120; transportation free. Address F. C. BISSELL, Newark, Wis.

FOR SALE. — Harvard Bicycle, first-class condition, 50-inch wheel. Full nickelled. Ritchie Cyclometer, Head Lamp, Rubber Handles. Automatic Alarm Bell, Lock and Chain, Luggage Carrier, etc. Cost new two months ago, $166.50; will sell for $125 cash. Address GEO. F. YORK, 36 Canal St., Cleveland, Ohio.

FOR SALE. — A 50-inch Harvard Roadster, nickel-plated; only used about two months, and as good as new. Will be sold for $125. Too small for owner. G. W. ALEXANDER, Port Huron, Mich.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.

FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

Bound Copies of Vol. IV.

BICYCLING WORLD

Now Ready. $2.00, postpaid.

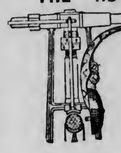
American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

J. VAN SMITH, general baggage agent of the Baltimore and Ohio Railroad, has issued the following sensible order to agents and baggage-masters on that line: "In future, bicycles will be carried free in baggage cars between any stations on this line, when accompanied by owner or rider, upon presentation by him of his passage ticket. Care must be taken in handling them to prevent damage or breakage."

A WELL-ATTENDED meeting of the bicyclers of Philadelphia was held at Horticultural Hall last Saturday night, to make arrangements for a meet to be held on 26 October, in connection with the out-door sports by the Bicentennial Association on that day. At a previous meeting a committee was appointed to confer with the managers of the Bicentennial Association in relation to the proposed meet, and this committee made its report Saturday night, which in substance was that every facility would be afforded the bicyclers by the Bicentennial Association, which also offered to defray the expenses incident to the display, and recommended that it be under the management of a committee of wheelmen. The report was accepted, and it was decided that a meet should be held on the day named in the park. It was calculated that at least four hundred wheelmen from Philadelphia and vicinity would take part, and that an assessment of fifty cents upon each rider would yield a sum sufficient to defray all expenses, as all that would be needed would be a room in the neighborhood of the park in which the bicycles could be stored, and a small outlay for stationery, etc. A committee consisting of Messrs. Lewis, Gideon, and Hunt was appointed, who in turn will appoint a committee of arrangements, not to exceed fifteen members, to arrange the details.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance..... $2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 4 AUGUST, 1882.

NAMES AND BADGES.

WE last week announced the formation of a new bicycle club in Lynn, Mass., which had adopted the name "Crescent Bicycle Club." Several instances of this repetition of names as well as a similarity in badge designs have come to our notice, and we wish to express our objection to the practice. It not only evinces a poverty of ideas and invention as well as a servile recognition of the superior merit and reputation of a rival club, but it frequently entails confusion and misunderstanding. It does not so much matter if the namesake clubs are widely separated or in different States, as for instance the "Hermes" of Providence and the "Hermes" of Chicago, the "Meteor" of Boston and the "Meteor" of Detroit, the "Aeriel" of Chicago and the "Ariel" of Pittsburg, — although we deprecate this also, as in bad taste, considering the broadness of the field of nomenclature, — but in the particular instance to which we refer, it is especially unwise if not discourteous; because Lynn is virtually a Boston suburb, and from its local nearness and identical title the new club will be often liable to be confounded with the well-known and popular Crescent Bicycle Club of this city. Some two years since a club was formed in Boston under the title of "Hub Bicycle Club." It was not a very "pushing" club, and was seldom heard of, and so last fall a club of colored young men, not knowing of the other, adopted the same name "Hub," being, as is very well known, Boston's most common nickname as the "hub of the universe"; but on their attention being called to the fact that there was already a club of the same name, they promptly changed, and at our suggestion called themselves the "Shawmut [Indian name of Boston] Bicycle Club." In the matter of uniforms, where modest and genteel attire is desired, there must necessarily often be a similarity of style, as in military service uniforms; but the badge or decoration easily distinguishes these, and it does not so much matter. In titles, however, the field is practically unlimited, either in appropriate, suggestive, or fancy names, and it should be the especial care of clubs to avoid repetitions or copying. Of course, the most appropriate and characteristic name for the club first formed in a city or town is that of its birthplace. Thus, the Boston, Chicago, Montreal, New Orleans, New York, Philadelphia, Worcester, Cambridge, Springfield, etc., bicycle clubs are all well and most appropriately named. The next choice should be the name of the State, as Massachusetts, Maryland, Missouri, Connecticut, etc. After these, fancy names are in order, and they may take any form desired; yet should as far as possible still be suggestive, and not utterly inapt or meaningless. For instance, in Boston we have the "Shawmut," "Hub," and "Bay State," each indicating their location; and in Pittsburg is the "Keystone," in Wheeling the "Nail City," in Springfield, Ohio, the "Champion City," in Brooklyn the "Kings County," and so on, — all good names. Without doubt, in many cases the copying of names as well as badges is unintentional and done through ignorance; but before adopting names and insignia, clubs should investigate and endeavor to learn if their preferences have already been adopted by others. Care should also be taken respecting badges, because these are the visible distinguishing marks of clubs. The Boston's silver star, the Massachusetts State coat of arms, the Crescent Club's crescent, the Chelsea's arrow-head, the Nashua's clover leaf, and many others, are especially distinctive, and should be sacred from imitations if they are to be of any advantage as badges. If the new Lynn club is particularly desirous to retain the "Crescent" in their name, why not prefix to it the word "Lynn," and so be known as the "Lynn Crescent Bicycle Club"? although a far better title than either would be simply "Lynn Bicycle Club." Of course these points involve no question of rights, but simply that of courtesy. The Roxbury Club adopted as its first badge a five-pointed star, but on learning that this was already the Bostons' badge it immediately abandoned it for another; thereby winning the respect of all who appreciate gentlemanly courtesy and respect for the moral rights of others. Apropos, we will be glad to reproduce in our pages the badge designs of any clubs who will send us cuts of the same.

THE *Cyclist's* Brighton correspondent, in reference to the National Athletic Association's not allowing W. Smith, who won the L. A. W. open two-mile amateur championship of America, to compete in the association's championship last June, on the ground of his disqualification through competing in John Keen's fifty-mile race in December, while G. D. Gideon, who also competed in and won the latter race, was admitted, intimates that the distinction was made on account of Smith's nationality. We do not know what were the reasons, either real or nominal, for the National Association's action, but can assure the *Cyclist's* correspondent that the motive he imputes is the very last which would actuate any association of gentleman amateurs in this country. We fancy, however, that since a mutual agreement has been effected between the N. A. A. A. and the L. A. W. respecting amateur recognition, the relations of Messrs. Gideon and Smith to the League may have had something to do with it. Mr. Gideon is a member of the League in good standing; while Mr. Smith, although we believe nothing has ever been alleged to his discredit as a gentleman, was last fall proposed for membership under a misrepresentation, either through his own or his proposer's fault, and this misrepresentation has never been explained, and Mr. Smith

has never been elected to the League and so received its indorsement, and consequently is not, we presume, in the opinion of the National Association, an amateur wheelman in good standing. Under the new order of things the L. A. W. will have no two and five mile open amateur events this year, having surrendered them to the National Association; and they were run at their annual meeting the 10th of June last, when Mr. Smith was barred out.

WHY does not the League bestir itself and do something practical in the way of urging the tariff commission now in session at Long Branch to do something about reducing the duties on imported bicycles and tricycles? This is a field that ought to have been worked long since. We suggested it before the annual meeting and in time for its consideration; but that convention was more interested in the less important matter of who should govern the body another year, and how the membership might be more rapidly augmented, than in studying how to practically benefit its members and the interests of wheelmen at large. The League is accumulating a fund which ought to be put to some other use besides drawing interest and paying a few printing bills. The fact that the organization has been hitherto a sort of freemasonry, only, to wheelmen is owing to its management and not to any weakness or imbecility in itself; and if the new board of officers wish to prove the wisdom of their selection, they now have a most glorious opportunity. We can readily allow for the partial inaction consequent upon the newness of existence during the first year of the League, and its second year's complacent waiting for "something to turn up" must be magnanimously forgiven; but the *third* time *must* evolve something, or wheelmen will get discouraged. Come, Messrs. the Executive Board, "brace up, and have some style about you"!

THE editor of the *Tricyclist* objects to the use of the substantive in naming wheel clubs, on the ground that the term "bicycle club" often indicates to outsiders the idea of associations formed for the sale or purchase of machines, and he suggests that the more correctly adjectived terms "bicycling" and "tricycling" club be substituted. How about the "Bicycle" Union, "Jarge"? Again, in view of the fact that tricycling is rapidly becoming as important and influential as bicycling, why not adopt (as do many clubs in this country) the more comprehensive term, "wheel club"? The League of American Wheelmen admits both classes of riders, by its title as well as the text of its constitution, which says: "Any amateur *wheelman* in good standing may become a member."

Dear *Cyclist:* — The "Tour Through Ireland" was written for the WORLD by a gentleman in Philadelphia, he having commenced it and sent a portion to us for examination last January, promising to complete it if we desired. We told him we desired, and he sent the remainder many weeks later; but we were unable to commence the publication until late in March and then not continuously since, and besides, we made alterations in the author's manuscript and title both, and we have noticed the same alterations and intervals of publishing in your local contemporary's reprint. Therefore, we are not a victim to our author's enterprise.

THE *Bicycling Times* describes and illustrates an invention similar to, if not identical with, one we saw applied to a machine when at the Chicago Meet, and which came, we think, from Hartford. It consists, superficially, of a spiral spring working on a spindle inside the termination of the backbone, which telescopes the rear fork, the spindle being really an extension of the latter. It is, of course, intended to counteract the violent rear vibration experienced while riding the ordinary machine on a rough road.

THE Ohio wheelmen are bracing up for the L. O. W. meet and races. The moral Champion Citys, despite their name, will not compete in the latter, because their by-laws forbid it; and the Buckeyes will not compete for the silver bugle to the best looking club, because being the local club, they are too considerate to appropriate all the honors. This being the only competition to which the Champion Citys are eligible, they intend to get themselves up regardless; and they can do it, too.

RACES

Coming Events.

28 and 29 August. Columbus, Ohio, League of Ohio Wheelmen annual parade and races. Half-mile dash, citizens' prize, value, $40; one-mile dash, gold badge, value, 50; four trial dashes of half mile each; the winner of each trial dash entitled to a place in the race for the championship of Ohio; three-jewelled L. A. W. badges to three of the winners of trial dashes. Five-mile dash, prize, a nickel-plated Columbia bicycle; one-mile dash, championship of Ohio, prize, diamond badge, value $125. A solid silver bugle, valued at $50, to club having the largest attendance in uniform and participating in the parade on the bicycle track. Nickel-plated lamp to the individual wheelman presenting the best general appearance as a rider; gracefulness, ease of motion, and control of machine to be the special considerations. There has been constructed, especially for the use of the wheelmen, a quarter-mile track. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. One-mile and five-mile events; gold and silver medal prizes for each. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

5 September. Worcester, Mass., New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Æolus Wheel Club. Open to amateurs only. Two-mile race, for gold, silver, and bronze medals. One-mile race, for gold, silver, and bronze medals. Half-mile race, for gold, silver, and bronze medals. Races to be run in heats, best two in three. First race called at 3 P. M. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. one-mile straightaway, three prizes, club members only. Three-mile champion race, one heat, two prizes, club members only. One-mile, best two in three, three prizes, open to all amateurs. Two-mile straightaway, two prizes, open to all amateurs. Slow race, one prize, open to all amateurs. Fancy riding, two prizes, open to all amateurs. Drilling by club, etc. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3.30 P. M. Three prizes, gold medal each. Entries, $1 00, close 14 September, to F. J. Graham, secretary.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

PHILADELPHIA, 17–22 JULY. — A six-days' professional bicycle race was run at Ridgeway Park this week, between Louise Armaindo and Elsa Von Blumen, it being the first encounter between these two noted bicycliennes. They were to run ten miles each daily, in two-mile heats, the one winning the most heats to be declared the victor. Louise won twenty-one of the thirty heats, her fastest heat being made in 7m. 38s.; Elsa's fastest being timed at 8m. 32s. Louise won the heats easily, as she chose. She rode a 50-inch wheel, while Von Blumen rode a 48-inch which was too small for her. There was also a contest between the ladies and horses, to last six days, the ladies to cover twenty-one miles daily to the horses' twenty-five miles; but the track was too narrow, and on the fourth day the horses were withdrawn, having made only sixty-nine and a half miles to the ladies' seventy miles. The fifth day W. J. Morgan attempted to ride sixteen miles to the ladies' fifteen, but his machine got disabled, and he lost several laps and only covered fourteen miles and five laps; time, 58m. 56s. The last day Morgan essayed fifteen miles against the ladies' fourteen miles, but they again won, he having covered onyl fourteen miles two and three quarter laps; time, 56m. The track was an eight-lap one. T. W. E.

CANTON, PA., 22 JULY. — The first race meeting of the Canton Bi. Club took place Saturday, 22 July, and was successful in every way. The event had been advertised very little; but notwithstanding, a neat sum was taken at the gate for the club fund. The races were gotten up to prove the championship of this vicinity. The first race called was a half-mile, in which the contestants were Frank Mayo, Jr., Edgar L. Davenport, Harry B. Davenport, Fred. Black, and Arthur Cook. Ed. Davenport had it all his own way from the start, but rode for time, and passed under the wire in 1m. 38s.; Black, second, 1m. 55s.; H. Davenport, third; Mayo, fourth; Cook, last. In the next race, one mile straightaway, the same parties, with the exception of H. Davenport, started. "Capt." Davenport also ran this as he pleased. Black took the lead on the first quarter, but at that pole was passed by Davenport, who, not being pressed, rode easily, — so easily that he put "legs over handles" on the home stretch until within fifty yards of the wire, then made a spurt and went flying under the wire in 4m. 4s; Black, second in 4m. 28s.; Mayo, third; Cook, distanced. These two races decided the championship, and the winner was to be barred out of the last race, — a quarter-mile dash. H. Davenport, R. Van Syckle, and A. Cook started in this race. It was the most exciting of the day. Van Syckle took the lead after starting, but Davenport soon caught him, and they came down the home stretch neck and neck; but at the wire Davenport went under in 50⅕s., with Van Syckle on his heels in 50⅖s.

This ended the day's sport, and on all sides could be heard favorable comments and expressions of appreciation at the novelty. It has given a new "boom" to bicycling, and we are requested to give a big meet in September. A large amount of the fair sex were present and helped to make the boys go. The machines ridden were as follows: E. Davenport, 52-inch Standard Columbia; H. Davenport, Xtraordinary Challenge in half-mile dash, and a 52-inch Standard Columbia in quarter-mile dash; F. Black, 52-inch Mustang; F. Mayo, 50-inch Special Columbia; R. Van Syckle, 50-inch Special Columbia; A. Cook, 48-inch Standard Columbia. CAPTAIN 2556.

PROVIDENCE, R. I., 26 July. — There were two races by the Pawtucket Bicycle Club at Roger Williams Park, Providence, R. I., 26 July, 1882, open to members of club only. Prizes given by Mr. Cooper. First, a mile scratch, with six starters: F. F. Ames, F. Binford, B. Meader, C. Henry, H. L. Spencer, and S. R. Bucklin, Jr. The race was a close one to the last quarter, when Ames pushed ahead and won in 3m. 18s; F. Binford second, in 3m. 28s. The prizes for this race were: to first, a nickel-plated lantern; to second, a bell. The second race was a 3-mile scratch, with three starters: B. Meader, S. R. Bucklin, Jr, and F. Binford. Meader was a long way behind until the last half-mile, when he spurted and won easily in 13m. 18½s.; F. Binford second, in 13m. 30s.

PAWTUCKET.

LAST Saturday afternoon a twenty-five-mile race by two bicyclers against Lulu Montrose, the equestrienne, she to change horses at will, and they to alternate with each other as they chose, was run at Providence. The track was too soft for the wheelmen and not of the best size and shape for horses, so that good time was made by neither. The lady won by four miles.

A BICYCLE track has been laid near the Sea Beach Palace Hotel, Coney Island, and a series of races are to be run there next week, among them a six-days' contest between Armaindo, Von Blumen, and Morgan, the ladies against the latter. Mr. T W. Eck writes us that Morgan is improving wonderfully, and he predicts that he will be the coming long-distance rider of America. He is training constantly and hard.

ON 20 September there is to be a professional bicycle race at Springfield, Mass., in which James Mellen and Thomas Harrison will ride against J. S. Prince twenty miles, the latter allowing his antagonists to alternate every five miles.

A TWENTY-MILE race is soon to come off between a bicycler, "Unknown." and trotting horses, all comers, on the trotting track at Brockton, Mass., for a purse of from $300 to $500.

IN a challenge published in *Turf, Field and Farm*, Louise Armaindo, the champion bicyclienne of the world, says: "An article in the New York *Clipper* stated that J. S. Prince, champion of America, who raced against me at Norwalk, made me run so fast that I was exhausted at the end of five miles, in a race where he had to give me one mile start in a ten-mile race. Now, the track was so bad that it took Prince 51m. 55s. to do the distance himself; and to show that J. S. Prince cannot exhaust me in any race, I am willing to race him, or any man in America, and the one who rides the most hours, minutes, and seconds without dismounting to be declared the winner."

F. MOORE, the winner of the one and twenty-five mile Bicycle Union championship, rides a Royal Mail racer, which machine, according to the *News*, is immensely popular, nearly 75 per cent of the racing men at Aston using it.

THE Sanspareil is also popular, and one was ridden by M. H. Whish, who ran second in the one-mile race. His machine is a 56-inch, and weighs only twenty-six pounds.

A FIFTY-MILE amateur bicycle race will be run at the Polo grounds, New York, 9 September, under the auspices of the Manhattan Athletic Club, for three gold-medal prizes.

MLLE. LOUISE ARMAINDO sends us the following: — CHALLENGE. I hereby challenge John S. Prince, champion, or any other bicycle rider in America, Prince to give me five miles in every fifty miles, a race. The one who rides the most hours, minutes, and seconds, without dismounting, to be declared the winner; the editor of *Turf, Field and Farm* to be stakeholder.

MLLE. LOUISE ARMAINDO,
Champion Bicyclienne of the World.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The L. A W. Elections.

Editor Bicycling World: — Your editorial in the issue of 28 July, protesting against the recent decision of the committee on rights and privileges, has given us new hopes, and we cannot but commend your sound arguments and call for justice to all parties interested. The Maryland Bicycle Club made application to the League on 20 June, fully expecting to have the privilege of casting their votes in this election; but in a communication from Mr. A. S. Parsons we were told, as the line had to be drawn somewhere, he could see no better place than at the *opening* of the polls. I think there is little room for doubt that the new constitution of the League, which places the selection of State officers in the hands of the members of that State, has induced many clubs as well as unattached riders to join the League. If the decision of the committee on rights and privileges is sustained, then all those who have joined with this expectation of voting will find they have as little voice in the matter as under the old constitution. And I think that nothing will more clearly show the injustice of this decision than the fact that calculating from the date on which the new rules were published, it was impossible to become a member of the League before 15 June. Our protest was duly entered at the time, and we had lost all hope of its being favorably considered; but now that the WORLD has championed our cause, and knowing that in this, as in all other things, it will not silently submit to an injustice, we gladly trust our cause to your defence, and confidently await the result.

E. F. LECATO,
Sec. Maryland Bi. Club.
105 SOUTH STREET, BALTIMORE, 29 July, 1882.

Transportation Charges.

Editor Bicycling World: — I recently wrote the WORLD in reference to transportation of bicycles on the Little Miami Railway. As yet I have received no official information concerning the matter, but I am able to state that the baggagemen have ceased to collect extra fares, and this fact would seem to indicate that official action has been taken by the railway authorities to the entire satisfaction of wheelmen. I have also seen it stated in several newspapers that a general order has been issued forbidding baggagemen from collecting any fares on bicycles. The Xenia Bicycle Club claim the honor of having brought about this favorable change.

W. INANS.
XENIA, OHIO, July.

Bicycle Transportation from Chicago.

THE question of transportation of bicycles is one that ought to be settled as soon as possible, and the roads making the best arrangement with wheelmen should be the ones to receive their patronage. It is getting to be quite a common thing for wheelmen to take their bicycles along when on trips through the country, and more would do so if they knew that it would not be too much trouble. If one goes at it in the right way, he will have no difficulty in having his wheel well cared for on the following lines out of Chicago: The Chicago, Milwaukee and St. Paul and Chicago and Northwestern Railways com-

mand the entire West and Northwest. The former road is more liberal in regard to carrying wheels than the latter. Still, it is well not to be entirely beholden to the baggage-master, and a request for permit, addressed to Mr. A. V. H. Carpenter, general passenger agent, Milwaukee, will be promptly granted. Wheelmen desiring to travel on the Chicago and Northwestern should ask Mr. N. A. Phillips, general baggage agent, Chicago, for a permit to carry wheel in baggage car free. It is well to write your own permit and ask him to sign it, as follows: "To baggage-masters Chicago and Milwaukee" (if that is the destination). "Upon presentation of ticket please check through one bicycle for Mr. John Smith, the bearer, free, at owner's risk." Then pin your ticket to this permit, and you are safe. The signature of the general baggage agent carries the same force with it in the baggage-room as that of an absolute monarch in his country. On the trains of the Chicago, Milwaukee and St. Paul, and Chicago and Northwestern, we have not been in the habit of paying the baggage-masters any "backsheesh," and they will not, therefore, expect any. As regards tipping, it is well sometimes to make the baggage-master some little recognition, where the car is full of baggage, and he has had to use extra care to put the wheel in a safe place; or perchance has been obliged to shift it around the car in order to keep it from getting jammed. But where the baggage-cars are entirely empty, and you go in and stow your machine away to suit yourself, it is not to be expected that you should pay the baggage-master anything when he gives nothing in return. In fact, it is not well to do so, for it makes them expect it, and when a bicycler fails to give them anything they feel out of humor. When boarding the baggage-car, always hand the baggage-master your permit first, and then he will not feel that you are trying to run things yourself, as he will if you shove your machine on and then ask him afterward if you can do so.

Bicyclers going east of Chicago, if they will take the Michigan Central Railroad, will be assured of good treatment of their machines, and the same will be checked through to New York, Boston, or intermediate points, if they will call upon or address Mr. F. I. Whitney, assistant general passenger agent, Chicago, requesting permit. This line is particularly generous to bicyclers, and was the only road centring in Chicago that met wheelmen half-way in the matter of securing reduced rates for those wishing to attend the L. A. W. meet, even going so far as to request their agents along the line to hunt up the boys and advise them of the reduction in rates. But even on this line there are a few crabbed baggage-masters, who feel that when they are intrenched in their cars at some way station they are bigger men than the general passenger agent, and it is well to be equipped with a permit. It is like possessing a "shooter," when going through a strange country. It makes one feel safe and independent, and it is humiliating to have to depend upon the dictum of a baggage-master whose authority is really very limited. Some of these fellows like to work bicyclers for all they are worth, having the false impression that they have more money as a general thing than they know what to do with. Those going south from Chicago had better take the Louisville, New Albany and Chicago Railway. Write Mr. Murray Keller, general passenger agent, Louisville, Ky., and he will give the permit. We have not had much experience with this road, but they carried the club captain and quartermaster to Louisville once, and took good care of the wheels without charge. When shipping your machine, if it is convenient, wrap the backbone with strips of cotton; also the forks. This prevents scratching of paint or nickel. To crate the machine renders it as helpless and unmanageable as a small-sized elephant. This of course refers to shipping other than by express, without going along with the machine to lift it into the baggage car and stow it away yourself.

STENO.

Xenia.

Editor Bicycling World: — The Xenia Bicycle Club has adopted a new uniform of blue-black velvet, which will be ready before the L. O. W. meet, 28-29 August.... Mr. John Barrett of Spring Valley, Ohio, made a run from that place on the 16th inst., through Wilmington, Sabina, Washington Court House, Jamestown, and Xenia, and home, a distance of eighty miles, in eight hours.... Spring Valley, Ohio, has five bicycles. This not being enough to have a club of their own, they will all probably join the Xenia Club. The two towns are six miles apart..... Wm Galway of Cincinnati made a run from that place to Xenia on the 22d inst., sixty-five miles, spent the following day in Xenia, and was home again the morning of the 24th. .... R. S. Kingsbury, captain of the Xenia Bicycle Club, started on a run on the 18th inst., stopping first at Dayton; thence to the Soldiers' Home, where he was cordially welcomed by the governor and everybody else connected with the institution; thence to Eaton, where he made quite a stay, and where he surprised the natives by riding several feminine acquaintances about the city on his step; thence to Richmond, Ind; thence back to Eaton; thence to Cincinnati, and home from there by rail, arriving on the 21st. He was accompanied part of the way by S M. Livingston of the Xenia and Cincinnati Clubs.

AINEX.

Lawrence.

Editor Bicycling World: — A constant and interested reader of the WORLD, I have noticed that Lawrence is seldom heard from, and one might judge that the warm weather had diminished our enthusiasm in bicycling; but I want to assure you that we are making the most of our opportunities, and are taking much enjoyment on the wheel. New names are being added to our list of riders every day, and this valuable aid to locomotion is rapidly growing in popular favor about here. Our club is in a flourishing condition, having an active membership of more than thirty, which we expect to largely increase during the next two or three months from the ranks of those who have taken their first lessons on the wheel during the present season.

A very pleasant run has just been taken, — the associations resulting from the Essex County League adding much to its enjoyment. On the 22d inst. six members of the Lawrence Club started from the Common about 5.15 A. M, and journeying through North Andover, were joined by one of the North Andover Club, and pushed on towards Salem, going out of our way somewhat to see some of the wheelmen of Beverly, two of whom escorted us from that place to the Essex House in Salem, where we found our enthusiastic "Pedal Pusher," all going down to Juniper Point, were we spent the day. We were here joined by our Salem director of the L. E. C. W. and our vice-president and director from Marblehead. A fish dinner was enjoyed by all, and a meeting of the officers of the League held after dinner. It was decided to have a League excursion in August, a meet in September, and a race meeting in October. Towards evening our genial fellow-wheelman, Mr. Philbrick of Salem, kindly tendered us the hospitality of his yacht, honoring us with a parting salute from his 12 or 1,200 lb. (I really have forgotton which) gun. After nine o'clock, in the dark and semi-moonlight, we picked our way back to the Essex House and passed a comfortable night, only to be routed out in the morning by six more Lawrence boys, who had made an early run from Lawrence in one hour and forty-five minutes (twenty miles, and not sandpapered roads either) clamoring for breakfast. After breakfast, our party, augmented by four of the Marblehead Club, and now assuming quite imposing propositions, took the most delightful run it has been our privilege to enjoy, through the Beverly Farms and "Manchester-by-the Sea" to Gloucester. We got dinner at the Pavilion, our Marblehead friends getting ahead of us to the extent of settling all bills before we imagined what they were up to; "in recognition of some former courtesies," they said. From here all of the party returned home *via* Salem, except two who had planned for three days more on the wheel.

On the morning of the 24th, in company with Mr J. S. Newton, secretary of the Holyoke Club, who is stopping at the Pavilion, we made the circuit of the Cape, visiting Annisquam, Bay View, Pigeon Cove, Rockport, and Bass Rocks, returning to the Pavilion for dinner. Although apparently the best hotel in the place, it is not the best imaginable, we

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

OVID BI. CLUB. — Additional: S. E. Parkill, Owosso, Mich.; Geo. H. Harrison, Ovid, Mich.; V. A. Fitch, Ovid, Mich.

MARYLAND BI. CLUB. — Additional: G. C. Williams, care of H. & E. Hartman & Co., Baltimore, Md.

DETROIT BI. CLUB. — Additional: R. R. Lansing, 273 Jefferson avenue; E. D. Hutton, care of Parke, Davis & Co.; C. T. Gage, 333 Woodward avenue; Chas. W. Smith, 44 Grand River avenue; Fred. H. Tregaskas, 414 Lafayette avenue; Dennie Loring, 399 Jefferson avenue; Walter B. Scaife, care of Detroit Safe Company; Wm. H. Elmer, care of Detroit Safe Company, — all of Detroit, Mich.

CHAMPION CITY BI. CLUB. — Additional: A. D. Hosterman, Baker Rice, and D. H. Olds, — all of Springfield, Ohio.

HUDSON (N. Y.) BI. CLUB. — Additional: Wm. Wait, George E. Gage, — both of Hudson, N. Y.

MONTREAL BI. CLUB. — Additional: D. W. Allan, care of Thomas Allan & Co., St. James street; W. J. Farquharson, 135 St. Peter street; C. A. Merrill, 30 St. Sulpice street; L. J. Smith, care of Lord & Munn; John Low, 953 Dorchester street; W. C. Bessey, 20 University street; W. Goldstein, post-office box 728; C. A. LaMothe, 15 place d'Armes; H. Shaw, 57 Redpath street; W. W. Starke, care of C. C. Snowdon & Co.; John Cassils, 204 Upper Peel street; E. W. Waud, Molson's Bank; D. B. Holden, Ames, Holden & Co.; N. Bowman, Lord & Munn; J. F. Keddy, 1277 St. Catherine street; L. D. Ross, 673 Dorchester street; W. F. Cochrane, Montreal Am. Ath. Ass.; W. C. Carruthers, Arrundale, Kingston, Ont.

UNATTACHED. — C. T. DePuy, 22 avenue A, Vick's park, Rochester, N. Y.; W. H. Learned, 28 Orange street, Rochester, N. Y.; W. J. Curtis, 23 Fitzhugh street, Rochester, N. Y.; L. B. Smith, 87 Fitzhugh street, Rochester, N. Y.; F. F. Chase, 254 North St. Paul street, Rochester, N. Y.; Henry M. Stevens, Vineland, N. J.; C. Sumner Stevens, Vineland, N. J.; H. R. Goodwin, care of Ernest R. Shipton, Salisbury, England; Thomas H. Burchell, 58 East 53d street, New York City; Henry T. Peeters, 116 Monroe street, Chicago, Ill.; David Stewart, 35 St. Paul street, Baltimore, Md.; A. C. Kenley, 90 Spear's wharf, Baltimore, Md.; Chas. S. Greenbaum, Laramie City, Wy. Ter.; Wm. O. Owens, Laramie City, Wy. Ter.; G. Rantoul White, Wellesley, Norfolk County, Mass. (post-office address, Newton Lower Falls, Mass.); Fred. M. Tottingham, Keene, N. H.

CORRECTIONS. — In Newton Bicycle Club candidates published 21 July, H. M. Sabin's address should read 230 Purchase street, instead of 260. In Hackensack Bicycle Club candidates published 21 July, the numbers after the names of C. Julian Wood (379) and Cyrus Knapp (2,000) refer to their League numbers, not to post-office boxes. The club is located in Hackensack, Bergen Co., N. J. In the Missouri Bicycle Club candidates published 21 July, "Harry Hatze" should be Harry Hotze, "W. J. Thorne" should be W. J. Thom, "N. C. Thorne" should be N. C. Thom, and "Coler E. Stone" should be Cola E. Stone.

Through the White Mountains on the Wheel. IV.

JACKSON.

2½. To Glen Station. Before described.
4. Moderately hard loam. Gently undulating. One or two unridable hills. Two or three dismounts necessary.
5. Slightly sandy, but growing harder. Less undulating. Some side-paths. May be ridden without dismount.
6 Sand changing to hard gravel. Level or down grade. Riding improving; becoming good.
9. Hard gravel. Level, or gently down. Excellent riding.

NORTH CONWAY.

This is a broad, well-made road, and here we found the first really easy continuous riding. The nine miles might be done with but two dismounts by a strong rider. The last four miles is good enough to make ten miles per hour on easily. Through intervale it is smooth enough for a race track.

1 Broad, level, hard gravel street. Excellent riding. Good sidewalks on each side for half a mile.
2. Middle of road slightly soft Good side paths and turf. Level. Fair riding by picking the way.
5. Gravel changing to loam. Middle of road just soft and rutty enough to make riding hard, but fair riding to be had on turf or in occasional hard rut.

CONWAY CENTRE.

1. Clayey loam, packing down into hard, smooth ruts, six inches to twelve inches wide. Level, or slightly down. First-class rut riding.
1½. Growing sandy. Level, or down. Fair riding on turf at side.
1¾. Soft sand. Level. Nearly or quite unridable.
2. Sandy, up grade. Unridable.
3. Grows less sandy. Level or down. Poor, difficult riding, growing better.
5. Hard gravelly loam. Level or down. Fair riding, growing excellent.

FRYEBURG.

This ten miles affords several stretches of superior riding and with the exception of the one and a half miles of sand is continuously good enough to be enjoyably ridden by a mere beginner. We made perhaps five dismounts in this distance; at least not more than this would be necessary. The road through Fryeburg village and for a mile to the west is broad, smooth, and level, affording good riding on any part of the road. The sidewalks are nearly equal to Boston Common walks. Arriving at Fryeburg, we are entirely out of the mountain region, and take our last backward views of the last of those mighty hills that have charmed and awed us for days past. From here we pushed on to Bridgton, ten miles, having crossed the line from New Hampshire into Maine. Dismal reports of the Fryeburg sand had fortified us for a struggle, but to our surprise we rode a mile out of the village in ruts or on side turf easily and without dismount, finding no trouble; some sand until the second mile, where we walked about a quarter of mile. After two and a half miles the road is fairly hard and level, with easy riding. Towards East Fryeburg there are two or three long but easy hills, which were ridden by one of our party. There had been recent rain in this district, which may account for the freedom from soft sand near Fryeburg. In the vicinity of the Bridgton town line there are two or three miles of level, hard clayey roads which are easy and attractive riding; but at West Bridgton and three miles beyond there are many short, steep hills, with frequent sandy spots of the most troublesome description, requiring numerous dismonnts. We were pleasantly entertained at the Bridgton House, Bridgton, where we passed the night. The next day we went down Long Pond and Sebago Lake by steamboat, thence by rail to Portland and Portsmouth, not caring to spend more of our time on poor roads where the stimulus of grand scenery was lacking. At Portsmouth we resumed our wheeling, going home *via* Boston over those splendid roads which are or should be familiar to every New England wheelman.

I have endeavored to carefully describe the White Mountain roads as we found them. All riders know how common earth roads change in riding qualities with the season and the amount of rain, so that others might find under other conditions quite different roads in this region. My belief is, however, that the soil of a large portion of the mountain district is of that pulverulent, sandy, loamy character which is always slightly loose and soft, but never very much so unless in extremes of wet or dry seasons. In most of the region we passed through there had been no rain for three weeks, and the summer had been a moderately dry one, the streams being lower than usual at that season. It is probable that the roads were below their average condition, especially the more sandy portions.

The practical deductions from my own experience, and a comparison of notes with other wheelman explorers of these mountains, are as follows: The White Mountain roads, with the exception of two districts, are not good enough to ride over simply for the sake of riding. To one who never has been there, I would strongly recommend the tour. I would also recommend it to those who have, provided their admiration for nature exceeds that for the art of riding a bicycle. No rider of less than a year's experience should attempt it; for ability to pull through three-inch deep sand holes, and ride half a mile in six-inch wide ruts, are amongst the qualifications of the enjoying White Mountain tourist. The two exceptional districts above referred to are the vicinities of Littleton and North Conway, where, with the short stretch by the Profile House, are a few miles of first-class country road. Whitefield and Lisbon are reported to furnish some good riding on the roads from Littleton, and in their vicinity. We encountered three belts of deep unridable sand: one about two miles wide just north of Franconia; one of five or six miles about the Fabyan House, and from it to Crawford's; and one of about two miles east of Fryeburg. The vicinity of Plymouth

mand the entire West and Northwest. The former road is more liberal in regard to carrying wheels than the latter. Still. it is well not to be entirely beholden to the baggage-master, and a request for permit, addressed to Mr. A. V. H. Carpenter, general passenger agent, Milwaukee, will be promptly granted. Wheelmen desiring to travel on the Chicago and Northwestern should ask Mr. N. A. Phillips, general baggage agent, Chicago, for a permit to carry wheel in baggage car free. It is well to write your own permit and ask him to sign it, as follows: "To baggage-masters Chicago and Milwaukee" (if that is the destination). "Upon presentation of ticket please check through one bicycle for Mr. John Smith, the bearer. free, at owner's risk." Then pin your ticket to this permit, and you are safe. The signature of the general baggage agent carries the same force with it in the baggage-room as that of an absolute monarch in his country. On the trains of the Chicago, Milwaukee and St. Paul, and Chicago and Northwestern, we have not been in the habit of paying the baggage-masters any "backsheesh," and they will not, therefore, expect any. As regards tipping, it is well sometimes to make the baggage-master some little recognition, where the car is full of baggage, and he has had to use extra care to put the wheel in a safe place; or perchance has been obliged to shift it around the car in order to keep it from getting jammed. But where the baggage-cars are entirely empty, and you go in and stow your machine away to suit yourself, it is not to be expected that you should pay the baggage-master anything when he gives nothing in return. In fact, it is not well to do so, for it makes them expect it, and when a bicycler fails to give them anything they feel out of humor. When boarding the baggage-car, always hand the baggage-master your permit first, and then he will not feel that you are trying to run things yourself, as he will if you shove your machine on and then ask him afterward if you can do so.

Bicyclers going east of Chicago, if they will take the Michigan Central Railroad, will be assured of good treatment of their machines, and the same will be checked through to New York, Boston, or intermediate points, if they will call upon or address Mr. F. I. Whitney, assistant general passenger agent, Chicago, requesting permit. This line is particularly generous to bicyclers, and was the only road centring in Chicago that met wheelmen half-way in the matter of securing reduced rates for those wishing to attend the L. A. W. meet, even going so far as to request their agents along the line to hunt up the boys and advise them of the reduction in rates. But even on this line there are a few crabbed baggage-masters, who feel that when they are intrenched in their cars at some way station they are bigger men than the general passenger agent, and it is well to be equipped with a permit. It is like possessing a "shooter," when going through a strange country. It makes one feel safe and independent, and it is humiliating to have to depend upon the dictum of a baggage-master whose authority is really very limited. Some of these fellows like to work bicyclers for all they are worth, having the false impression that they have more money as a general thing than they know what to do with. Those going south from Chicago had better take the Louisville, New Albany and Chicago Railway. Write Mr. Murray Keller, general passenger agent. Louisville, Ky., and he will give the permit. We have not had much experience with this road, but they carried the club captain and quartermaster to Louisville once, and took good care of the wheels without charge. When shipping your machine, if it is convenient. wrap the backbone with strips of cotton; also the forks. This prevents scratching of paint or nickel. To crate the machine renders it as helpless and unmanageable as a small-sized elephant. This of course refers to shipping other than by express. without going along with the machine to lift it into the baggage car and stow it away yourself. STENO.

Xenia.

Editor Bicycling World: — The Xenia Bicycle Club has adopted a new uniform of blue-black velvet, which will be ready before the L. O. W. meet. 28-29 August.....Mr. John Barrett of Spring Valley, Ohio, made a run from that place on the 16th inst., through Wilmington, Sabina, Washington Court House, Jamestown, and Xenia, and home, a distance of eighty miles, in eight hours.... Spring Valley, Ohio, has five bicycles. This not being enough to have a club of their own, they will all probably join the Xenia Club. The two towns are six miles apart.....Wm Galway of Cincinnati made a run from that place to Xenia on the 2? inst., sixty-five miles, spent the follow. day in Xenia, and was home again the morning of the 24th. ....R. S. Kingsbury, captain of the Xenia Bicycle Club, started on a run on the 18th inst., stopping first at Dayton; thence to the Soldiers' Home, where he was cordially welcomed by the governor and everybody else connected with the institution; thence to Eaton, where he made quite a stay, and where he surprised the natives by riding several feminine acquaintances about the city on his step; thence to Richmond, Ind; thence back to Eaton; thence to Cincinnati, and home from there by rail, arriving on the 21st. He was accompanied part of the way by S M. Livingston of the Xenia and Cincinnati Clubs. AINEX.

Lawrence.

Editor Bicycling World: — A constant and interested reader of the WORLD, I have noticed that Lawrence is seldom heard from, and one might judge that the warm weather had diminished our enthusiasm in bicycling; but I want to assure you that we are making the most of our opportunities, and are taking much enjoyment on the wheel. New names are being added to our list of riders every day, and this valuable aid to locomotion is rapidly growing in popular favor about here. Our club is in a flourishing condition, having an active membership of more than thirty, which we expect to largely increase during the next two or three months from the ranks of those who have taken their first lessons on the wheel during the present season.

A very pleasant run has just been taken, — the associations resulting from the Essex County League adding much to its enjoyment. On the 22d inst. six members of the Lawrence Club started from the Common about 5.15 A. M, and journeying through North Andover, were joined by one of the North Andover Club, and pushed on towards Salem, going out of our way somewhat to see some of the wheelmen of Beverly, two of whom escorted us from that place to the Essex House in Salem, where we found our enthusiastic "Pedal Pusher," all going down to Juniper Point, were we spent the day. We were here joined by our Salem director of the L. E. C. W. and our vice-president and director from Marblehead. A fish dinner was enjoyed by all, and a meeting of the officers of the League held after dinner. It was decided to have a League excursion in August, a meet in September, and a race meeting in October. Towards evening our genial fellow-wheelman, Mr. Philbrick of Salem, kindly tendered us the hospitality of his yacht, honoring us with a parting salute from his 12 or 1,200 lb. (I really have forgotton which) gun. After nine o'clock, in the dark and semi-moonlight, we picked our way back to the Essex House and passed a comfortable night, only to be routed out in the morning by six more Lawrence boys, who had made an early run from Lawrence in one hour and forty-five minutes (twenty miles, and not sandpapered roads either) clamoring for breakfast. After breakfast, our party, augmented by four of the Marblehead Club, and now assuming quite imposing propositions, took the most delightful run it has been our privilege to enjoy, through the Beverly Farms and "Manchester-by-the Sea" to Gloucester. We got dinner at the Pavilion, our Marblehead friends getting ahead of us to the extent of settling all bills before we imagined what they were up to; "in recognition of some former courtesies," they said. From here all of the party returned home *via* Salem, except two who had planned for three days more on the wheel.

On the morning of the 24th, in company with Mr J. S. Newton, secretary of the Holyoke Club, who is stopping at the Pavilion, we made the circuit of the Cape, visiting Annisquam, Bay View, Pigeon Cove, Rockport, and Bass Rocks, returning to the Pavilion for dinner. Although apparently the best hotel in the place, it is not the best imaginable, we

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

OVID BI. CLUB. — Additional: S. E. Parkill, Owosso, Mich.: Geo. H. Harrison, Ovid, Mich.; V. A. Fitch, Ovid, Mich.

MARYLAND BI. CLUB. — Additional: G. C. Williams, care of H. & E. Hartman & Co., Baltimore, Md.

DETROIT BI. CLUB. — Additional: R. R. Lansing, 273 Jefferson avenue; E. D. Hutton, care of Parke, Davis & Co.; C. T. Gage, 331 Woodward avenue; Chas. W. Smith, 44 Grand River avenue; Fred. H. Tregaskas, 414 Lafayette avenue, Dennie Loring, 399 Jefferson avenue; Walter B. Scaife, care of Detroit Safe Company; Wm. H. Elmer, care of Detroit Safe Company, — all of Detroit, Mich.

CHAMPION CITY BI. CLUB. — Additional: A. D. Hosterman, Baker Rice, and D. H. Olds, — all of Springfield, Ohio.

HUDSON (N. Y.) BI. CLUB. — Additional: Wm. Wait, George E. Gage, — both of Hudson, N. Y.

MONTREAL BI. CLUB. — Additional: D. W. Allan, care of Thomas Allan & Co., St. James street; W. J. Farquharson, 135 St. Peter street; C. A. Merrill, 30 St. Sulpice street; L. J. Smith, care of Lord & Munn; John Low, 953 Dorchester street; W. C. Bessey, 20 University street; W. Goldstein, post-office box 728; C. A. LaMothe, 15 place d'Armes; H. Shaw, 57 Reopath street; W. W. Starke, care of C. C. Snowdon & Co.; John Cassils, 294 Upper Peel street; E. W. Waud, Molson's Bank; D. B. Holden, Ames, Holden & Co.; N. Bowman, Lord & Munn; J. F. Reddy, 1277 St. Catherine street; L. D. Ross, 673 Dorchester street; W. F. Cochrane, Montreal Am. Ath. Ass.; W. C. Carruthers, Arrundale, Kingston, Ont.

UNATTACHED. — C. T. DePuy, 22 avenue A, Vick's park, Rochester, N. Y.; W. H. Learned, 28 Orange street, Rochester, N. Y.; W. J. Curtis, 23 Fitzhugh street, Rochester, N. Y.; L. B. Smith, 57 Fitzhugh street, Rochester, N. Y.; F. F. Chase, 254 North St. Paul street, Rochester, N. Y.; Henry M. Stevens, Vineland, N. J.; C. Sumner Stevens, Vineland, N. J.; H. R. Goodwin, care of Ernest R. Shipton, Salisbury, England; Thomas H. Burchell, 58 East 53d street, New York City; Henry T. Peeters, 116 Monroe street, Chicago, Ill.; David Stewart, 35 St. Paul street, Baltimore, Md.; A. C. Kenley, 90 Spear's wharf, Baltimore, Md.; Chas. S. Greenbaum, Laramie City, Wy. Ter.; Wm. O. Owens, Laramie City, Wy. Ter.; G. Rantoul White, Wellesley, Norfolk County, Mass. (post-office address, Newton Lower Falls, Mass.); Fred. M. Tottingham, Keene, N. H.

CORRECTIONS. — In Newton Bicycle Club candidates published 21 July, H. M. Sabin's address should read 230 Purchase street, instead of 260. In Hackensack Bicycle Club candidates published 21 July, the numbers after the names of C. Julian Wood (379) and Cyrus Knapp (2,000) refer to their League numbers, not to post-office boxes. The club is located in Hackensack, Bergen Co., N. J. In the Missouri Bicycle Club candidates published 21 July, "Harry Hatze" should be Harry Hotze, "W. J. Thorne" should be W. J. Thom, "N. C. Thorne" should be N. C. Thom, and "Coler E. Stone" should be Cola E. Stone.

Through the White Mountains on the Wheel. IV.

JACKSON.

2½. To Glen Station. Before described.
4. Moderately hard loam. Gently undulating. One or two unridable hills. Two or three dismounts necessary.
5. Slightly sandy, but growing harder. Less undulating. Some side-paths. May be ridden without dismount.
6 Sand changing to hard gravel. Level or down grade. Riding improving; becoming good.
9. Hard gravel. Level, or gently down. Excellent riding.

NORTH CONWAY.

This is a broad, well-made road, and here we found the first really easy continuous riding. The nine miles might be done with but two dismounts by a strong rider. The last four miles is good enough to make ten miles per hour on easily. Through intervale it is smooth enough for a race track.

1 Broad, level, hard gravel street. Excellent riding. Good sidewalks on each side for half a mile.
2. Middle of road slightly soft Good side paths and turf. Level. Fair riding by picking the way.
5. Gravel changing to loam. Middle of road just soft and rutty enough to make riding hard, but fair riding to be had on turf or in occasional hard rut.

CONWAY CENTRE.

1. Clayey loam, packing down into hard, smooth ruts, six inches to twelve inches wide. Level, or slightly down. First-class rut riding.
1½. Growing sandy. Level, or down. Fair riding on turf at side.
1¾. Soft sand. Level. Nearly or quite unridable.
2. Sandy, up grade. Unridable.
3. Grows less sandy. Level or down. Poor, difficult riding, growing better.
5. Hard gravelly loam. Level or down. Fair riding, growing excellent.

FRYEBURG.

This ten miles affords several stretches of superior riding and with the exception of the one and a half miles of sand is continuously good enough to be enjoyably ridden by a mere beginner. We made perhaps five dismounts in this distance; at least not more than this would be necessary. The road through Fryeburg village and for a mile to the west is broad, smooth, and level, affording good riding on any part of the road. The sidewalks are nearly equal to Boston Common walks. Arriving at Fryeburg, we are entirely out of the mountain region, and take our last backward views of the last of those mighty hills that have charmed and awed us for days past. From here we pushed on to Bridgton. ten miles, having crossed the line from New Hampshire into Maine. Dismal reports of the Fryeburg sand had fortified us for a struggle, but to our surprise we rode a mile out of the village in ruts or on side turf easily and without dismount, finding no trouble; some sand until the second mile, where we walked about a quarter of mile. After two and a half miles the road is fairly hard and level, with easy riding. Towards East Fryeburg there are two or three long but easy hills, which were ridden by one of our party. There had been recent rain in this district, which may account for the freedom from soft sand near Fryeburg. In the vicinity of the Bridgton town line there are two or three miles of level, hard clayey roads which are easy and attractive riding; but at West Bridgton and three miles beyond there are many short, steep hills, with frequent sandy spots of the most troublesome description, requiring numerous dismonnts. We were pleasantly entertained at the Bridgton House, Bridgton, where we passed the night. The next day we went down Long Pond and Sebago Lake by steamboat, thence by rail to Portland and Portsmouth, not caring to spend more of our time on poor roads where the stimulus of grand scenery was lacking. At Portsmouth we resumed our wheeling, going home *via* Boston over those splendid roads which are or should be familiar to every New England wheelman.

I have endeavored to carefully describe the White Mountain roads as we found them. All riders know how common earth roads change in riding qualities with the season and the amount of rain, so that others might find under other conditions quite different roads in this region. My belief is, however, that the soil of a large portion of the mountain district is of that pulverulent, sandy, loamy character which is always slightly loose and soft, but never very much so unless in extremes of wet or dry seasons. In most of the region we passed through there had been no rain for three weeks, and the summer had been a moderately dry one, the streams being lower than usual at that season. It is probable that the roads were below their average condition, especially the more sandy portions.

The practical deductions from my own experience, and a comparison of notes with other wheelman explorers of these mountains, are as follows: The White Mountain roads, with the exception of two districts, are not good enough to ride over simply for the sake of riding. To one who never has been there, I would strongly recommend the tour. I would also recommend it to those who have, provided their admiration for nature exceeds that for the art of riding a bicycle. No rider of less than a year's experience should attempt it; for ability to pull through three-inch deep sand holes, and ride half a mile in six-inch wide ruts, are amongst the qualifications of the enjoying White Mountain tourist. The two exceptional districts above referred to are the vicinities of Littleton and North Conway, where, with the short stretch by the Profile House, are a few miles of first-class country road. Whitefield and Lisbon are reported to furnish some good riding on the roads from Littleton, and in their vicinity. We encountered three belts of deep unridable sand: one about two miles wide just north of Franconia; one of five or six miles about the Fabyan House, and from it to Crawford's; and one of about two miles east of Fryeburg. The vicinity of Plymouth

is also sandy, and five or six miles of the road from here up the Pemigewasset Valley are reported so, the remaining twenty miles to the Flume House being pronounced fair riding all the way. The wheelman spending any considerable time in any of these districts will feel amply repaid for the trouble of taking his wheel along, especially in the more favored ones just mentioned. In laying out the route, I would advise moving from west to east, as the up grades are much easier in the Ammonoosuc Valley approaching the Notch than are those of the Saco Valley from the east. The average rider will not exceed five miles per hour, and twenty-five per day will be enough for comfort. The average cost per day for the time spent in the mountain region was $3.45, this not including railroad fares or unnecessary luxuries. We stopped at the Crawford, Glen, and Summit Houses, as is necessary, but at other times chose second-class hotels, having everything needful for comfort and real enjoyment.

The following may be an assistance to those who are planning a tour in the mountains. We will assume that the start is to be made from Boston.

NO. 1. A SHORT TRIP OF FOUR DAYS.

D'S.	MI'S.	
1	....	Boston to Bethlehem *via* B. C. and M. Railroad.
2	..	Bethlehem.
	3	Bethlehem Station.
	8½	Twin Mountain House. Dinner.
	13	Fabyan House.
	18	Crawford House. Night
3	31	Upper Bartlett. Dinner at Bartlett House.
	39½	Glen Station.
	46	N. Conway. Night, choice of three or four good hotels.
4	..	N. Conway to Boston *via* Portland and Portsmouth.

NO. 2. A TRIP OF SIX DAYS.

1	....	Boston to Plymouth *via* B. C. and M. Railroad.
2	..	Plymouth.
	24	Flume House. Dinner. Afternoon and night here.
3	24	Flume House.
	29	Profile House. Remainder of forenoon, and dinner here.
	34½	Franconia. Afternoon.
	39½	Bethlehem. Night.
6	85½	Same as trip No. 1.

NO. 3. A TRIP OF SIX DAYS.

1	....	Boston to Warren *via* B. C. and M. Railroad.
2	..	Warren.
	5	Warren. Summit. Ascend Moosilauke. Dinner at Summit. Night.
3	20	Benton *via* E. Haverhill and Haverhill Centre. Dinner.
	33	Franconia. Night.
6	38	Bethlehem.
	84	Same as trip No. 1.

NO. 4 A TRIP OF FIFTEEN DAYS.

2	5	Same as No. 3.
3	14	Haverhill Centre *via* E. Haverhill. Dinner.
	27½	Lisbon *via* Swift Water and Bath. Night.
4	37½	Littleton. Dinner.
	48	Profile House *via* Franconia. Night.
5	53	Flume House. Spend day in vicinity of these two places
6	63½	Franconia. Dinner.
	68½	Bethlehem. Night.
		(Sunday not included.)
8	108	Same as No. 1, to Glen Station.
	110½	Jackson. Night.
9	122½	Glen House. Dinner, and night.
10	130½	Ascend Mt. Washington. Night.
17	138½	Descend Mt. Washington. Dinner at Glen House.
	150½	Jackson. Night.
12	159½	N. Conway. Dinner. Afternoon and night.
13	183½	Bridgton *via* Fryeburg. Night.
15	223½	Portland *via* Lake Sebago and Stage road.

CURRENTE CALAMO

FRED. JENKINS has a handsome 53-inch Rudge bicycle, just imported.

WE shall publish the full result of the L. A. W. elections next week.

HALF a dozen of the Bostons made the usual run to South Canton last Sunday.

PRINCE is having a 34-pound racing Expert built for the fall competitions on the track.

C. R. SHEPHERD edits the "bicycle buzzings" in the Springfield, Ohio, *Sunday News*.

AH, Friend Garvey, we would have liked very "mush" to have been there, but the invitation came too late.

PRESIDENT MILLER presented his club, the Buckeye of Columbus, with a handsome stand of colors last week.

THE Gothamite wheelmen have numerously indulged in moonlight spins in the beautiful evenings of last week and this.

JOHN HARRINGTON, of England, maker of the Arab bicycles and tricycles, and the cradle spring, was in town last week.

W. D. WILMOT of the Massachusetts Bicycle Club has opened a bicycle riding school at Oak Bluffs, with headquarters at the Sea View House.

THE Essex County wheelmen are contemplating a reunion and run some time this month, rendesvouzing at Salem, and making excursions thence to Nahant and Lynn.

THERE are three American Stars in use in Washington. and a great many Xtraordinaries. Is the Washington concrete so sunken and worn that "safety" machines are a necessity?

THE *Bohemian* says that some Toledo tricyclers are projecting a 700-mile trip through Ohio, Michigan, and vicinity, but we opine it will be slow and hard work on the mid-west roads.

THE enterprising Champion City Bicycle Club of Springfield, Ohio, who recently so successfullly originated and conducted a 'cyclist's camp, are now projecting a club picnic for their wives and lady friends.

PRINCE amused the Providence people by some exhibition fast riding on a slow track last week in that city. It is proposed to have a good track there in a few weeks, when the champion will show 'em some real going.

CALIFORNIA is not a good State, topographically, for extended bicycling tours; but Mr. Warschauer of the San Francisco Club recently covered one hundred and twenty-five miles in a two-days' trip, visiting San Jose and Monterey.

MLLE. LOUISE ARMAINDO and Messrs. W. J. Morgan and T. W. Eck request us to express their thanks to Mr. H. B. Hart, bicycle agent of Philadelphia, for favors extended to them as bicyclers during their stay in that city, recently.

THE New York *Sunday Courier* says that the Lone Star has been disbanded. We are aware that a rupture in the Solus Club is alleged as the reason why that club is not riding this season, but we believe the Lone Star is too harmonious and unanimous in its membership to disband. We don't believe the story.

THE Lawrence (Mass.) *American* mentions Mr. George N. Mason of Boston as being at present in the former city, and states that he is forty-eight years old, and an enthusiastic and constant rider on the bicycle, taking an ante-breakfast spin to Andover and return every morning, and wheeling about the streets and suburbs after business hours in the evening.

A CORRESPONDENT of the London *Field* proposes utilizing kites for propelling tricycles, and mentions several instances where they were successfully employed as motors for carriages. He suggests that a kite two feet high would be sufficient. We think this might work in a country where there were neither trees, houses, nor telegraph wires, like Colorado or — England?

OUR latest English exchanges report that the Brighton coach was overturned and several persons severely injured, 17 July, from horses taking fright at a tricycle. The details are meagre, and as the driver of this coach has an evil reputation for practical prejudice against 'cyclers, the latter did not accept the premises of the first report as final, and await particulars before commenting upon it.

"THE BICYCLING WORLD, in a recent issue, attempted to correct a statement made in these columns about the machine ridden by Prince in the ten-mile race at Baltimore. In its last number it had the honesty and candor to handsomely acknowledge its blunder." — *Boston Sunday Courier*. Now will the *Courier* have the "honesty and candor" to acknowledge its graver blunder?

ACCORDING to the *Cyclist*, the long-distance record of two hundred and twelve miles in twenty-four hours, made by W. S. Britten from London to Bath and back, has been beaten by W. F. Sutton, of the London Scottish Bicycle Club, who left London 9 July, making Biggleswade (35 miles), Stilton (75), Stamford (89), Bourne (99), and reached Stamford in Lincolnshire (111). From here he retraced his course, and arrived in London (222 miles) in 23 hours and 55 minutes, his riding time being 21½ hours.

AT one of the runs of the Boston Club lately a discussion arose as to the comparative weights of the machines used by the party. In order to settle the question, steelyards were obtained and the machines weighed with the following results: 48-inch Harvard Roadster, 49½ pounds; 52-inch Expert, 51 pounds; 52-inch Harvard Roadster, 46 pounds; 53-inch Harvard Roadster, 47½ pounds; 50-inch Harvard Roadster, 45 pounds; 56-inch British Challenge, 47 pounds; 52-inch Matchless, 46¾ pounds; 54-inch Harvard Roadster, 49 pounds; 52-inch British Challenge, 44½ pounds; 55-inch light Yale Roadster, 39½ pounds. These weights were doubtless all a little more than the regular balance scale would have recorded, but they answered the purpose of showing comparative weights of machines ordinarily ridden.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING. — "The Principles of Training for Amateur Athletes, with Special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

H. C. BLUE & CO.

48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,

SALEM, MASS.

TRICYCLISTS'

INDISPENSABLE ANNUAL

FOR 1882.

Sample copies postpaid, 65 cents. A liberal discount to the trade. Sole agents in the United States for ILIFFE & STURMEY'S publications.

OVERMAN WHEEL COMPANY,

HARTFORD - - - - CONN.

☞ BICYCLISTS' INDISPENSABLE will be ready in a few weeks.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO., Smithville, Burlington Co., N. J.



MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1. bound in cloth	$2 00
" " " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	15
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	40
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

COLUMBIA



BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - - Manager.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

COLUMBIA



BICYCLES.

Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strain. Made solely for and imported by

SAML. T. CLARK & CO. { OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK, } BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.	THE AMERICAN ROADSTER.	THE TYRO ROADSTER.
The strongest, most rigid, and withal the handsomest Bicycle in America.	The cheapest and best hollow-fork and ball-bearing Bicycle in the market.	Strong, serviceable, and economic.

Also **The British, Sp. British and Xtra Challenge Bicycles,** and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.;** Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals;** Hy. Keat & Sons' **Buglets and Slings;** John Harrington's **Cradle Springs;** Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 11 AUGUST, 1882.

Volume V. Number 14.

[Vol. V. CONTENTS. No. 14]

Currente Calamo	482
Editorial: The Bicycle Monopoly; Three Hundred and Sixty-one Ballots; The McDonnell Cyclometer; The Canada Championship	483
Wheel Club Doings: Boston Ramblers; Detroit	484
Races: Coming Events; Oakland; Salt Lake; Prince and Armaindo; Montreal; Boston Bi-Club; Oxid Bi. Club	484
Correspondence: San Francisco; The Merry-landers; Transportation of Bicycles; Washington Notes; Transportation; Cleveland Notes; Chicago; Transportation Charges	484
Currente Calamo	488
The Rider and the Wheel	488
L. A. W.: Applications; The Elections	489
Tricycling: How a Literary Man keeps Well; Lady's Riding Habit; Ladies Learning; Notes,	490

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

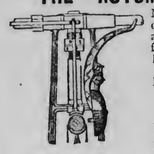
FACTORIES.

Coventry - - - England,	London - - - England,	Birmingham - - England,
(BAYLISS, THOMAS & CO.)	(SURREY MACHINIST CO.)	(THOS. SMITH & SONS,)
THE "HARVARD,"	THE "YALE,"	THE "SHADOW,"
ROADSTER AND SEMI-RACER.	ROADSTER, LIGHT ROADSTER & RACER.	LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN. Worcester. Mass.

THE PERFECTION HUB-LAMP.

(Patented by T. J. Miller.)

The only lamp in the market that destroys shadows cast by tire and spokes. The flame will not blow out or shake out. The reflector and glass being as large as can swing in an ordinary wheel, insures a light of immense intensity, and removes all objectionable features to night riding. Illustrated descriptive circular sent free on application.

E. I. HORSMAN, MANUFACTURER,

80 and 82 William Street, New York.

First-Class Bicycles!

I have a stock of all sizes of machines of my own make on hand and ready for immediate delivery. They are well made, and warranted first-class in every respect.

All kinds of repairing on bicycles done with care and despatch.

A. M. GOOCH, Newton Centre, Mass.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, $1.50; lettered, $2.00.

E. C. HODGES & CO.,
8 PEMBERTON SQUARE.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

Rintelman's Patent Adjustable Bicycle Saddle.



This is positively the best Saddle made. It combines comfort, durability, and neatness, and is easily adjusted by means of a turn-buckle located in the bottom of the frame, and is well ventilated. Liberal discount to agents. Send for circular.

Price, Plain, $3.50 Nickel-plated, $4.50
Address, AUGUST RINTELMAN,
MILWAUKEE, WIS.

Exact Size.



Pat. Sept. 13, 1881.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8 00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc. all suitable for constant wear. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

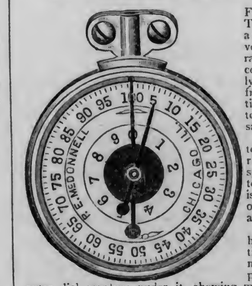
FOR SALE. — A 48-inch full-nickelled American Star Bicycle; been run three weeks; cost $80; sell for $40 cash. Address HOMER ADAMS, Alliance, Ohio.

FOR SALE. — A $100 Harvard; 48-inch; painted; ball bearings; cradle-spring; Excelsior cyclometer, and a lot of extras; in very good order. Address BOX 2806, New York P. O.

FOR SALE. — A 52-inch Standard, new this season, in first-class condition; Rubber Handles and Automatic Alarm Bell, Lock and Chain. Will sell for $75 cash. Address Lock Box 315, Plainville, Conn.

FOR SALE. — A 56-inch Special Columbia; full-nickelled; new this season; used very little; in first-class condition; price $120; transportation free. Address F. C. BISSELL, Newark, Wis.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2¼ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.

FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents, postage prepaid. A. BASSETT, care BICYCLING WORLD.

CURRENTE CALAMO

THE secretary of the Buffalo Bicycle Club has our thanks for a copy of the club rules and regulations.

CONKLING of Chicago has grown an inch taller, and rides the biggest Yale racer in the country, — a 61-inch.

SECRETARY CARSWELL of the Toronto Bicycle Club was in Boston this week, on a flying trip through New England.

THE Champion City Bicycle Club has its rules and membership list neatly and compactly printed on a card, single folded.

W. FRANCKE of Louisville, Ky., won a prize medal at Harrodsburg the 3d inst., in a fancy riding competition with Lexington wheelmen.

SECRETARY COLEMAN of the Manhattan Bicycle Club recently fell from his machine while night riding, and severely injured his hip and shoulder.

OUR second lot of "Cortis on Training" has not yet arrived, and we must once more beg the indulgence of those whose orders are still unfilled on our books.

PRESIDENT SNYDER of the Essex Bicycle Club, Orange, N. J., has just imported a 60-inch bicycle, but the tall young man of Chicago goes him an inch better with his Yale.

THE finely engraved steel portraits of Longfellow and Emerson in the recent number, of the *Atlantic Monthly* were the work of J. A. J. Wilcox, an ardent wheelman, and a member of the Chelsea Bicycle Club. Mr. Wilcox is now engaged upon a group of President Garfield and family for a Boston publisher.

H. D. COREY and A. H. STETSON, of the Meteor Bicycle Club of Boston, rode to Manchester-by-the-Sea, from Brighton, and return, Sunday, and attended church at Masconoma, and at the close of the service had a pleasant chat with the officiating clergyman. Mr. Corey speaks in high terms of his 52-inch, 34-pound Yale Invincible, single balls, and three-quarter-inch tires, which stood the seventy miles run splendidly, although some of the riding was pretty rough, owing to the dry weather.

FRANK W. WESTON, the "Father," did not commence to work up his English tour early enough this year to secure a party of tourists to accompany him to attend the Harrogate meet, and do the roads of "Merrie England"; but he announced to us just before departure that he should at once commence arrangements for a grand tour next summer, and should during his present trip complete all necessary preliminaries abroad, so that all his future work would be devoted to arranging matters here. He is determined to make up a good party in numbers as well as in quality. We therefore advise all wheelmen who would like to join such an expedition to make up their minds now to do so, and husband their resources to that end.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance..... $2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.
Sam'l T. Clark & Co., 107 South St., Baltimore.
Arthur G. Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 11 AUGUST, 1882.

THE BICYCLE MONOPOLY.

WE have frequently referred to the combination of unjust monopoly and exorbitant tariff which enables one concern to control bicycling in this country, and by which the manufacturer is rapidly enriching himself at the expense of general bicycling interests; and last week we again called the attention of the executive board of the League of American Wheelmen to the question of duty on imported machines, and the necessity of some action being taken during the present sitting of the tariff commission to induce that board to recommend either entire removal or a material reduction of this 35 per cent. Whatever has been the value of the combination of patents claimed by the American manufacturer, it has been supposed that he has at least reaped a handsome profit in the royalties collected on imports, to say nothing of about 100 per cent. on the goods manufactured here. But it would seem this is a mistake. *The* Bicycle Manufacturer of America is not satisfied with his little $10 bill and his Dutchman's 1 per cent. on every machine used here. We find that the "present protective tariff gives the English manufacturer undue advantage over him"! The following item in a Boston daily paper is what has enlightened us: —

"Mr. A. A. Pope of this city, president of the Pope Manufacturing Company, made a statement to the tariff commission Saturday, in which he complained that the present tariff discriminated against his business in that it imposed a duty of 45 per cent on steel and only 35 per cent upon bicycles. In order to obtain foreign trade he would have the duty removed from steel. As it is, his company has an annual home trade of half a million, when if it could take advantage of the market it could have a trade ten times as large."

This looks like an attempt to add to the load of an already overloaded camel. It is perhaps fortunate that Mr. Pope's eloquence can have but little weight with the tariff commission at Long Branch, yet it shows that he intends to leave no stone unturned which will enable him to decide who and how many shall purchase bicycles in this country, and what machine they shall use. The owner of the Patent Combination has hitherto seemed content with large margins of profit on goods sold and his little royalty, and whatever points he has sprung on the public, he has done it so quietly that it has passed unnoticed by many; but this attempt to increase the cost of both imported and domestic bicycles (for the price of American machines will be advanced in proportion to the increased tariff on imported wheels) is made so openly and in such plaintive tones that it is likely to attract considerable attention from the bicycling public. To be sure, according to the wording of the item quoted, Col. Pope asks for merely a reduction of the tariff on steel; but who supposes the comparatively small amount of steel he uses in the construction of bicycles is of sufficient account to warrant a reduction of the impost to meet his case? The aim is not to bring the duty on steel down to thirty-five per cent., but to increase that on bicycles to forty-five per cent., and so force first-class English machines out of the market entirely. American bicycles are yet in the experimental stage of construction; while the English manufacturers are producing almost perfected results. Novices will be satisfied with the former and, not appreciating the difference, will continue to pay first-class prices for second-class wheels; but the great bulk of riders now have passed the novitiate stage of bicycling, and demand the best machines at a fair price, — a demand the American manufacturers cannot at present meet at any price It makes one smile to read the implication in the paragraph quoted, to the effect that by removing the duty on steel, the monopoly could put its machines in successful competition with the English makes in their own market, where the same quality may be bought in abundance at less than half the price charged for American machines here.

There appears no likelihood of the League immediately moving in the matter ("large bodies move slowly"), so we shall prepare a circular petition to the commission for a removal or reduction of the present tariff of thirty-five per cent, and send a copy to each club in the country for signatures; and we think Col. Pope will be surprised at the attention his modest request receives, while if the tariff commission will take the pains to look over the names attached to the petition, they will undoubtedly find there the expression of the great majority of the bicycling public of the country.

THREE hundred and sixty-one ballots out of a membership of twenty-five hundred! That is the total vote of the League, after ample notice and the sending of a voting blank to each individual member. Of these, Massachusetts cast 136, Ohio cast 43, New York cast 37, Connecticut cast 25, Maryland cast 21, New Hampshire cast 14, Pennsylvania cast 13, Province of Quebec, Michigan, and Wisconsin 9 each, Vermont 8, New Jersey 7, Iowa and Nebraska 6 each, Missouri 5, Illinois and Maine 3 each, California, District of Columbia, Indiana, Maritime Provinces, Minnesota, and Rhode Island, 2 each, and Province of Ontario and England, 1 each. *What* a live organization!

WE have an open sample of the excellent little McDonnell cyclometer (sold by Fairfield & Co. of Chicago), now at our office, by which any persons who will take the trouble to call may inspect the works and thoroughly understand the working of the instrument. We have used one on our wheel since 1 June, and although never but once testing it with another make (on which occasion the two varied on different machines less than a

quarter-mile in eighteen), but we have found it generally agree with superficial distances given between localities. We believe the cyclometer to be perfectly reliable if properly put together; and although we have heard complaints occasionally, we have generally learned that trouble was caused by imperfect setting in the case. The makers always promptly exchange these, and a second instrument has seldom if ever failed to satisfy the user.

THERE is a dispute now going on between Fred. Westbrook of Brantford, Ont., Perry Doolittle of Aylmer, Ont., and J. G. Hay of Woodstock. Ont., about the bicycling championship of Canada. We believe the last regular championship contest in Canada was held in connection with the annual races of the Montreal Bicycle Club on the Montreal Lacrosse Grounds, 21 September last. On that occasion, Mr. Hay won first and third of three heats for the one-mile championship of Canada, as announced on the programme, in 3m. 49s. and 3m. 48s., respectively, the second heat being won by J. Moodie, Jr., of Hamilton, in 3m. 53s. We believe these races were regularly conducted, and if so, Mr. Hay is still the champion of Canada, irrespective of his having been beaten in non-championship races since. The Montreal Bicycle Club was affiliated with the Montreal Athletic Association and the L. A. W., and in the absence of other authority was perfectly competent to establish a championship.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON RAMBLERS. — Pursuant to an invitation given by Mr. C. S. Howard, a number of bicyclers met at his house Monday evening, 31 July, and formed an orgnization to be known as the "Boston Ramblers." A constitution, compiled by Messrs. Howard, Butterfield, and Cutter, together with an original whistle code, was adopted. Officers were elected as follows: President, S. S. McClure; secretary (also treasurer), A. H. Forbush; captain, C. S. Howard; first lieutenant, R. F. Stahl; second lieutenant, C. B. Butterfield; bugler, A. B. Cutter. We found it very hard to decide upon the color of our club uniform, as the three leading colors — gray, blue, and green — are already in use by the different Boston clubs, and we wished a different color; but finally decided upon a dark-green English serge, with stockings and cap to match. A committee was appointed to bring forward designs for a club badge at the next meeting. After adjournment, our captain invited us to partake of refreshments in the form of ices, cake, etc. The club is composed of fourteen of the most active and enterprising bicyclers in the city, with prospects of a large increase in the near future. More than half the club are already uniformed, and most of the others have ordered.

A. H. FORBUSH, *Sec'y*,
35 Batterymarch street, Boston, Mass.

DETROIT BI. CLUB. — The semi-annual election of officers of the Detroit Bicycle Club was held Tuesday evening, 1 August, resulting as follows: President, L. J. Bates; vice-president and captain, A. C. Varney; lieutenant, E. D. Hutton; secretary and treasurer, W. H. Elmer. The club is growing in numbers and interest. Meets for weekly runs Wednesdays. D. N.

RACES

Coming Events.

28 and 29 August. Columbus, Ohio, League of Ohio Wheelmen annual parade and races. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

5 September. Worcester, Mass., New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Æolus Wheel Club. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3.30 P. M. Three prizes, gold medal each. Entries, $1 00, close 14 September, to F. J. Graham, secretary.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

OAKLAND, CAL., 22 JULY. — At the races under the auspices of the Olympic Athletic Club, 22 July, held on their grounds, the following bicycling events came off: The first race was a mile bicycle handicap with the following entries: J. C. Quinn, scratch; J. H. Spring, 40 yards; C. Burkhalter, 70 yards; W. H. Lowden, 82 yards. Lowden cut out the pace and won after a hard race, beating Burkhalter by a few feet with Spring a good third. Time, 3.17½. The next event was an 880-yard bicycle handicap. The starters were: C. L. Leonard, scratch; J. H. Spring, scratch; R. F. Verrinder, 40 yards. Leonard closed up rapidly on Verrinder, and lapped him on the second round. The pair rode easily, side by side, for half a lap, when Spring came up with a rush and caught Leonard napping. Leonard tried hard to make up the distance he had lost, but failed, and Spring won by several yards; Leonard second. Time, 1 37. In the two-mile handicap bicycle race, the starters were: H. C. Finkler, scratch; G. L. King, 180 yards; C. Burkhalter and W. H. Lowden, 310 yards. This race was the reverse of interesting. Finkler, the scratch man, evidently thought he had no chance to win, and did not half try after the first mile. Burkhalter won easily by several yards, with King and Lowden a dead heat for second place; time, 6 42. Officers: Referee, A. S. Barney; judges, C. S. Neal, William C. Gibbs; starter, Louis McLane, Jr.; timekeepers, W. R. Melville, P. McIntyre, Dwight Germain; clerk of course, R. T. Stombs.

THE Salt Lake Bicycle Club held races 24 July, William Jennings winning a one-mile and ten-mile race in 3m. 20s. and 40m., respectively. The prizes were gold and silver medals to first and second.

PRINCE promptly responds to Mlle. Armaindo's challenge, offering to ride fifty miles against Mlle. Armaindo, Miss Von Blumen, T. W. Eck, and W. J. Morgan, allowing them to relieve each other every five miles; the stakes to be not less than $100, the race to take place on any fair track in America, and within two weeks after signing the articles.

JULY 22, the Montreal Bicycle Club rode a ten-mile handicap road race, from that city to Lachine; G. W. Smith, scratch, winning in 52m.

THE Boston Bicycle Club has conditionally accepted the challenge from the Massachusetts Club to a ten-mile race, but at last advices the latter club had not acceded to the conditions. The Bostons' mile handicap for the club cup is to be run during the present month. At the last meeting of the club it was voted to establish Cobb's Tavern at South Canton as the headquarters of the club for the southern suburbs.

THERE are to be bicycle races tomorrow on the fair grounds at Ovid, Mich., under the auspices of the Ovid Bicycle Club, to comprise a five-mile dash, a one-mile heat best two in three, a half-mile dash, 100-yard slow race, one-leg race, and fancy riding. Prizes to the value of $150 will be awarded.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

San Francisco.

Editor Bicycling World: — For the purpose of having our brother wheelmen know how the lively portion of the Pacific are progressing, we embrace the opportunity, during a foggy and windy day, of sending you a few notes: On Thursday evening last the regular monthly meeting of the San Francisco Bicycle Club was held at the Windsor House, Mr. Columbus Waterhouse presiding, and a large concourse of members present. The honorary treasurer, Mr. George J. Hobe, read his report, showing the club to be in a healthy financial condition. Messrs. E. Schwerin and W. H. Fisher were elected active members. A number of names were read and handed to the committee on membership, to be reported upon at the next meeting, 10 August. Thus we will have, should a favorable report be made by the committee, the largest club on the coast; it at present numbering nearly forty, all of whom with the exception of one possess machines, and ranging in years from twenty to fifty-six, — except Master Varrinder, who is but fifteen. A resolution to the effect that none of the members will be permitted to participate in any of the club runs after the 1st of October next unless they appear in full uniform — which consists of dark-brown parole jacket, knee-breeches and stockings being optional, (?) and black cap with visor, or straw hat, should the weather require the same — was adopted. Mr. H. R. Judah, assistant passenger and ticket agent of the Southern Pacific Railroad Company, having dtstinguished himself in the encouragement of bicycling, was unanimously elected an honorary member, thus making the third on that roll, the other two being his Excellency the Governor, and Ex-Capt. Geo. H. Strong, both of whom were among the founders of the club, but are at present non-residents of this city..... Mr. H. C. Eggers, also one of our ex-captains, who has but lately recovered from a severe attack of erysipelas, will pass a few weeks in Fresno (a city located in the southern part of the State), for the purpose of recuperating his health and attending to the vast interests of the firm of which he a member. ....After perusing the many works on training which are in the market, a couple of enthusiastic wheelmen were not satisfied without seeing Cortis's of which a leading daily paper here says, very truly, that "Mr. Herbert L. Cortis, amateur champion of the world for all distances, recently wrote a book on training for amateur athletes, with special regard to bicyclers. The work embodies the usual matter found in books of its class, only in a slightly condensed form, in this instance the most notable feature being the amount of precaution taken by the author in avoiding to mention any of the 'tips' which the wheel world so naturally expected from one, as his wonderful performances have shown, so thoroughly experienced." ....To-morrow afternoon promises to be a gala day for cyclers here. The Pacific Wheelmen's Association, in conjunction with the Olympic Athletic Club, will have at their new grounds (a five-lap clay track) three handicap races, as follows: A mile, a half-mile, and a two-mile race. The handicapping appears to be quite satisfactory to all concerned, and in the last event it is somewhat of an experiment, as none of the contestants have a record for that distance; but it is safe to say that should the person who is placed at scratch win, he being handicapped by two with three hundred and ten yards each, by one, one hundred and eighty, and by another, one hundred and forty, he would not only greatly satisfy the handicappers (who are much too many) but greatly surprise himself. As regards the other events, some interesting racing should come of them, as the participants are handicapped to a nicety. ...Scarcity of cash in the city treasury has caused the former board of park commissioners to become somewhat bilious, their resignations following, and their attachees also. This has given the governor — who is a bicycler, "or used to *was*" — the opportunity of appointing an entire new commission, which meets with the approval of all local cyclers and their friends. Numerous wheelmen who reside at a great distance from the park have placed their machines at the "Park Inn," which is about three hundred yards from the park: the compensation which the innkeeper receives is the profit made on the mineral water drank there, — thirsty cyclers in this glorious climate drink nothing else. (?) It is also very convenient for the wet season, as the park is the only place fit to ride in in winter.

...Last year one of the fair associations announced in their "big posters" that there would be a great bicycle tournament and a series of races; they did not consult bicyclers, as they labored under the impression that by offering large purses everything was complete, but to their disappointment not one bicycler put in an appearance. Squealing from the judges' stand did not satisfy them, but more had to be done, through different journals; other associations consulted the convenience of wheelmen, advertised the events as for amateurs, under the jurisdiction of the "4 A's," and for prizes in place of b(o)u(i)ll-i-on (in one instance some fellows got soup). These and other actions have caused amateur bicyclers in this district to become entirely independent of all fair associations throughout the State, their experience with them last year having been partly the means of a track being built for their special sport. The action of the president, Mr. Geo. H. Strong of the Pacific Wheelmen's Association, — an organization for the purpose of placing the sport with all its attractive features before all its numerous friends and the public, — in informing managers of these fairs that no amateur bicycler will participate in any of their advertised races, has met with the hearty approval of all, particularly those who did the wheeling for those associations for glory and for medals heretofore.....As the fog has disappeared, and the wind abated, also my wheel awaiting oiling for the race of to-morrow, — from which I would gladly be excused, — without boring you further, I take the liberty of subscribing myself SCRATCH MAN.

SAN FRANCISCO, CAL., 21 July, 1882.

The "Merrylanders."

Dear World: — In mine nostrils still hangs the delicious fragrance of Trabucos, Reina Victorias, and the golden leaf of fair Virginia's soil, — fit incense to the goddess of the "wheel," though burnt in modest censer of lowly clay, — and in mine ears lingers the rich melody of voices, tenor and bass, mingling with dreamy strains of flute and piano. Anon a peal of laughter, — an interval, — aye, a long interval of applause and bravas, — the clink of something not metallic, — the glint of something not domestic. Wel-l-l-l-l! and as methinks I see those happy forms homeward turn, and the lights go out in silence, I feel with them a pang of regret that it is all over, and that the musical smoke of the Maryland Bicycle Club — the first held in the United States — is a thing of the past. You were not there. No: I missed your genial face, dear WORLD, — happiness is not unalloyed, else all our bicycling friends had been there to partake of our modest hospitality. We should have found room for you all, in our hearts at least, though our rooms were filled that pleasant evening: some examining with earnest interest and admiration the bright array of nickelled Challenges, Harvards, Clubs, and the latest aspirant to favor, the "American Sanspareil" (candidate no longer, since it has been given the foremost rank in popular favor); others strolling through the spacious parlors, reception rooms, wardrobe, and bath-rooms of our model club-house, until the opening number was announced, and the Vesper Quartet. Messrs. Trego, Hayden, Price, and Worden, rendered "Banish, O Maiden," as only they can sing it. Had you been in some of the *salons* of Paris last winter, you would have heard that popular monologue "The Hat." Had you been with us, however, Saturday night, you would have heard it spoken in a manner that it were vain for any living Frenchman to attempt to imitate, by Mr. Clymer Whyte, whose every expression revealed its hidden meaning and charms. Whilst yet the sturdy encore aroused the echoes of North avenue, the deep bass of Mr. Doherty's wondrous voice told of the happy life of that jolly old soul, "The Friar"; and so well he told and laughed and sung it, that every one wished himself a monk in cowl and gown as he cried "Encore!" Mr. Doherty, however, was inexorable; and filling his pipe, he with the others joined in popular admiration of "The Two Roses," presented by the Vesper Quartet. "Well done!" cried one and all, and Capt. Trego felt proud indeed as he conducted Senor Carlo Sanchez to the piano. What is sweeter than a pure tenor voice? You remember Mario in his palmy days? Ah! well then, — you should now hear Sanchez. Of course he had to repeat his charming Italian selection. 'T was then our captain arose, and sang a solo of one line, — yet oh, the feeling therein contained! It ran thus: "Gentlemen, will you now walk up-stairs for a few minutes?" In chorus and duo we drank the glorious punch our janitor and his aids had brewed, and our friends re-

peatedly wished long life to the Maryland Bicycle Club in a choice old vintage. Quips and quirks and joke and story added a finer flavor to old English cheese and water crackers, until a shout of laughter from below told those who "stayed yet awhile" that inimitable Ned Macy was singing and acting a comic song. "Oh, we 've lots of fun," came Ned's voice up the stairs, and we "stood not upon the order of our going" in joining the company below, just in time to add our mite to the well-merited applause, and beg for a repetition, which was graciously granted. Just here Mr. Shryock was to have given some feats of legerdemain, of which occult science he is an able exponent; but much to the regret of all, he could not appear. There is a future, however, and at the next musicale — but that was confidential.

Every one knows how brave a heart is required to be a "voluntary"; therefore, aside from the merit of his music, was it any wonder that Mr. Bruce's flute solo was applauded to the echo? He nobly supplied Mr. Shryock's absence. Finelli — bless his heart — said, "A banquet should be so served that each succeeding course shall have to the eater as fine a zest as the one preceding it." It seemed that our committee must have been musical disciples of that fine old epicure, when they asked Mr. Watts to sing the last solo of the evening. His effort was famous; and when he had finished "Let all obey," every voice cried "Again! again! again!" and would not be satisfied until his fine baritone filled the room, and stirred the souls of the assemblage.

The end drew near. That sweetest of songs, "How can I leave Thee?" by the Vespers, was a quiet reminder that no one seemed anxious to take. And then another glass, — lingering and reluctant farewells, — a thousand good wishes, — warm pressures of honest palms, and — our guests were gone. It was a grand success, you say. Aye, more than that, it was a conquest. But I tire you. Good by, — come down and see us. We live at 10 North avenue; the latch hangs on the outside, and over it the legend, "All care abandon, he who enters here."

Fraternally yours,

E. F. LeCato.

Baltimore, Md., 27 July, 1882.

Transportation of Bicycles.

Editor Bicycling World: — It is customary on some roads for the baggage master on the train to make a charge on bicycles transported in his car. This probably lines his own pocket, and does not go the railroad or express company, which is surely entitled to it if any charge be made; for the baggage master as a rule does nothing to earn it, and therefore should receive nothing. Holding the above opinion, and being desirous of knowing the proper course to take in the matter of transportation of my wheel to Washington with me, I saw the general baggage agent of the Pennsylvania Railroad. He said that the company had not yet made any definite rule in regard to the transportation of bicycles, but that I should see the baggage master at point of departure (who would make only a nominal charge, if any), and if he passed it, the baggage master on train had no right to question it or make any charge.

Result was that on leaving for Washington with a friend, Mr. Reynolds (baggage master at Philadelphia) had both machines tagged for Washington, and said there would be no charge. I had also the same experience on the return trip. E. P.

Philadelphia, 1 August, 1882.

Washington Notes.

The first regular marine velocipede race, so far as known, took place here 29 July, as a part of the regular regatta of the Columbia Boat Club. The contestants were Messrs. H. M. Schooley and Warren Seely, both of the Capital Bicycle Club, and well-known riders. Both had practised assiduously for some time, on the standard floats; but not finding power enough in the ordinary propeller, had almost at the last minute substituted racing propellers of greatly increased pitch. The course was straight and a trifle over half a mile, and the finish was opposite the Columbia boat house, being a portion of the track on which Hanlan and Courtney rowed their celebrated race in 1879. Crowds of people occupied the wharves and vessels along shore, while the balconies of the Columbia boat house were filled with eager and enthusiastic ladies. An eight-oared barge of the Columbia Club accompanied the racers. A good start was made, Seely having slightly the best of it at first. Half-way down the course, however, Schooley drew up alongside, and the finish was one continued spurt, with the boats not twenty feet apart, and the bows almost in line. Seely crossed the line a quarter of a length ahead, amid great excitement. The boats went much faster than was expected, and the eight-oared barge gave its oarsmen considerable exercise to keep on even terms. After the racing the regular hop of the Columbia Boat Club took place, and dancing was continued until a late hour. The enterprise of this, the youngest boating club in Washington, is only exceeded by its hospitality. ... Messrs. Hansmann, Allen, and Seely, and perhaps President Hawley of the Capital Club, have the Shenandoah Valley in view during September. In their proposed tour of three weeks they will cover about five hundred miles, and will "take in" the Luray Caves and the Natural Bridge. Several Expert Columbia machines have made their appearance here. They are undoubtedly good, stiff roadsters; but their clumsy outline, ponderous forks, big back wheel, and great weight prevent them from becoming favorites in a city where light and elegant high-class machines are the rule. A "54" of this make weighed fifty-two pounds, *with* saddle and pedals. I notice they are catalogued as "weight —— *without* saddle or pedals"; as though a bicycle were a bicycle without those very essential parts. The manufacturer could have made a still further reduction in weight (on paper), by announcing "weight —— without backbone, saddle, or pedals"; since the rider under these circumstances would have just as effective a machine as under the former conditions.....On Monday, the 31st July, that patriarchal institution, the Capital Bicycle Club, was three years and six months old; and by the way, the World will confer a favor by publishing the names of the clubs formed before ours, that are new in active existence. So far as we know, they are the Boston, Suffolk, San Francisco, and Montreal. Is the second of these still alive? (We believe not. — Ed. World.) ....Readers of the *Cyclist* were probably amused by the account given in a recent number of that paper by M. Albin, the bicycle champion, of his stay in Washington, headed "What the Americans will swallow." If Albin's skill in riding the bicycle over rough ground equalled his ability to distort facts and convey wrong impressions, his British Challenge would not have received the "nawsty knock" complained of. I wish I could confirm his statement that my club had forty-five members out for an ordinary run; but truth compels me to say that it is seldom, very seldom, that this club collects its entire active membership for that purpose. On this occasion we had ten men, three of whom were unattached, including the great Albin; and so far from concluding our "practice riding" upon his mishap, we went on and enjoyed it immensely, while Albin found that the circus had pressing need of his valuable services. The fact is that he is a clumsy and particularly ungraceful rider, and spreads his knees and elbows in a manner painful to witness. If any one supposed that he rode from Philadelphia to Washington in a night, the belief was soon dispelled by the sight of him on his big wheel toiling slowly and painfully up a slight ascent paved with smooth concrete. I am afraid Albin's imported European morals suffered from his hand-shake with Guiteau, or the corrupting influence of an "Hamerican" circus. Cole Day.

Washington, D. C., 2 August, 1882.

Transportation.

Editor Bicycling World: — In looking over my World this morning, I saw the article in regard to transportation of wheels. I wish to suggest that if the L. A. W. would send out circular letters, and local clubs write also, some result might be arrived at that would greatly reduce expenses of touring bicyclers. In this part of the country the baggage-men imagine that we are a class of millionnaires, and tax us accordingly. I hope that you will in this, as in all matters of bicycling interest, keep agitating the question until we have orders like those of the Baltimore and Ohio Railroad issued to all other roads. The baggage-man from Dunkirk to Buffalo wanted a dollar for bringing my wheel in; and I was riding on a special ticket which should have carried my wheel free of charge. I settled for a quarter. Hoping that I may see something from the L. A. W. shortly, I remain,

Chas. K. Alley, *Cor. Sec.*

Buffalo, N. Y., Aug. 5, 1882.

Cleveland Notes.

Editor Bicycling World: — As the time approaches for the second annual meet of Ohio wheelmen at Columbus, that subject has become the principal topic of conversation in Northern Ohio, and active preparations are being made for attending it, by a large number of wheelmen here and in this vicinity. As the principal feature of the meet will be the races, they are the subject of much speculation as to who will be the winners. Among the racing talent of Northern Ohio who are expected to take part in those interesting events, Mr. George Lamkin of Norwalk is a shining light, and is expected by his friends to show up very well. He has been in active training for some time, and has announced his intention of not competing in any of the events unless he has been able in practice to do a mile in three minutes or better. Mr. Asa Dolph, of New London, is also training for the Columbus events, and rumor says that he is a dark horse. Mr. Wetmore, of Cuyahoga Falls, is the champion fancy rider of this section, and should have a good show for the prize for that. He will also enter for the races, and if good wind and grit have anything to do with them, should be well up at the finish. Mr. George Collister will represent the Clevelands at Columbus, and if he can get in as good form as he was for the club races, will prove a dangerous man.....The subject of club headquarters, which we have been agitating now for nearly a year, is not yet disposed of, and probably will not be for some time to come, as we find it very difficult to find the proper place.... I think "Vedette's" remarks in the World of 21 July in regard to the L. A. W. as particularly good, and only wish there were two or three thousand more wheelmen in the same state of mind.....I am very glad you are agitating the subject of cheaper prizes, and think that we will have to come to them sooner or later. The total value of the prizes given at the recent Cleveland Club's races was only $12 for four events, and the meeting was as much of a success as if $120 had been given.....Now that the country is being agitated about the tariff question and the tariff commission is at work, why could n't the L. A. W. address a memorial to that body for a reduction of the duty on bicycles? Falstaff.

Cleveland, 5 August, 1882.

Chicago.

The regular Saturday afternoon runs of the Chicago Bicycle Club are getting to be features of the week. Promptly at five o'clock for the past two months the club have started from Lake Park. A course being mapped out to some park in the extreme limit of one of the city divisions, and the route having been published in the morning papers, wheelmen are picked up along the line until the average number at the finish has been fifteen. After a supper, boating trips on the park lakes are planned, and the return is then made in time to attend some place of amusement, in uniform. Now that every restriction is removed from the bicycle as regards its use in parks and on boulevards, our old wheelmen are surprised at the fine facilities we have for the enjoyment of the wheel. It is the long distance one can go without meeting with poor wheeling that charms the bicycler. The last Saturday afternoon tour of the Chicago Bicycle Club rolled up a record of thirty miles, all made on the boulevards encircling the city. Beginning with the League Meet, the knee-breeches have been such a common spectacle on the street that they are no longer a special object of remark. A club man used to feel embarrassed if perchance he should be caught away from his wheel dressed up in uniform; but he feels so no longer. The only thing that makes our uniform conspicuous now is its color, — dark gray. Some of our club men are talking of change,—the quiet and dressy dark blue, green, or even black being considered as the coming color. The uniform of the Chicago Bicycle Club is now dark gray cassimere jacket and knee-breeches, with fine black cotton hose and white flannel shirt. Since abolishing the gray stockings our make-up is neater, and for riding purposes the fine hose is much better, the coarse woollen stockings having a tendency to blister the feet. Perhaps the black hose will not wear so well as the woollen stockings, but they cost only half as much, — fifty cents. ...Some bicyclers, especially those very closely fitted, tread their shoes out of shape riding the machine. It is quite common to break the soles just under the ball of the foot, and where there is a steel-shanked instep it is apt to be driven through the sole. A fine calf pointed-toe snug-fitting low shoe is not all improved by riding the bicycle, and with the majority of riders is driven all out of shape in a month. A very neat canvas rubber-soled shoe, costing $3.50, is certainly better for riding; and, for the purpose, will wear a season. Most of these shoes on the market are trimmed up with light-colored leather, which makes them very prominent. Any shoemaker has a preparation for blacking this very nicely, at a cost of twenty-five cents.....This wet season our bicyclers with bright spokes are being troubled with rust A trip on the Lincoln Park drive, along the lake shore, will frequently result in rusted spokes. Many of our wheelmen are using a fine steel varnish that entirely prevents this. If laid on skilfully it does not take away the brightness of the steel, and entirely prevents rusting.....Chicago has added another invention to her already long list. Our bicycle manufacturer has got up a cement that can be used cold. But the days of the V-shaped tire are getting to be few, and perhaps this cement will not be as serviceable as it might have been had it appeared four years ago. A flat spoke is another one of our inventions. Take an ordinary No. 12 spoke and file it down thin, leaving a butt at both ends for felloe and flange, and you have it. Patented of course. Our manufacturer has got up a new head adjustment for Stanley heads, by which the centre can be prolonged indefinitely. The upper part of the head is split, and a bolt run through transversely, this being the adjustment, pinching the spindle sideways, allowing the same to run up through the head.....A flange of peculiarly elegant design, bearing and axle of time-tried excellence, is one of our standard attractions for those who are unfortunate enough to possess Æolus bearings and the old-style weak Premier flange and axle, that are continually collapsing and bending.....The Expert is establishing itself as a favorite in Chicago, although it is really too heavy for fine, skilful use. It is undoubtedly as strong as a bicycle can be; but in getting this strength, lightness is sacrificed. It is a machine that one can bang about. Its big back wheel and dwindling backbone destroy what might be a very graceful shape. But this is a matter of taste, however.....There is no question that for hard pavement riding a small back wheel is the best, being steadier, lighter, and more readily assimilating with the movement of the front wheel, producing that oneness of motion so essential to easy handling. The big back wheel is unsteady because its bearing is higher from the ground, giving more purchase for ground resistance to shake the perch, and more particularly the head, tending to loosening of the adjustment. It being larger and heavier, with more bearing surface on the ground, it acts more as a drag. In rough riding these qualities are very apparent. It may be that in very dusty and sandy riding the 18-inch wheel may be superior; but for city riding the 17-inch size, we think, has the preference. The majority of riders in the country agree to this; and a glance through *Whirling Wheels*, where the preferences of the prominent wheelmen of this country are expressed, shows this to be so. There is hardly a Chicago man but objects to the big back wheel for the above reasons if he be a skilful rider, and on the score of looks if he be a novice. Two brothers of equal build bought machines recently, — one with an 18-inch back wheel, and the other with a 17-inch trailer, both 54s. In a week they remarked the difference, new as they were in the art of wheelmanship;

the possessor of the small back wheeled machine claiming he did not fall off half as much as his brother, and that he always rode through places where his brother had to walk, while the man who owned the bicycle with the big back wheel said he could do as well as his brother when he rode his brother's machine. They ascribed the difference to the back wheel, both being mechanical experts. From this example it would seem that the smaller wheeled machines were easier for beginners as well as more desirable for fine road riding.

STENO.

Transportation Charges.

Editor Bicycling World: — I have been much interested in recent communications to the WORLD concerning transportation charges, and will give you a little of my experience in this direction. Having been invited by my friend L——, of Newport, R. I., to spend a few days with him, and to bring my machine along, I was under the necessity of patronizing the Old Colony Railroad. I had arranged with L—— to meet him at Fall River and ride the eighteen miles to Newport. On arrival at the station in Boston, I was informed that it would cost me fifty cents to take my wheel to Fall River, "even though I went with it, and took all care of it." Of course I paid, but inwardly protested. I will not attempt in this to enlarge upon the fine roads of Newport, and the pleasant week I passed at that "City-by-the-Sea." On my return, I was informed that the charge for taking my wheel to Boston would be seventy-five cents. I outwardly protested this time, and called the official's attention to the fact that I had paid but fifty cents to Fall River. All the satisfaction I got was, that "those were his orders." Of course I paid again, but with the feeling that I was being swindled, as I had now paid $1.25 for transporting my wheel, while single fare to Newport and return is but $2 50. Business prevented me from investigating the affair until two weeks afterward, when I was informed by the Boston officials that the charges for transporting bicycles were fifty cents, seventy-five cents, and $1.00, the two latter rates being for "the Cape" and New York respectively. I related my experience, and was told that fifty cents to Fall River was right. "But how about seventy-five cents from Newport?"—"Well, that should have been sixty cents, but we never make odd change." Now, Mr. Editor, what has caused such prejudice against the wheel that, to sum up my experience on this trip: first, it should pay a rate far in excess of ordinary baggage; second, that in arranging charges for different stations it should not be entitled to "odd change," if such occur; and third, that it, and by implication its rider, should be cursed at, and the latter treated by baggage-men on all trains as though an interloper and public nuisance, and this without the slightest provocation or ungentlemanly conduct on the part of the rider? I think that some action should be taken to induce the railroads to fix a schedule of prices, which shall not be at the present excessive rate, and can only hope that as the wheel becomes better known, the prejudice now existing will disappear, and better treatment result to both bicycles and riders.

MIDDLESEX.

CURRENTE CALAMO

THE New York *Sunday Courier* has commenced to publish a complete current athletic and sporting department, which is under the immediate charge of Mr. William McEwen.

THE League of Essex County Wheelmen are projecting a meeting in Ipswich at an early day, to include a dinner at the Agawam House, and an afternoon excursion down the river.

FOUR bicyclers visiting Hampton Beach, N. H., last Saturday night, speak in high terms of excellent treatment and attention received at the Hampton Beach Hotel, and recommend wheelmen riding there to put up at that house.

IT was through official effort of the Capital Bicycle Club of Washington that the liberal order relating to bicycle transportation (published by us last week) over the Baltimore and Ohio Railroad was obtained. They expect similar action will soon be taken by the Pennsylvania Railroad Company.

THE *Bohemian* says: "The members of the Buckeye Club gave a supper on Monday evening in honor of T. C. Orndorff, who leaves for Massachusetts, his future residence. The club loses a very valuable man by his departure." But Massachusetts gains him, and we hope his location will be in this vicinity.

WHEN the Union Athletic Association took a lease of Beacon Park, the bicycle clubs of this city contributed about five hundred dollars for the construction of the bicycle track. Since the park was abandoned by the association, the track has been allowed to get out of repair so that it is now practically useless. The present lessee, Mr. J. H. Trout, has made the liberal offer of the free use of the track and waived all rights to gate money, to the bicycle clubs of Boston if they will put the track in repair and use it for racing events. The offer will without doubt be accepted. — *Boston Courier.*

IN the Germantown (Philadelphia) *Telegraph's* city letter of 2 August appears the following paragraph: "The proposition to make the bicycle tournament one of the leading features of the bicentennial anniversary celebration has been responded to with so much enthusiasm that it now appears quite probable that four hundred bicycle riders — or wheelmen, as they call themselves in Philadelphia — are fully expected to participate on that occasion. This fact fairly illustrates the extraordinary impetus acquired by this particular exercise in this city since the park commission first had the courage to throw open Fairmount Park to the free exercise of bicycle riding, despite the objection made to such a course by the riders and drivers of horses."

THE Boston *Courier* was dissatisfied with our table of comparative weights of machines given last week, and wants to know "whether the heavier machines were painted or not; whether bags and tools were included in the weight; whether the cyclometer was left off; and whether they had rubber or rat-trap pedals As a painted machine, with bag, tools, cyclometer, and rubber pedals would weigh several pounds more than a full nickel-plated machine without the appurtenances mentioned, it is important, in making an exact and valuable comparison of weights, that these facts should be stated." Knowing in whose interest the question is asked, we would suggest that the *Courier* should have let well enough alone. We do not now recollect how many of the machines were painted, and how many nickelled. The Yale Roadster was, we think, the only machine entirely painted, spokes and hub, but several were partly painted and partly nickelled. Nearly all of them had the usual tool bag and furnishings. The Harvard and Expert were similarly equipped in respect to pedals and tool bags; but while the former carried a heavy Pope cyclometer, the Expert carried a small 2 1-2 ounce McDonnell. (These facts the compilers stated, but the editor, whose machine the Expert was, suppressed them in its interest.) The latter machine was also furnished with a long-distance saddle, much lighter than the suspension pattern used on the Harvard.

THE new Hub Lamp, advertised on page 482, is the invention of Capt. Miller of the Chicago Bicycle Club, and is the one so highly spoken of by "Steno" last winter.

The Rider and the Wheel.

Oh! the day was as cold as an Antarctic icicle,
As over the roadway so gaily there sped
A slender young man on a slenderer bicycle,
With a little blue cap on his little red head.

Like Fate rushing on to peer into futurity,
Past hospitals, bar-rooms, and drug stores he fled,
And he sat up aloft in most charming security
(With a little blue cap on his little red head).

A stone in the concrete upraised itself smilingly
From its comfortless, slatless and mattressless bed,
And it gazed on the bicycle rider beguilingly
(On his little blue cap on his little red head).

—! O! [illegible]
( ) — — * ? ! ; ; . [illegible] — *
! ? ? ¿ ¿ — * * * * ! ! ? ! !
[illegible] — — — — — ; ; ; ?—.

They picked up the leavings once fashioned so slenderly;
They pasted on plaster wherever he bled;
Then, into a pharmacy carried him tenderly,
With seventeen cuts on his little red head.

Be it warm as a furnace or cold as an icicle,
He walks on the bricks with lugubrious tread;
And you nevermore see him astride of a bicycle
With a little blue cap on his little red head.

C—. C—.

— *The Oarsman.*

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

HAMILTON BI. CLUB — New: W. L. Smart, J. Moody, Jr., A. A McLean, A. T. Duncan (secretary), A. Pringle, S. Livingston, J. H. Eager, H. Fearman, C. Fearman, J. Ferres, G. Davey, R. Somerville, M. McCollough, F. Watkins, A. Renney, W. Moody, — all of Hamilton, Ont.

BOSTON RAMBLERS, OF BOSTON, MASS. — New: C. S. Howard, care of Pope Manufacturing Company; R. F. Stahl, 37 Essex street; A. B. Cutter, 182 State street; C. B. Butterfield, 37 Commercial street; S. S. McClure, 597 Washington street; G. T. Gray, care of Pope Manufacturing Company; W. S. Locke, 30 Kilby street; W. C. Stahl, 37 Essex street; E. E. Merrill, 353 Washington street; C. O. Schuchman, care of Forbes Lithographic Company; J. S. Phillips, 597 Washington street; J. F. McClure, 597 Washington street; H. A. Edgerly, 17 Friend street, Cambridge, Mass.; A. H. Forbush (already member of L. A. W.), 35 Battery march street.

UNATTACHED. — G. H. Rutter, 6 Lord street, Liverpool, Eng.; Harry H. Brown, Wappinger's Falls, N. Y.; Albert F. Gould, 23 Webster street, Worcester, Mass.

CORRECTIONS. — "Henry Gallim, Jr.," published in Albany list, 28 July, should be Henry Gallien, Jr. In unattached of same date, "J. Shipherd Parrejont" of New Haven should be J. Shepherd Pierrpont. In list of 21 July, "Dr. E. D. Day" of Lancaster, Pa., should be Dr. E. P. Fay. In Montreal list of 28 July, "John Law" should be John Low, and "John Cassilo" should be John Cassils.

The Elections.

Vote by States for Chief Consuls and Representatives of the League of American Wheelmen.

CALIFORNIA. Total ballots 2
For Chief Consul.
*Geo. H. Strong, San Francisco 2
For Representative.
Geo. H. Strong, San Francisco 1
Columbus Waterhouse, San Francisco 1

CONNECTICUT. Total ballots 25
For Chief Consul.
T. B. Beach, Hartford 1
*S. A. Marsden, New Haven 24
For Representative.
E. Stewart Lannear, Bridgeport 1
T. Sedgwick Steele, Hartford 1
*Geo. H. Day, Hartford 21
T. S. Rust, Meriden 1
C. M. Conklin, New Haven 1

DISTRICT OF COLUMBIA. Total ballots 2
For Chief Consul.
Philip T. Dodge, Washington 1
Max Hausmann, Washington 1
For Representative.
Philip T. Dodge, Washington 1
C. E. Hawley, Washington 1

ILLINOIS. Total ballots 3
For Chief Consul.
*J. M. Fairfield, Chicago 3
For Representative.
"Brown of Chicago Club, Chicago" 1
F. C. Aldrich, Chicago 1
H. G. Rouse, Peoria 1

INDIANA. Total ballots 2
For Chief Consul.
Brandon Lewis, Lafayette 1
Harry Bates, Indianapolis 1
For Representative.
*John O. Perrin, Lafayette 2

IOWA. Total ballots 6
For Chief Consul.
*D. R. Craig, Keokuk 6
For Representative.
G. Delaplain, Keokuk 1
A. S. Barnes, Marshalltown 1
*Henry Huiskamp, Keokuk 3

MAINE. Total ballots 3
For Chief Consul.
*C. H. Lamson, Portland 3
For Representative.
Frank W. Woodman, Portland 1
*Frank H. Elwell, Portland 2

MARITIME PROVINCES. Total ballots 2
For Chief Consul.
*Clarence H. Dimock, Windsor, N. S. 1
For Representative.
*J. Fred. Carver, Windsor, N. S. 1

MARYLAND. Total ballots 21
For Chief Consul.
*Clymer Whyte, Baltimore 11
S. T. Clark, Baltimore 8
Ernest M. Price, Baltimore 1
For Representative.
*Samuel H. Shriver, Baltimore 12
Albert Trego, Baltimore 8
E. F. LeCato, Baltimore 1
Thirty-one names not appearing on membership list of League were rejected.

MICHIGAN. Total ballots 9
For Chief Consul.
Frank H. Escot, Grand Rapids 1
President Bates, Detroit 2
*Chas. D. Standish, Detroit 6
For Representative.
L. J. Bates, Detroit 1
Frank H. Escot, Grand Rapids 2
*Geo. K. Root, Detroit 6
One duplicate vote rejected.

MINNESOTA. Total ballots 2
For Chief Consul.
*C. H. Porter, Winona 1
For Representative.
*C. N. Chadbourne, Rochester 1

MASSACHUSETTS. Total ballots 136
For Chief Consul.
Frank W. Whiting, Chelsea 1
Joseph S. Dean, Boston 1
John S. Webber, Jr., Gloucester 1
Albert S. Parsons, Cambridge 2
E. C. Hodges, Boston 62
*Fred. S. Pratt, Worcester 68
For Representative.
W. S. Slocum, Newtonville 1
J. T. Dyer, Boston 1
E. W. Pope, Newton 1
P. T. Lowell, Boston 1
C. A. Patkin, Braintree 1
H. W. Williams, Boston 1
F. W. Freeborn, Boston 1
C. E. Pratt, Boston 1
Alfred Chandler, Brookline 1
C. E. Kempton, Boston 1
Dr. H. A. Baker, Boston 1
W. E. Gilman, Chelsea 1
P. L. Aubin, Boston 1
F. H. Whiton, Newton 1
Francis Cogswell, Lawrence 1
A. E. Ducker, Springfield 1
C. F. Carpenter, Attleboro' 1
F. Morris, Newton 1
E. T. Ide, Waltham 1
J. P. Burbank, Salem 1
E. E. Branch, Lawrence 1
H. B. Colby, Waltham 1
E. F. Tolman, Worcester 1
Henry Parsons, Gloucester 1
W. E. Farrington, Lowell 2
Louis Harrison, Boston 2
W. H. Ames, North Easton 2
Wm. Shakespeare, Waltham 2
W. O. Faulkner, Lynn 2
Geo. Pope, Boston 3
A. S. Parsons, Cambridge 3
F. W. Weston, Boston 3
G. H. Hood, Jr., Chelsea 4
W. B. Everett, Boston 4
E. C. Hodges, Boston 5
Geo. Chinn, Marblehead 5
Sylvester Baxter, Malden 5
W. W. Stall, Brighton 5
A. D. Claflin, Newton 7
F. W. Whiting, Chelsea 7
J. F. Adams, Haverhill 8
W. E. Gilman, Chelsea 8
F. S. Pratt, Worcester 12
Lewis T. Frye, Marlboro' 16
A. E. Wood, Northboro' 32
C. K. Ferry, Springfield 53
Paul Butler, Lowell 36
J. S. Webber, Jr., Gloucester 37
J. S. Dean, Boston 53
*A. J. Philbrick, Salem 76
*C. L. Frye, Marlboro' 77
*C. W. Fourdrinier, Boston 77
*Frank S. Winship, Lynn 78
*C. P. Shillaber, Boston 90
*M. D. Currier, Lawrence 108
*F. H. Johnson, Brockton 109
*C. L. Clark, Newton 113
*F. B. Carpenter, Boston 115
*E. K. Hill, Worcester 120
Twenty-one votes were rejected by the committee, they appearing to have been signed by the secretary of the club *for the members*; this being in our opinion not in accordance with the rule of the League.
Ten more names, signed to one ballot, were thrown out for the same reason. Eight ballots bore names not upon the membership roll of the League.
1 our duplicate votes were found and thrown out.

MISSOURI. Total ballots 5
For Chief Consul.
Richard Garvey, St. Louis 1
F. M. Gifford, Edina 1
*E. M. Senseney, St. Louis 3
For Representative.
E. H. Gregory, St. Louis 1
Arthur Young, St. Louis 1
*Richard F. Perry, St. Louis 3

NEBRASKA. Total ballots 6
For Chief Consul.
Geo. Paterson, Omaha 1
*John E. Wilbur, Omaha 5
For Representative.
*G. M. Hitchcock, Omaha 6

NEW HAMPSHIRE. Total ballots 14
For Chief Consul.
*C. A. Hazlett, Portsmouth 14
For Representative.
*E. M. Gilman, Nashua 14

NEW JERSEY. Total ballots 7
For Chief Consul.
J. W. Gavitt, Plainfield 1
G. F. C. Smillie, Plainfield 1
*L. H. Johnson, Orange 5
For Representative.
Dr. Marsden, Red Bank 1
Fred. H. Browning, Orange 1
L. H. Johnson, Orange 1
*C. J. Wood, Hackensack 4

NEW YORK. Total ballots 37
For Chief Consul.
J. O. Munroe, Buffalo 1
Randolph Hurry, New York 1
E. H. Wales, New York 1
Fred Jenkins, New York 1
C. K. Munroe, New York 1
Fred. G. Browne, New York 1
K. N. Putnam, New York 3
Dr. A. G. Coleman, Canandaigua 3
*W. F. Gullen, Brooklyn 24
For Representative.
"Wales of Manhattan Bicycle Club" 1
"Jewett of Manhattan Bicycle Club" 1
G. E. Blackham, Dunkirk 1
Mr. Gage, Saratoga Springs 1
M. A. Graves, Watertown 1
W. J. Walters, Utica 1
K. N. Putnam, New York 1
R. Campbell, New York 1
Geo. R. Bidwell, New York 1
Geo. T. Brown, Brooklyn 1
Edward Mix, Albany 1
Gen. R. S. Oliver, Albany 2
Dr. H. T. Applebv, Buffalo 2
J. Frank Burrill, New York 3
E. W. Adams, New York 2
W. H. Reid, Rochester 3
W. T. Wintringham, Brooklyn 3
W. F. Gullen, Brooklyn 4
A. H. Scattergood, Albany 4
L. H. Bagg, New York 4
C. K. Munroe, New York 8
Fred. Jenkins, New York 8
*Dr. A. G. Coleman, Canandagua 10
*Howard Conkling, New York 14
*J. O. Munroe, Buffalo 22

PROVINCE OF ONTARIO. Total ballots 1
For Chief Consul.
*S. W. McMichael, Brantford 1

OHIO. Total ballots..... 43
For Chief Consul.
F. M. Bookwalter, Springfield..... 1
Robert Kingsbury, Xenia..... 1
Alfred Ely, Jr., Cleveland..... 1
Jos. Kitchell, Cincinnati..... 2
Fred. T. Sholes, Cleveland..... 5
H. S. Livingston, Cincinnati..... 12
* W. H. Miller, Columbus..... 20
For Representative.
Frank Miller, Fremont..... 1
S. S. Mott, Dayton..... 1
C. J. Krag, Columbus..... 1
W. H. Reed, Cincinnati..... 1
T. C. Orndorf, Columbus..... 2
Fred. T. Sholes, Cleveland..... 4
Alfred Ely, Jr., Cleveland..... 8
J. G. Kitchell, Cincinnati..... 4
* F. M. Bookwalter, Springfield..... 20
PENNSYLVANIA. Total ballots..... 13
For Chief Consul.
W. E. Montelius, Philadelphia..... 2
Harold R. Lewis, Philadelphia..... 5
*Chas. Beltz, Pittsburg..... 6
For Representative.
Daniel Kelly, Philadelphia..... 1
Ewing Z. Miller, Philadelphia..... 1
Wm. E. Wood, Honesdale..... 1
H. A. Blackiston, Philadelphia..... 1
G. N. Osborne, Philadelphia..... 2
Geo. D. Gideon, Philadelphia..... 2
F. A. Miller, Susquehanna..... 4
Chas. Beltz, Pittsburg..... 4
* W. E. Montelius, Philadelphia..... 8

A document giving a resolution of the Philadelphia Bicycle Club, requesting the secretary of the club to cast the votes of the club for certain officers, and giving a list of the club members, was not considered a proper ballot, and was rejected by the committe.

PROVINCE OF QUEBEC. Total ballots..... 9
For Chief Consul.
* H. S. Tibbs, Montreal..... 9
For Representative.
* W. Noble Campbell, Quebec..... 9
RHODE ISLAND. Total ballots..... 2
For Chief Consul.
* Chas. T. Howard, Providence..... 2
For Representative.
Edward G. Farmer, Jr., Providence..... 1
A. G. Carpenter, Providence..... 1
VERMONT. Total ballots..... 8
For Chief Consul.
*Geo. E. Styles, Burlington..... 8
For Representative.
Geo. D. Tuttle, Rutland..... 8
WISCONSIN. Total ballots..... 9
For Chief Consul.
W. A. Friese, Milwaukee..... 1
A. C. Jones. Milwaukee..... 1
* A. A. Hathaway, Milwaukee..... 7
For Representative.
*A. Municke, Jr., Milwaukee..... 6
A. W. Friese, Milwaukee..... 1
Samuel Marshall, Milwaukee..... 1
T. K. Burkhauser, Milwaukee..... 1
ENGLAND. Total ballots..... 1
For Chief Consul.
*E. R. Shipton, Salisbury..... 1
For Representative.
* H. Sturmey, Coventry..... 1

Respectfully submitted,
ALBERT S. PARSONS,
WILLIAM V. GILMAN,
Committee on Rights and Privileges, L. A. W.

To W. H. MILLER, Esq., *President L. A. W., Columbus, Ohio.*

The above is a true copy of the tally sheets of the vote for chief consuls and representatives, as sent me by the committee on rights and privileges.

W. H. MILLER, *Pres. L. A. W.*

* Names marked with a * indicate the officers elected.

TRICYCLING

How a Literary Man Keeps Well.

I live in the country; my general health is and has been good, — that is to say, I have never had any serious illness: but I am a writer by profession; my "way of life" (as Dr Jaeger says his was, before he gave his attention to gymnastics and woollen clothing) is "sitting," and for years I have suffered from occasional bilious headaches, which, although not very severe, were sufficiently acute to stop all literary work — sometimes for two days in succession — while they lasted. As I am very abstemious, never walk less than four or five miles every day, and faithfully observe the maxim of "early to bed and early to rise," I concluded that my headaches were constitutional; and under the belief that I should never get rid of them, bore the trouble as I best could. It did not occur to me that the two or three cigars a day that I was in the habit of smoking could do me any harm, or that, with more exercise, I should have better health. But it came to pass that some three months ago I abandoned smoking and bought a tricycle. I was led to give up smoking by reading an article in *Knowledge*, by Dr. Muir Brown, on the "Effect of Smoking." One of the observations particularly struck me. Replying to the argument that smoking is good because it checks waste of tissue, he observed that that is precisely the reason why smoking is bad, and that the only possession which it is a man's duty to waste is his body, new tissue being in every respect better than old. The tricycle made in this direction. It wasted tissue. You can get more exercise by an hour's tricycling, and with less fatigue, than by three hours' walking. There is an exhilaration about it, too, that a pedestrian never knows, and which can only be compared to that enjoyed by riding a good horse. As for perspiring, you perspire enough, especially if the day be warm, to satisfy Dr. Jaeger's most rigid requirements, and make your flesh as hard as the hide of a German soldier after two years' gymnastics.

When I gave up my cigars and took to tricycling, I had no idea of curing my headaches. But they are cured. I have hardly had a headache since, and I eat almost twice as much as I used to eat. I sleep well, and my general health could not easily be better. In conclusion, let me recommend all my literary brethren who are conscious of not taking sufficient exercise, all whose muscles are flabby, livers torpid, and nights restless, to try tricycling, and drop smoking and any other habit which may tend to check waste of tissue, and retard that rapid renewal of the body which is the condition of physical soundness. — *London Spectator.*

A CORRESPONDENT last week asked for "full particulars of the best dress for a lady when riding." The best, I fear, I cannot tell them, my own many experiences not having yet solved this difficulty quite satisfactorily; it may, however, prove of some assistance if I describe my own riding dress. I have a skirt of a dark color and woollen material (homespun or rough serge), made like an ordinary walking skirt, a yard and three quarters in width; broad-plaited kilt at the bottom and draperies above; over this a deep jacket bodice, and beneath the divided skirt, finished at the bottom with a kilt of the same material as the dress. I used to weight the bottom of the skirt, but find that with the kilt, if properly tied back, and my saddle well adjusted, it is unnecessary. I saw a lady a few days ago in a dark riding habit. This looked very well, and if a seat is used, is perhaps preferable to the walking skirt; but I use a saddle, and find that unless the drapery behind is full, the dress is torn every time I mount. Another reason for my preferring a walking skirt is, that when not riding, it is not conspicuous as a riding habit would be. At present lady riders, being comparatively few, attract sufficient attention without exciting more by a conspicuous costume. Doubtless ultimately we shall be able to wear a much more convenient dress, one even more advanced than that recommended by the National Dress Society, but I think we must arrive at this gradually, and not by a sudden revolution. I know I have been accused of cowardice for arguing in this manner, but I think not justifiably. I would willingly ride in a costume made on the most convenient model this society could devise, if it would advance our sport; but I feel sure I should do more harm than good, only bringing myself and tricycling into ridicule and disrepute. — "*Dot*" *in Tricyclist.*

By personal experience, I find that ladies who have never mounted tricycles can be taught to ride sociables with a degree of facility quite unattainable with single machines. To begin with, the presence of an instructor on the same machine inspires confidence in the feminine mind; his ability to send the machine along without her assistance affords her the pleasant sensation of the smooth gliding; the little troubles with the skirt-hampered treadles can be more easily overcome by the fair rider being under no necessity to attend to the steering — always the learner's sore point; and the presence of a companion on the machine assists in quelling the "stage fright" experienced by many *debutantes* when being initiated into the art of riding on the public highways. When the lady is an expert rider, — as she can become in a very few lessons, — the pleasure of travelling with a congenial male companion needs no describing. It is the same in every diversion: a few games are suited for men alone, and a few for women alone, but neither are nearly so popular as those in which the sexes meet. — "*Faed*" *in the Tricyclist.*

WE recently chronicled the fact that Mr. T. R. Marriott rode a Humber tricycle on the highway 180 miles in less than twenty-four hours. The report now comes that Mr. J. W. Elton, captain of the West Kent Tricycle Club, rode an old Excelsior from Hammersmith to Doncaster, on the 21st ult., in one day, covering 168 miles.

THE weight of the lightest made Coventry Rotary for racing work is about 50 lbs., a 48-inch, geared up to 56 inch. Messrs. Rudge are taking their experience of racing bicycle construction into the tricycle trade. They have just built a 59-inch two-wheeler for Cortis, which weighs 29 lbs. with saddle and pedals.

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,
28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

CYCLIST & WHEELWORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Iliffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING. — "The Principles of Training for Amateur Athletes, with Special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

H. C. BLUE & CO.
48 Summer Street,
BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

TRICYCLISTS'
INDISPENSABLE ANNUAL
FOR 1882.

Sample copies postpaid, 65 cents. A liberal discount to the trade. Sole agents in the United States for ILIFFE & STURMEY'S publications.

OVERMAN WHEEL COMPANY,
HARTFORD - - - - CONN.

☞ BICYCLISTS' INDISPENSABLE will be ready in a few weeks.

WORLD JOB PRINT,
A. BASSETT, MANAGER,
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.

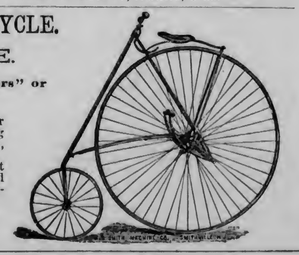
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 S Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " " 2, " " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	15
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	40
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

COLUMBIA BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - - Manager.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

COLUMBIA BICYCLES.

Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strain. Made solely for and imported by

SAML. T. CLARK & CO. { OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK, } BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.
The strongest, most rigid, and withal the handsomest Bicycle in America.

THE AMERICAN ROADSTER.
The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

THE TYRO ROADSTER.
Strong, serviceable, and economic.

Also **The British, Sp. British and Xtra Challenge Bicycles,** and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10c. Foreign. 7 cents a copy.

BOSTON, 18 AUGUST, 1882.

Volume V. Number 15.

[Vol. V. CONTENTS. No. 15]

A Farewell Breakfast	494	Correspondence: What the American Public Can Swallow; Port Jervis to Delaware Gap; Sub Leagues; Two Points; An Arlingtonian's Ride; Rejected Votes; Notes from Haverhill	498
Editorial: Light v. Heavy; About Breeches; Circular Petition	495	New York Items	500
Wheel Club Doings: Ottawa: Champion City; Belleville; Woonsocket; Montreal; Cottage City; Pennsylvania; Crescent and Providence,	495	L. A. W.: Applications	501
Races: Ovid; Cortis v. Time; Bicycle Union Five Mile and Fifty Mile Championships; France; Prince and Armaindo; Canada Road Race; Washington; Frank Moore; Springfield,	496	'Cycling Mems.	501
		Currente Calamo	501

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

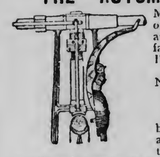
London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

THE PERFECTION HUB-LAMP.

(Patented by T. S. Miller.)

The only lamp in the market that destroys shadows cast by tire and spokes. The flame will not blow out or shake out. The reflector and glass being as large as can swing in an ordinary wheel, insures a light of immense intensity, and removes all objectionable features to night riding. Illustrated descriptive circular sent free on application.

E. I. HORSMAN, MANUFACTURER,

80 and 82 William Street, New York.

First-Class Bicycles!

I have a stock of all sizes of machines of my own make on hand and ready for immediate delivery. They are well made, and warranted first-class in every respect.

All kinds of repairing on bicycles done with care and despatch.

A. M. GOOCH, Newton Centre, Mass.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, $1.50.

E. C. HODGES & CO.,
8 PEMBERTON SQUARE.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

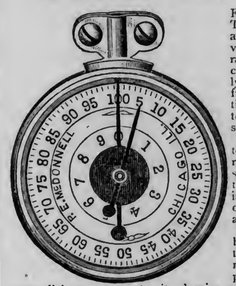
F. G. BURLEY,
Boston, Brighton District, Mass.

Exact Size



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8 00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2¼ oz. Made for any sized wheel, nickel-plated, and well finished. Price. $4.00. Gold plated with name engraved (for prizes), $10.

FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 52-inch Standard, new this season, in first-class condition; Rubber Handles and Automatic Alarm Bell, Lock and Cham. Will sell for $75 cash. Address Lock Box 315, Plainville, Conn.

FOR SALE. — A 56-inch Special Columbia; full-nickelled; new this season; used very little; in first-class condition; price $120; transportation free. Address F. C. BISSELL, Neenah, Wis.

FOR SALE. — A 52-inch Expert; brand new in July; full-nickelled; complete outfit; it cost $160; will sell for $130 cash; rare chance. 1326 Columbia avenue, Philadelphia, Pa.

FOR SALE. — A full-nickelled 50-inch Harvard Roadster, first-class condition, Ritchie cyclometer, head lamp, rubber handles, automatic alarm bell, lock and chain, luggage carrier, etc.; cost, new, two months ago, $160.50; will sell for $125 cash. Address GEO. F. YORK, 36 Canal street, Cleveland, O.

FOR SALE. — A 50-inch half-bright Special Columbia Bicycle; in good condition; hub lamp and Hill & Tolman bell attached; will sell for $75. Reason for sale, too small for owner. Address LOCK-BOX 807, Decorah, Ia.

FOR SALE. — A 58-inch Harvard; nickelled; perfect order. Satisfactory reasons for selling. Extra saddle (Burley). Price $105. J. L PEASE, Columbus, O.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, $3.50; nickelled, $4.50. Send for circular. Address AUGUST RINTELMAN, Milwaukee, Wis.

MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents, postage prepaid. A. BASSETT, care BICYCLING WORLD.

Second Annual Parade and Race Meeting
OF THE
MONTREAL BICYCLE CLUB,

(Affiliated with the Montreal Amateur Athletic Association and League of American Wheelmen,)

Saturday, 2 September, 1882.

2 OPEN EVENTS (1 mile and 5 miles).

Gold and Silver Medals in each.

Entries (50c) close 30 August, to the Secretary of the Club, P. O. Box 1733. Wheelmen are requested to give name of club. Unattached wheelmen must furnish satisfactory credentials of their standing as amateurs.

J. D. MILLER, *Hon. Sec.*

A Farewell Breakfast.

AT the last regular meeting of the Massachusetts Bicycle Club it was voted to tender Mr. H. E. Parkhurst (who sails this month for Germany, expecting to remain some two years) a complimentary breakfast. Mr. Parkhurst is one of the founders of the club, and has distinguished himself both in touring and on the racing path; and his personal popularity among members of the club is unbounded. Accordingly, on the morning of 9 August, a goodly number of the club crossed their wheels and escorted their guest to the "Woodlawn," Auburndale, a very popular hotel with Massachusetts men. where a breakfast was served in the usual excellent style of this house. After breakfast a little time was pleasantly spent in the parlors, when the club mounted and rode back to the city, reaching there about eleven o'clock. A laughable incident at the expense of one of the *solid men* of the club occurred on the ride out, when a frightened pedestrian, in endeavoring to avoid a second rider, nervously grasped the handle bar of the machine ridden by the "heavy man," the result being an involuntary somersault over the head of the astonished pedestrian.

The following quotation, from a letter sent by a member of the club unable to be present, well voices the sentiment of the club toward Mr. Parkhurst: "It may be doubted if any member deserves so much of the gratitude of the club as he. His moral influence has been always for the best. His unfailing good spirits have added largely to the enjoyment of every meet and meeting at which he has been present. His qualities as a road rider have caused the whole club to take a greater interest in touring than would have been felt but for him; and it is, I think, largely due to his example that the Massachusetts Club have so proud a record in this direction. His always successful efforts to keep to the front the Massachusetts colors on the racing path, often at short notice, and at personal sacrifice, will never be forgotten by the club; and at meetings, on runs, and in races, he will be sadly missed by us all."

THE Cunningham Company have just shipped to Elsa Von Blumen, the bicyclienne, a Yale light roadster.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements. routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance..... $2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 497 Chestnut St., St. Louis.
Saml T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E 59th St., New York.
The Cunningham Co, 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 18 AUGUST, 1882.

LIGHT v. HEAVY.

ONE of the principal defects of the old velocipede of 1869–70 was its weight; and it would seem to any one who will take the trouble to observe and compare the experiences of old riders that the minimum of weight consistent with strength and rigidity has not yet been reached, unless it be in some special racing machines. It has been argued that, for ordinary road riding, a 50 inch machine weighing from forty-five to forty-eight pounds is about right; and most of our wheels in this country, both imported and home made, have been hitherto purchased on this idea. An American manufacturer's circular says: —

"Weight, within certain limits, say between forty and fifty pounds, is not of so much importance as stanchness and durability..... For road use a medium-weight bicycle is more scientific..... than the lighter weights of thirty five to forty pounds; the heavier one being not only stronger, but less susceptible to jars and obstructions, and its greater momentum making it easier to propel on an average run or excursion."

In accordance with this view, the maker puts his roadsters on the market weighted nearer the maximum than the minimum figure, and this after presumably close study of English manufactures and tendencies for four or five years. We, also, once believed in this extreme solidity theory, but experience and observation has convinced us that lightness is of much more importance than many suppose. The Invincible, imported by the Cunningham Company, was, we believe, the first really light road machine put to practical use here; but reports from all who have used them concur in proving them to be not only stiff and rigid as any heavy machine but more so than the majority, while they have invariably stood the test of long and rough road riders as well, without injury; besides being easier to handle when stabling and requiring less work to push where walking is necessary. All Cortis's wonderful races have been won on Invincibles; and extremely light as these racers are made, it speaks well for their strength as well as rigidity that, with the tremendous strain he must have put upon it in his recent ride of twenty miles and two hundred and ninety-seven yards within the hour, irrespective of good track conditions, it met with no mishap. Another light machine which is just coming into favor is the Sanspareil, for which S. T. Clark & Co. of Baltimore are the American agents. Palmer, one one of England's best racing men, set out on a twenty-four-pound machine of this make to participate in the races at Leamington; but, imprudently wearing a long coat, the skirts caught in the wheel, and he and the machine rolled over and over, and although he sprained his arm badly, the machine was only the worse for a bent handle bar. As a rule, the ordinary heavy roadster will suffer as much from a dead fall over when unridden, just because of its weight. We have ridden more or less this season in company with those who rode machines of light construction, and have observed, and it has been generally admitted, that the light-mounted men ascended inclines more readily and with less consequent exhaustion than the heavier, and that, the build of the men considered, they stood the long rides best. On level roads or coasting it seemed to make no material difference; but as the highway generally has as much hill as level on a ten-mile run, and a pull up even a short incline is hardly compensated for by a long descent on the other side, we believe that the English tendency toward light and stiff machines is best for even our much-decried American roads. The bugbear of "jar," alleged to be more perceptible in light than heavy machines (which we doubt) can be taken up some other way than by clogging the rider with additional stock. The average road machines used in England by experienced riders weigh about thirty pounds, and they have to stand as much strain as bicycles on our roads in this vicinity.

WE respectfully request our correspondents to refrain from using the word "knee-*pants*," to express "small clothes" or "breeches." The word "pants" for pantaloons is a vulgarism, like "gent" for gentleman. The dictionaries contain neither abbreviation. The word "breeches" gives the whole story of a bicycler's nether garment, unless he wears "knickerbockers," which differ in that they fit loosely at the knee, like pantaloons cut off, instead of being buttoned or clasped. As we do not wish to have the terms "gent" and "pants" occur in our columns, we again request our correspondents to omit them from their manuscripts, and so save us the task of correcting.

WE. last Monday, mailed to secretaries, so far as we know them, of all the bicycle clubs in the country, petition heads for signatures to a petition to present to the tariff commission for a reduction on the tariff on imported bicycles. Secretaries and others into whose hands they may come will aid the cause of bicycling by securing signatures of wheelmen and those interested, and returning them to us as soon as possible. If any clubs fail to get a copy of the petition we will forward them on application. All wheelmen and those interested are requested to sign.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

CHELSEA BI. CLUB — Regular monthly meeting this (Friday) evening, at 8 o'clock.

RAMBLERS BI. CLUB. — 20 August, meet at 3 P. M., corner Westland avenue and Chester park to run to Dedham, *via* West Roxbury, and return.

OTTAWA BI. CLUB. — The wheelmen of Ottawa, Ont., have formed themselves

into a club, with the following organization: President, Mr. Mothersill; captain, Mr. Bayley; lieutenants, Messrs. Seybold and Harrison; secretary and treasurer, J. M. Jenkins.

CHAMPION CITY BI. CLUB. — The Springfield (Ohio) wheelmen have selected the following to represent their club in the prize drill contest at the League of Ohio Wheelmen meet: Messrs. Bookwalter, Crothers, Warder, Barnett, Worthington, Cook, McGrew, and Reed.

BELLEVILLE BI. CLUB.— On the evening of 1 August, the bicycle Club of Belleville, Ill., reorganized and elected the following officers: President, A. W. Stewart; captain, John Egerton; secretary and treasurer, John O. Thomas. The club has thirteen members. At the last sitting of the city council a committee was appointed to consider and report on the expediency of excluding bicycling from the two principal streets of the city. [Any rule or ordinance excluding bicyclers from the public highway cannot be sustained at common law; therefore, if the authorities take such action, it should be unheeded. — EDITOR]

JOHN O. THOMAS, *Sec.*

WOONSOCKET BI. CLUB.— The Woonsocket Bicycle Club enjoyed their first annual club dinner, 1 August, at Hotel Wilson, Uxbridge, Mass. There are fifteen active members, and thirteen of them attended. The only incident of the ride was the prize of a tin medal for the man who took the first header, there being about two miles good riding out of the eight. On account of the drought we have had here, roads were more sandy than usual. The winner of the prize was our captain, Fred. B. Burt. The weather was too warm for fancy riding or races, of which a few were planned by the committee of arrangements. This club had three members when first started, 1 May, 1881; and 1 May, 1882, it had seventeen members, two honorary.

ARTHUR S. PEASE, *Sec.*

WOONSOCKET, R. I., 12 August, 1882.

MONTREAL BI. CLUB. — *Editor Bicycling World:* — I beg to hand my report of our last month's proceedings: Mileage for July, 136½ miles; for season, 402; number of rides in July, 15; for season, 42; attendance for July, 95; for season, 412; largest muster for July, 18; smallest muster for July, 1; longest ride for July, 26; shortest ride for July, 2. The five highest individual mileages for the season are: H. S. Tibbs, 240½ miles; H. Joyce, 225½ miles; J. Trotter, 210½ miles; J. Muirhead, 207 miles; H. MacCulloch, 183½ miles.

There were two well-contested races in July, the first a three-mile handicap, given by the Ionic Lodge of Freemasons, at their games on the Montreal Lacrosse Grounds, Saturday, 15 July. Seven riders competed, and came in in the following order: 1st, W. G. Ross, 1¼ min. handicap, time, 12 15; 2d, Jno. Low, 1½ min. handicap, time, 12.45; 3d, F. C. Holden, scratch, time, 13.00; 4th, C. A. Merrill, 1½ min. handicap; 5th J. A. Muirhead, 1 min. handi ap; the other two, Delmage and Robertson, did not cover the whole distance.

The second event was our club road race to Lachine, *via* Cote St. Antoine, ten-miles handicap, which was held on Saturday, 22 July. Seven started and came in as follows: 1st, G. M. Smith, scratch, time, 52 min.; 2d, Jno. Low, 1¼ min. handicap, time, 53¾ min.; 3d, W. G Ross. ½ min. handicap, time, 56¼ min.; 4th, H. MacCulloch, ¾ min. handicap, time, 58¼ min.; 5th, J. A. Muirhead, 2 min. handicap, time, 59¾ min.; 6th, Alan Arthur, 1½ min. handicap, time 62½ min.; 7th, D. W. Allan, 2 min. handicap, time, 69½ min. H. S. Tibbs acted as starter, and J. D. Miller as judge at finish. Some ten men rode out about thirty minutes before the racers, and received them with open arms. There was an exceedingly strong head wind blowing all the afternoon, but for which, no doubt, better time would have been made. There are two pretty stiff hills to climb, and two to ride down, on this road, one of the down grades (Mackay) being a nasty, long, rough hill, that requires considerable skilful riding. While at dinner at Hanna's, a slight rain came along and laid the dust, and made the roads, coming home, just "scrum." A wild cow, chained at the top of Mackay Hill, made ferocious though, happily, futile attemps. to charge into the different riders as they passed by.

I trust your wheelmen are revolving in their minds the desirability of putting in an appearance at our annual races, 2 September, either as competitors or spectators. I promise them lots of fun in either capacity. THE CLUB DAWG.

MONTREAL, 12 August, 1882.

THE visiting bicyclers at Cottage City have formed a bicycle club, the officers being as follows: President, Frank E. Draper of North Attleboro'; vice-president, E. M. Gilman of Nashua; captain, W. H. Ames of North Easton; secretary and treasurer, A. E. Flint of Providence. Friday evening, last week, Harry W. Tufts of North Attleboro', gave one of his wonderful exhibitions of fancy riding at the rink, in the presence of a large attendance.

A CLUB has been formed in West Philadelphia under the name of the Pennsylvania Bicycle Club. It has about a dozen members to start with. West Philadelphia is a good field for a club, and most of the members reside near Fairmount park and the Lancaster pike, and in a district distinct from those of the Philadelphia and Germantown clubs. We shall publish particulars as soon as the organization is perfected.

The Crescent Bicycle Club of Boston and the Providence Bicycle Club of Providence do not renew their membership to the League this year.

RACES

Coming Events.

16 August. Rochester, N. Y. Third annual race meeting of the Rochester Bicycle Club at the Driving Park.

28 and 29 August. Columbus, Ohio, League of Ohio Wheelmen annual parade and races. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. Open to amateurs only, and unattached riders must furnish credentials Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

5 September. Worcester, Mass., New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Æolus Wheel Club. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3.30 P. M. Three prizes, gold medal each. Entries, $1 00, close 14 September, to F. J. Graham, secretary.

16 September. Boston Bicycle Club twenty-mile championship race. Place to be announced.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

OVID, 11 AUGUST. — The bicycle races were held 11th inst., under the auspices of the Ovid (Mich.) Bicycle Club. The weather was fine, and there was a large attendance. Five-mile race (prize, a $50 gold watch) was won by Frank Marshall of Ovid; time, 22m. 38⅓s. One-mile race, best two in three (first prize, a silver water set), was won by William Marvin of Ovid; second prize (a silver card receiver) was won by Charles Kudner of Detroit; third prize (a silver vase) was won by R. R. Lansing of Detroit. In the one-half-mile dash, prizes (League badges, valued at $15, $10 and $5) were won respectively by E. Woodcock of Albion, H. N. Keys and C. S. Reeves of Ovid. The slow race (prize, a card receiver) was won by Frank Marshall of Ovid. In the quarter-mile one-leg race, Frank Marshall of Ovid was first, Mr. Escott of Grand Rapids second.

MR H. L. CORTIS *vs.* TIME. — TWENTY MILES IN THE HOUR. — On Thursday evening, 27 July, Mr. H. L. Cortis, the ex-amateur champion, rode a twenty-miles race against time, on the Crystal Palace track, and accomplished the distance inside the hour, thus beating all previous records. In a former attempt he covered the distance in 1h. 38⅘s. at Surbiton, in September, 1880. He started with the riders in the final heat of the three-mile invitation race of the Crichton Bicycle Club, and kept them close company, so that he was taken along at a rare pace to begin with, as the winner broke another record by completing the distance (three miles) in 8m. 41⅕s. When that race was over, Hunter, Tacagni, Vesey, Thorn, Woolnough, and Leith, took it in turn to act as pace-makers, and well they filled their mission. When the start took place the surrounding circumstances were in every way favorable for a good performance, the evening being cool, but with a trifling breeze, of not sufficient strength to in any way impede the rider's progress. The track is three laps and a half to the mile, and consequently only the two miles time were taken, and these are subjoined: —

Two miles, 5m. 53s.; four miles, 11m. 50s.; six miles, 17m. 53s.; eight miles, 24m. 1s.; ten miles, 30m. 2s.; twelve miles, 35m. 51s.; fourteen miles, 41m. 56s.; sixteen miles, 47m. 44s.; eighteen miles, 53m. 35s.; TWENTY MILES, 59m. 31⅕s. — *London Sportsman.*

THE five-mile Bicycle Union championship was run on the Crystal Palace track, Sydenham, on 22 July, there being a fair attendance of spectators. There were twenty-three entries and fourteen starters; and four preliminary heats were won respectively, by M. H. Jephson, Oxford University, in 15m. 31⅘s.; C. Crute, Sutton, in 15m. 50s.; J. S. Whatton, Cambridge University, in 15m. 10⅕s., and Ion Keith-Falconer, Cambridge University, in 15m. 12⅕s. Final heat: Whatton (1); Keith-Falconer (2); Crute (3); Jephson (4); time, 15m. 12⅕s.

THE FIFTY-MILE CHAMPIONSHIP. — (*The Cyclist's Report.*) This event came off last Saturday, the 29th July, at the Crystal Palace, on what was practically almost the first day of summer in London. A warm, but fresh air, and an almost total absence of wind, gave every natural chance for fast time; and this was certainly accomplished, as Hillier's record of 2h. 50m. 50⅖s. was upset by the Hon. Ion Keith-Falconer, now the long-distance amateur champion for 1882, by no less than 6m. 55⅗s. Indeed, so favorable, apparently, was the day that six of the other men also beat record for fifty miles. Amateur and professional times were also beaten, from twenty-five miles upward. The tedious performance of a fifty-mile race was in some degree lessened when it became known amongst the men that record was being beaten, as some game spurting resulted amongst those who desired to hold for another year the "record" at various distances. The most noteworthy events of the day, apart from Keith-Falconer's riding, were the exceptional good form in which Vesey appeared to be, and the lapping of such a wiry front-rank man as Crute. Keith-Falconer did not leave his effort till the last lap, but a mile from home commenced "piling it on," and rapidly leaving his *confrères*, was actually fifty yards ahead at "bell ringing." In vain Vesey, followed by W. K. Adam, tried to catch him, he maintained his lead to the finish, and won easily in 2h. 43m. 55⅕s. The positions of the men were as follows: Keith-Falconer, Cambridge University (1); C. D. Vesey, Surrey, 2h. 44m. 20⅘s. (2); W. K. Adam, Oxford University, 2h. 44m. 21s. (3); M. H. Jephson, Oxford University, 2h. 44m. 21s. (4); G. D. Day, Cambridge University, 2h. 44m. 21⅕s. (5); H. R. Reynolds, Oxford University, 2h. 47m. 52⅕s. (6); C. Crute, Sutton, 2h. 50m. 37s. (7). Allport, M'Kinlay, Fry (Bristol). W. W. Scott, Thompson (Sutton), Oliver Thorn, and Turnbull (Criterion) all stopped *en route* at various distances, and F. Moore, Hunter, Heasman, and F. L. Adam did not start, All the seven placed men get time medals, the qualification being to beat 2h. 53m. The following is a tabular statement of the times: —

	hr.	min.	sec.	RIDER.
20 miles in....	1	3	43	— Fry.
25 "	1	20	5⅕	— Vesey.
30 "	1	36	21	— Falconer.
35 "	1	53	31	— Falconer.
40 "	2	10	5⅘	— Jephson.
45 "	2	27	5⅘	— Jephson.
50 "	2	43	55⅕	— Falconer.

A SERIES of interesting professional races were held at Toulouse, France, 14 July, the principal participants being De Civry of Paris, the French champion, Esperon of Bordeaux, Berthoin of Grenoble, and H. O. Duncan of England. Fair but not remarkable time was made. At a social meeting in the evening, the question of amateur racing was discussed; and the general sentiment seemed to be against it, as not worth the expense, and the opinion is expressed that there will be few amateur races held in France.

THE English amateur championships for this year have now all been run, and the winners are: One mile, F. Moore of Warstone, in 2m. 47⅘s.; five miles, J. S. Whatton of Cambridge University, in 15m. 12⅘s.; twenty-five miles, F. Moore of Warstone, in 1h. 25m. 8⅕s.; fifty miles, Hon. Ion Keith-Falconer of Cambridge University, in 2h. 43m. 55⅕s.

AT an early day (probably next week Saturday), J. S. Prince will race Mlle. Louise Armaindo twenty-five miles, he to allow her three miles start, on the track of the Manhattan Polo Grounds, New York, for a purse of $500. The event is under the management of Mr. Mutrie, proprietor of the track, who is taking a great interest in the race, and promises the most complete arrangements as regards track, judges, timers, etc., to enable the contestants to make records. There will also be a ten-mile open amateur handicap, for a valuable medal.

ALBERT PIERCE, the colored bicycler, who participated in the professional race on Boston Common, 4 July last year, is actively competing in English events this season. His was one of a hundred entries for the professional mile handicap, to take place at Wolverhampton the 7th inst., being allowed 180 yards.

OUR old friend, C. D. Vesey of the Surry Bicycle Club, made a splendid showing in the fifty-mile amateur championship race, 29 July. He broke a spoke in the forty-second mile, and, although without dismounting, lost some ground in having it removed, but bravely spurting, regained his position, and at the end won second place in 2h. 44m. 20⅘s.

THE papers mention a road race in Canada, from Napanee to Kingston, twenty-five miles, between William Smith on a bicycle and a trotting horse driven by Fred. Smith and William D. Madden. The horse beat by five minutes, the time being two hours and a quarter. The bicycler was impeded by frightened horses and many hills difficult of ascent and dangerous to descend rapidly.

MLLE. ARMAINDO wants to race Prince fifty miles, but wants five and a half miles allowance; and Prince has the matter under consideration.

LAST Saturday evening about thirty-two of the Washington wheelmen made a run to the National Fair Grounds, parading several of the principal streets on the way. Arriving they filed on to the track and passed in review before a large number of visitors, after which two impromptu half-mile races were indulged in, Mr. Seward Beall winning the first event in 1m. 45⅘s., and A. F. Dunnington taking first honors in the second, in 1m. 45⅘s. The affair ended by Mr. W. C. Scribner inviting the riders to a nice lunch at the club house.

FRANK MOORE, of Birmingham, Eng., who has just won the one mile and twenty-five miles Bicycle Union championships, is now in this country, the the guest of J. S. Prince. Mr. Moore is a young man, scarcely twenty, and has already made himself a racing reputation. Prince trained him for his first race at Birmingham, when he was seventeen years old, and made his mile in 3m. His mile championship was won 8 July last on the same course, in 2m. 47⅘s., having won the second heat in 2m. 45s. On the same day he won the championship for twenty-five miles in 1h. 25m. 8⅕s. He weighs 145 pounds, and rides a 20-pound Royal Mail racer. Mr. Moore has sent in his application to membership of the L. A. W., and will probably participate in many of the amateur events this season, which will, of course, greatly add to their interest, but we fear that our own men will want liberal handicaps.

THE race meeting announcement of the Montreal Bicycle Club will be found in our advertising columns. Although several other interesting events are fixed about the same time, we earnestly ask our fast men to consider well the expediency of visiting this wide-awake club of wide-awake wheelmen. A good time, if no honor, is assured.

THE SPRINGFIELD RACES. — The lively and wide-awake Springfield Bicycle Club is all astir with the arrangements for a grand bicycle tournament to be held in this city 20 September. The club has a very large membership at present, which is being steadily increased, and since its organization a little over a year ago, has given a good account of itself at the Grand Army field day last fall, and more recently at the rink in a remarkably good exhibition, and later, on

the park, 4 July, where it appeared as a prominent factor in the general celebration. The programme for the coming tournament, though not fully made up, promises to be a superior one. Amateur races will be given, similar to those which occurred on the Fourth, for purses amounting to $700. J. S. Prince, the champion bicycle rider of the United States, will appear in a race, in which he will ride twenty straight miles against T. Harrison and Mellen for a purse of $500, the last two named riders to be allowed to ride five miles each alternately. There is also a probability of a match between Elsa Von Blumer and Louise Armaindo in a five-mile race for $200. Among the novelties to be presented, prizes will be offered for a half-mile race for boys under fifteen years of age, and a mile race, in which riders will be required to fold their arms. Music will be furnished by one of the local bands. In the evening there will be an exhibition of fancy riding at the Bridge street skating rink, for prizes amounting to $250. Fifteen members of the club have pledged $1,200 to insure the successful carrying out of the plans for the affair, which certainly promises to be the finest bicycle tournament that has been given in New England this season.

PRINCE is in almost daily practice at the Brookline reservoir.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

What the American Public can Swallow.

AN article with the above heading was recently published in the *Cyclist*. It consisted of a letter from Albin the circus bicyclist, and comments by the *Cyclist* editor. As a work of the imagination, the letter is inimitable; but the serious credulity of the editor is sublime. As I was one of the forty-five (!) riders referred to in that precious letter, I desire to ventilate publicly some of its statements.

To begin. *M.* Albin of the *Cyclist*, *Monsieur* Albin of the circus bills, is to all appearance an Englishman, of rather a marked type. His statements as to his success in Philadelphia are beyond the writer's verification; but when he says that in Washington he made a great success, there should be a little more light thrown upon the subject. He did succeed in amusing the riders of that city in many ways, and he succeeded in greatly disappointing them, but nothing more. He may be a good trick and road rider, but nothing done by him at Washington would lead one to think so. He says that "The proprietor put me down about three miles from Washington with the large bicycle, and told me to ride through the city, which I did at a pretty good rate." The large bicycle referred to, in fact came into the heart of the city *in a crate* on a railroad car, and the circus itself was established on a lot within the city limits. Any one who saw his performance, knows that he could not ride three miles, or one even, outside of Washington on that machine. The monster, in a few words, was a dead failure. It had neither grace, nor capacity for anything but the most limited range of performance. In the streets, it was ridden slowly over the smooth and level asphalt, and on the slight grade of Fifteenth street by the Treasury, to the amusement of little boys even, a man went behind and pushed.

The performance on this machine in the circus was on a board platform, and was slow, exceedingly awkward, and uninteresting. It can be classed among such entertainments as walking on stilts six feet high. The procession of the circus passed in front of *one* newspaper office, not before *all* of them as this remarkable letter states; and in consequence, the sensation claimed must have been produced by some other means than Mr. Albin's riding.

The article in the *Post* of Washington, which the *Cyclist* very properly styles "wonderful statements," I have inquired about, and find that it was among the local items. My informant says that it "was paid for by giving the press all the tickets required." That "an English newspaper proprietor would get six months for telling such a yarn" is delightful reading, but our faith in humanity in this benighted country will not permit us to believe it fully.

"The Capital Bicycle Club invited me to go for a run with them" says, Albin. This would mislead the average reader decidedly. Mr. Scribner, the riding-school proprietor, came with Albin to the club headquarters just as we were starting out for a practice run, and naturally the captain asked them to accompany us. "There were about forty-five of us," says the veracious writer; but the carefully kept club records show that, including the strangers, there were just fourteen riders. The "forty-five" are again referred to in the letter, so that these are evidently Albin's figures and not the printer's. This is veracity! The little place which "only seven of us got down" was a slope of five feet vertical height, and at an angle of over thirty degrees; and every rider, with one exception, rode it safely. The next place where "not one of us got over" was a steep-sided ditch. One 'Xtra and one Ordinary bicycle crossed on the first trial, and I think some others did so subsequently. Another 'Xtra crossed safely on the third trial, I am certain. Those who fell were prepared for it, and went over without injury to themselves or their machines. Albin alone was an exception to this statement. He did not get across, but had a rather ugly tumble, and either bent the handle bar or broke the handle of his bicycle. He thereupon left the party before the ride was half over and went away grumbling, and we heard of him still at it when he arrived at Baltimore.

His style of riding was grotesque in its awkwardness, with arms akimbo and shoulders bent over. His riding "hands off" around a board platform was well done, and was the only thing which merited any commendation. His *grand act* seemed to be mounting by the right pedal, which he did in a wild, scrambling way, that excited more fear for his safety than admiration. From all we saw of his riding in the named city, it is safe to say that many riders there could give him many points and beat him at anything, except writing yarns for English consumption.

Another point I wish to touch upon very briefly. All true Americans feel bitterly the ghastly farce of Guiteau's trial, but it is not true that self-respecting American ladies or gentlemen shook hands with the assassin; and American *ladies* certainly did not send him flowers, despite Albin's reckless assertion that "a great number brought him flowers daily."

The great tent that seats 20,000 people, which the English public are informed about in this same letter, would probably seat one half the number; and Albin must certainly know that his statement is many thousands beyond the truth.

We have been entertained and instructed by the riding of a number of English trick riders, but they were of a different order from Albin. The Stirk Company gave us beautiful feats and graceful ones; and others have done so as well, whose names I do not this moment recall. We are quite certain that Albin is not by any means a representative Englishman, or English bicycler, or English letter writer, but is one to be forgotten as quickly as possible, as well by our brothers of the wheel across the water as by ourselves. We on this side can survive the publication of such a letter, because its extravagance refutes itself; but the part over which we do linger most is the heading, and it seems to us its proper reading should be, not as it was printed, but rather "What the *Cyclist* editor can swallow."

CAPITAL P.

Port Jervis to Delaware Water Gap.

Editor Bicycling World: — The experience of most of our club members on wheeling matters, since I last wrote you, has been such as to still further increase our interest in bicycling. Our president, Mr. Sturges, and captain, Mr. Sanderson, having contemplated a trip along the Delaware for some time past, carried their plans into effect two weeks since, and they reported such a pleasant run that other members of the club took the same trip last week, an account of which I will endeavor to give at this time. Leaving Scranton the morning of the 12th, *via* the Delaware and Hudson Railroad, our party comprised Messrs. Kolp, Rockwell, Pentecost, and your correspondent. Arriving at Honesdale at 9.30, we were met by members of the club there, and passed the time most pleasantly until 11 40, when we took the Erie train for Port Jervis; which point we reached at 5.30 P. M. After a tedious trip on the way train, we were glad indeed to reach the Port; and finding the roads fine, we took a spin around town, visiting the cemetery and other points of interest. Arriving at the Delaware House, we found excellent quarters, and were so well looked after that we desire in this connection to recommend this house to all bicyclers who may visit here, as one where they will receive the best of attention. At this point our trip by wheel commenced, with the Delaware Water Gap as our terminus, — a distance of forty-four miles; and the roads being in the best condition, we made the start with the prospect of a fine run, and were not disappointed. Milford, eight miles, was reached in thirty-eight minutes, without a dismount, and the ride thus far was the most pleasant we had ever experienced. Stopping at the Sawkill House, we were again fortunate in finding excellent accommodations. Milford is a delightful place, and is a popular resort, all the hotels being well filled with summer boarders. On future trips we shall arrange to remain longer and have an opportunity to visit the many points of interest in this vicinity. Our next stop was at Briscoe's, where we spent an hour so pleasantly that it will be a difficult matter to convince any of our party that this is not one of the most delightful stopping-places we have yet found, and the L. A. W. sign can well be hung out at this place. Bushkill (thirty miles) was reached for dinner, and like all points along the Delaware Valley, it is a pleasant resort. Instead of going on to the Water Gap, this should be the terminus, as the beautiful roads end here, and beyond they are sandy and rough. The run from Port Jervis to Bushkill and return is, I am certain, one of the finest in the country, the hard shell-rock making it easily ridable the whole distance. When this fact becomes generally known among bicyclers it will become a favorite run, as everything, including roads (smooth and shady), scenery, hotels, and no more hospitable people to be found anywhere, cannot but make it a paradise for wheelmen. As our plans were made to visit the Water Gap, we pushed ahead over the sandy roads, our pace and pleasure also being greatly reduced. The Kittatinny House, at the Gap, was reached at 6 P. M., and our run was ended. After a pleasant evening spent at the Kittatinny House, we took the night line for Scranton, arriving at 12.30, all delighted with the trip. F. C. H.

SCRANTON, PA., 20 July, 1882.

Sub-Leagues.

Editor Bicycling World: — I do not pretend to have had much experience in legislative matters, nor do I profess to *know* how the L. A. W. should be governed; but I have a little idea of my own which I would like to express in your columns, with your kind permission, for the purpose of obtaining the views of other wheelmen on the subject. The League, as it now exists, covers such a vast area of territory, that to the single wheelman it seems like a vague "something" far away, from which he expects to derive little benefit, and joins simply because "the other fellows do, you know"; and thus it has been going on from the organization of the League. My plan is this: to have the great territory of the United States cut up into districts or sections, each with its individual league. Or perhaps it would be better to form a league in each State, as the officers of each sub-league would then know their direct line of action and course of duty in obtaining reduced rates, information about roads, etc. Each league to have a chief consul, or "chief mogul," who would act as representative to the grand league, or the League of American Wheelmen, at its meetings. This plan, although I have not gone into detail, is, I think, sufficiently plain to explain itself; and I would like to hear the views of some other wheelmen on the subject. County leagues are too small; but State leagues, I think, ought to fill the bill, and provide the means for obtaining the object sought, for in the L. A. W. Will "London W." please give us his opinion with reference to this? METEOR.

BOSTON, 26 July, 1882.

["Meteor's" suggestion is a good one, but not a new one. The WORLD has often urged similar projects; and we think the new order of things in the League will fill the requirements of State leagues. — EDITOR.]

Rutland.

Editor Bicycling World: — Seeing no communications from this section, I thought I would let you know that we are still alive. Our club is in a flourishing condition, and bicycling generally is constantly on the increase. At present we have ten members in the Rutland Bicycle Club, and we are pretty well mounted, the sizes of the machines being two 48-inch, two 50-inch, two 52-inch, three 54-inch, and one 56-inch, and most of them full-nickelled. The roads west of here are very good, but north and east they are quite hilly and sandy; but in spite of this some of our riders put in two hundred and fifty miles last month. The longest run in one day was fifty-three and a half miles; these figures would have been much larger if the weather had not been so dry, the roads being quite dusty in consequence. Last Saturday we started out for a run to Lake Bomoseen, distant sixteen miles; the roads were fine, it having rained the day before, and the roads had dried just enough so that it was neither dusty nor muddy. We were accompanied as far as Castleton by a member of the Boston Bicycle Club, who had ridden from Lowell, Mass., to Rutland on his machine. Reaching the lake after dinner, we started for Fair Haven. The roads were very level, but rather dusty, although not enough so to make it pull hard. We had one fine coast of nearly one half a mile; we entered the village by a sharp rise, then over a long, level stretch. After running around the village we turned towards the lake again, which reaching, our cyclometers showed thirty miles for the day. The next day, Sunday, we started to return, about 5 30 P. M., and arrived safely. It was the most enjoyable run we have had, and if any of our wheeling brethren should happen up this way we will show them over the same road; or if they are without their machines we should be glad to see them at our rooms corner of Grove and West streets.

CLUB DOCTOR.

RUTLAND, 3 August, 1882.

Two Points.

Editor Bicycling World: — I wish you would let it be known through your paper, for the benefit of bicycle riders, that the Lamson badge [design (?) — EDITOR] is not the League badge, but that any rider not a member of the League can with propriety wear one. One other point that I regret is the change in the League membership rules as to the manner that clubs must join, as a club, viz., the entire club being required to join, and to continue as such. There are many members in most clubs whose circumstances would not permit them to join the League. Such being the case, all clubs having even one such member could not join. I am personally acquainted with many very fine riders, and such as would be a great acquisition to the League, who would be members but for the above reason. I think the cord is drawn a little too tightly. A. G. C.

CANANDAIGUA, N. Y., 9 August, 1882.

An Arlingtonian's Ride

Editor Bicycling World: — I send you a memorandum of the roads from Arlington to Francestown, N. H., and Francestown to Manchester, N. H.

Arlington to Mystic street, Winchester, one mile hard gravel: one mile loose gravel and stones. Took direct road to Burlington, passing south of Winchester and Woburn centres. Winchester to Burlington, five miles: sandy; a few low hills; foot-path most of the way; almost all ridable; some very good; after a rain, would be very fair riding. Burlington to Billerica, five miles: deep sand in places; some low hills; foot-path part of the way; much unridable. Billerica to Lowell, two miles: fine level gravel and clay; the rest sandy; narrow foot-path; numerous low hills; a considerable part unridable. Lowell to North Chelmsford, five and a half miles: very sandy; narrow footpath; parts unridable. North Chelmsford to Tyngsboro' six miles: and one half very sandy; part of it unridable (in the words of a native: "disgraceful"). Tyngs-

boro' to Nashua: good clay road; some foot-path; good riding. Nashua to South Merrimac, five miles: level; rather sandy, but generally not deep sand; road bed of loam and sand; after a rain, would be good; a part unridable. South Merrimac to Milford, six miles: level; loam and sand; *wide hard ruts;* good foot-path; some deep sand; some turf riding; near Miford good gravel road. Milford to Mount Vernon, four miles: sandy; a little good riding; some foot-path; a long, sandy hill, quite steep (perhaps two miles long) up to Mount Vernon village. Mount Vernon to Francestown, nine miles: generally level; some loam; generally sandy; generally firm road-bed; a few sandy hills; after rain, would be fair riding. Francestown to Antrim, seven miles: sandy; generally descending; some fair riding; one bad hill, down. Francestown to New Boston, seven miles: clay and loam; a few low hills; a good road; after a rain, would be excellent; one long down grade into New Boston. New Boston to Goffstown (West Village), seven miles: level; after rain, would be good riding, generally; somewhat sandy. Goffstown (West Village) to Manchester, eight miles: quite level; gravel and sand; fair riding generally; unridable in places.

The roads were at their worst when the trip was made, there having been no rain for three weeks. I made the trip with a companion, and for the purpose of visiting friends; under other circumstances, I think it could hardly be a *pleasure trip*. The average time to Francestown was about four miles an hour, including all stops. Returning, the time was considerably better. We went to Portsmouth by rail, and rode directly home. These notes were taken on the road and are correct. W. E. PARMENTER, JR.

ARLINGTON, MASS., 10 August, 1882.

Rejected Votes and the L. A. W.

"Hear ye not the hum
Of mighty workings?" —*Keats.*

Editor Bicycling World: — That neat little game of the committee on rights and privileges "worked"; but had the votes of the Marblehead Club been allowed to count, our former chief consul would have been re-elected. The Marblehead Club supported Mr. Hodges; but as ten of our members, to save unnecessary writing, affixed their signatures to one ballot, the intelligently discriminating body who conducted the balloting threw out their votes. I should like, Mr. Editor, to rise and explain their reason for so doing. I can find nothing in the by-laws to justify their course. Within the past six months our club has paid two years' dues into the League's treasury, and what privileges have the members enjoyed therefrom? Even the right of suffrage has been denied them, through a nonsensical bit of red tape. What practical difference could it make whether ten separate ballots were prepared, or only one signed by the ten members voting?

If those august personages who control the L. A. W. would only do something besides resting on the glory of their positions, the association would, perhaps, be of some benefit to the wheelmen of the country. If things are to continue running in the same lethargic manner, the members will ere long tire of paying in their dollars every year and getting no return. Why don't the officers wake up and try to get the tariff on bicycles reduced, put up highway guide-boards, or get out a road book, giving the routes and distances to different places, the best roads, list of hotels, consuls, etc, or do *something?* There is work enough to be done. I have heretofore endeavored to convince every dissatisfied L. A. W. man I have met that the great organization was something more than a mere name, and have always defended the League on every occasion; but unless it soon arouses from its stupor, I shall conclude that I have been laboring in a worthless cause. Now we have got a new set of officers, let us hope *something* will be done. GEESEE.

MARBLEHEAD, MASS., 12 August, 1882.

Notes from Haverhill.

Editor Bicycling World: — The long spell of weather has given us roads that are perfectly horrible, — sandy, and many treacherous holes for your wheels to stop in, while you go ahead and explore. ...."Scribe" of Manchester did strike a poor place if he went to the Brunswick at Lawrence. We went there *once*, and now go the St. James, which is the best place in the city for a good meal. The new hotel, which is about to be opened there is to be first-class — so they claim. I recommend the St. James to any touring wheelman. The Brunswick did not follow their style of 30 May; for there was a *good* bill of fare, and plenty of it; and the treatment we received from the proprietors that day was, like everything the Lawrence Bicycle Club had a hand in, *first class.* ...A few days ago, I found, at a hotel in this city, a member of the Star Bicycle Club of Lynn, who was disgusted with our roads (which are poor) and public houses. I gave him advice as to both; and, as it is what any wheelman coming to this city should know, here it is: For good fare, clean beds, etc., go to the Eagle House on Main Street, which sets as good a table as the Essex of Salem, and, I believe, at the same prices. Wheelmen coming from the south of the county to Haverhill, *via* Georgetown, should come through Groveland, over the bridge at that point, and then on, and *not* come *via* South Groveland and Bradford, unless they wish for sand in bulk....The League Essex County Wheelmen have given up going to Ipswich as a body, and rendezvous at Salem the 24th inst. for a run to Nahant, and dinner at the Relay House. ....Ipswich bicyclers are chuckling over what a Massachusetts bicycle man, who resides not a hundred miles from Andover, did n't do. He, with 'cyclers of the town, were standing at the foot of Town Hill, and discussing their ability to climb it *via* wheel. Massachusetts bicycle man says, "Well, it may be difficult for you green hands, but old riders like myself don't mind it," and starts forward, valiantly tackling the steepest side. Half way up our "old rider" crossed over to the easier side, and then — got off and walked up the rest of the way, and forgot to come back to be congratulated.....We "smole a smile" at Col. Pope's modest request of tariff commission, and are anxiously awaiting one of those petitions you speak of sending out. ....Judging by the vigorous way in which M. D. Currier of Lawrence tackles the business of the Essex County League, the L. A. W. will have a most efficient representative from this section. "Good luck go wid him!". ..L. A. W. consul here wants to know whether the appointment of '81 still holds good, or did it expire with his last year's ticket [Holds until another appointment is made.—EDITOR]. ....We 've made a trial trip on the tricycle, a Royal Salvo, owned by an M. D. in this vicinity, and while agreeably surprised at the ease of propulsion, think that this part of the country, with its sand and hills, will prevent a rapid increase of riders. The "bi." has the best of it here, and that 's not saying a great deal. 869.

HAVERHILL, MASS., 12 August, 1882.

New York Items.

THE veteran wheelman, Will R. Pitman of the Ixion Club, accompanied by Bugler Oliver, made a night run 1 August, from New York to Riverdale, twelve miles, and next day at noon was joined at that place by Messrs. Sanford, Fontaine, and Egan; and all hands spent the afternoon wheeling about that vicinity. The Saturday previous Mr. Pitman rode to Pleasantville, forty miles, over an excellent road, returning next day — Sunday. He says the roads as far as Tarrytown afford an elegant three hours' ride, the whole route being like riding through the Newtons of this State; but, from Tarrytown to Pleasantville, it is dusty and sandy and almost wholly unridable.....The Ixion Bicycle Club has just taken new rooms at Wright's place on 59th street, same building with the Citizens Club.....Bicycling is booming in New York. Hardly a night passes that riders are not out in numbers on the boulevards from 59th street to 155th. Atlanta Casino and Lion Park are the great attractions; at the former a regular dinner being given to *all bicyclers* at seventy-five cents rates. The Lion Park management charges bicyclers no admission fee. Many invitations to picnics and dances are extended to wheelmen. ....Mr. McEwen, who has assumed charge of the athletic department of the *Sunday Courier*, is official handicapper for the N. A. A. A. A., and is a right good fellow.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

COLUMBIA BI. CLUB. — Additional: Charles Carpenter, Attleboro' Falls, Mass.; W. E. Lull, North Attleboro', Mass.

FREMONT BI. CLUB. — Additional: Wilbur C. Koons, Fremont, O.

CLEVELAND BI. CLUB. — Additional: W. O. Beckwith, 974 Euclid avenue, Cleveland, O.; Andrew Jaynes, 1590, Euclid avenue, Cleveland, O.

MASSACHUSETTS BI. CLUB. — Additional: Charles W. Reed, 28 School street; Arthur G. Waterman, care of Carter, Harris & Hawley; Charles M. Cox, 2 India street; Fred. H. Ruggles, 186 State street; S. K. Flint care of Russ, Cobb & Co., — all of Boston, Mass.

BRANTFORD BI. CLUB. — Additional: Fred. Westbrook, Brantford, Ontario, Can.

UNATTACHED. — H. Taylor Rogers, 1015 Vine street, Philadelphia, Pa.

CORRECTIONS. — S. W. Rose, Danville, Ill., should have been published 4 August.

GEO. E. TUTTLE of Rutland, was elected a representative for Vermont, but by oversight we failed to so mark his name in our list last week.

'Cycling Mems.

TRICYCLES of the regular Bath chair pattern — that is, with the steering wheel in front — are becoming more popular daily, and seems to be the best form of three-wheeler. The argument in favor of a rear steerer is, that in case of necessity the rider can jump clear of his machine, and thus save what might be an ugly fall.

I REMEMBER, on my first tricycle ride, the machine being a Harvard, my erratic course course brought me, with some violence, against a bank at the roadside, causing a hasty jump to clear the machine, which was rendered possible by the openness in front.

To catch the legs or clothing among the gearing, frame, or steering apparatus of a front guider, when going at a good pace, would cause one to feel uncomfortable, to say the least.

THE length of backbone in the rear-steering class of machine allows of the carrying of considerable luggage, which overcomes, in a measure, the tendency of the rear wheel to "lift" when going a good speed, up or down hill, or on a rough road.

But then one does not always want to carry luggage, and no one would think of carrying ballast on either bike or trike, except, possibly, that youth "Juvenis."

By the way, where is "Juvenis" lately? We have not seen or heard from him for a long time, although we believe he devotes considerable time to "saline dipping."

I WOULD like very much to see the young gentleman on a good trike of light make. Would n't he make things fly?

A "TIP" for both bicyclers and tricyclers is: When you get a saddle which "fits," don't part with it, even if selling the machine. For four years, and on five machines, I have used one saddle; and each year's use adds to its value to me.

BE sure and have your seat at the right elevation, if you would obtain the best results, and enjoy your runs on the trike.

WHEN we say seat we really mean saddle, as they are the only proper thing for both sexes, as all experienced riders will tell you.

But be sure and have it fit you whether riding the double or single track machine, as pleasure may be turned to pain by an ill-fitting saddle.

IF your saddle hurts you or appears hard, try Hillier's recommendation, which is, to "wash the saddle thoroughly over with soft soap and warm water, rubbing the soap into a good lather; then rapidly sponge off all the soap, and rub the saddle as dry as possible; then with an old garment on get in the saddle, seat yourself carefully in your usual position, and ride quietly up and down the road for twenty minutes or so; then put the tricycle away and let the saddle dry thoroughly."

WE recommended this to "Penny" Knapp of the Bostons; but what was the result of the experiment, we cannot say.

DO not wear garments that wrinkle when riding, as this is a frightful source of discomfort to riders.

HAVE your bicycle or tricycle coated with Harrington's enamel instead of paint. The inventor is superintending its preparation for the Overman Wheel Company.

WITH a few more writers like "Steno," the bicycling public would demand the best makes of machines.

FROM forty to fifty pounds of material, if judiciously used and made by experts, will make a bicycle strong enough for any one.

I FIND a 38-pound machine to answer all my requirements, although it is a little lighter than I would recommend for a man of Capt. Hodges's weight.

DON'T aim at too large driving wheels, as they will place you at a disadvantage; especially is this advice good for American trikers, where the roads are not so conducive to easy running as in "Canny England."

HARRY VENABLES, in the "Cyclist Annual," recommends a driving wheel of not over 50 or 52 inches and for hilly country to have it geared down to 46 or 48 inches.

DON'T neglect to look well after the brake; have it strong, powerful, and easy of application.

THE Devon is highly recommended for this country, and I understand that Mr. Clark of the Boston Bicycle Club and Alpha Tricycle Club has ordered one.

IT is a double driver, front steerer, and has a swing frame, so that the rider is kept well over his work in ascending hills. LONDON W.

WE expect our second invoice of Sturmey's Indispensable Handbook for 1882 this week (having information that it has been shipped), when orders already received by us will be immediately filled.

CURRENTE CALAMO

OVER a hundred bicycles were sold in New York last month.

H. L. CORTIS was married 3 August, and sails for Australia the 21st.

JOHN HARRINGTON of cradle-spring and enamel fame has returned to England.

EX-COMMANDER L. A. W. MUNROE has been to Lake George, attending the canoe regatta.

"DOT," the *Tricyclist* correspondent, and her sister, one day recently made a seventy-mile run on a Sociable tricycle.

SECRETARY WENDELL P. YERRINTON of the Chelsea Bicycle Club is summering among the White Mountains, at Jackson, N. H.

"JARGE," Lacy Hillier, gives "Father" Weston a very neat notice in the *Tricyclist*, apropos of his visit to England and the Harrogate meet.

VICE-PRESIDENT PARSONS is summering at Menauhant, East Falmouth, Mass,

and claims to have caught the biggest bluefish of the season.

"SAMMY SMUG," the "dog slayer," is rusticating at Wolfboro', N. H., and absorbing countless gallons of "Simms's best," — says "Bunny."

CORTIS has done it! Twenty miles in 59m. 31⅘s! Also, three miles in 8m. 41⅘s.! What will time amount to if this record-breaking keeps going on?

WE have received a photographic representation of Camp Kirk, the very successful bicycle camp recently inaugurated by the Champion City Bicycle Club.

"STENO" is projecting visits to Louisville, St. Louis, and Kansas, taking his wheel along to "blend" with the riders in those localities whenever occasion offers.

THE Kings County Wheelmen's active membership now numbers forty; and the club is in a flourishing condition, except that riding is somewhat in abeyance during the hot days.

NEARLY all the local and suburban bicycle clubs were represented at the various beaches and seaside resorts yesterday, and the unattached and ununiformed were to be met with everywhere.

STODDARD & LOVERING are doing a good business with the British Challenge this season. That handsome and substantial roadster has risen rapidly in favor of the old riders in the vicinity of Boston.

MR. W. R. MITCHELL of Provincetown, Mass., was in our office this week to get information about the roads between Boston and Portsmouth, he intending soon to journey to the latter place on the wheel.

CAPT. C. P. SHILLABER, of the Massachusetts Bicycle Club, while imprudently footing it about the rocks at Nantasket, slipped and sprained his ankle, and is consequently incapacitated from riding for several weeks.

MR. F. A. MILLER, the handsome president of the Susquehanna Bicycle Club, has sent us a handsome photograph of himself, mounted on his handsome D H F. Premier, which handsome and thoughtful conduct on his part we duly appreciate.

THE thirty days' limitation of the use of bicycles in Lincoln Park having expired, the commissioners are so well satisfied with the result that they have decided to extend the privilege indefinitely — a fitting recognition of the utility, as well as rights, of the wheel.

THE B T. C. Hand-book for the quarter commencing with July is received, and, besides correcting many errors in the April edition, contains much additional matter of interest and value to wheelmen, including a full list of the English chief consuls and their districts.

CAPT. E. C. HODGES of the Boston Bicycle Club has resigned his position as a member of the L. A. W. racing board, the requirements of business not permitting him to give that personal attention to racing interests and correspondence which the office demands.

THE editor of the *Cyclist* says: "We fancy that the reason a tricycle goes up hill better than a bicycle is the result of no loss of power being occasioned by the necessity for keeping the machine on end by continually see-sawing, however slightly, the driving-wheel."

STALL has left the sea-shore and has been slashing about the Connecticut Valley in the vicinity of St. Johnsbury, Vt., during the past week. He reports a mixture of good and bad bicycling roads in that region, but he speaks enthusiastically of the grandeur and beauty of the scenery.

MR. ALFRED MUDGE, one of the oldest and most successful printers in Boston, and founder and head of the firm which prints this paper, died, after several years of ill health, last Monday, at Hull, where he resided with his family. He was a man highly esteemed in both business and social relations.

HOOD & Co., the famous "sarsaparilla" men, have sent us a set (four) of their beautiful card-board plaques to decorate our office. We never tried any of their alleged medicines; but the plaques have made us feel better since they were hung on our walls, as the sight of beauty in any form always does.

Now are the days when the wily and seductive agricultural fairs and the insinuating summer resorts send out their invitations to wheelmen to race for medals and the delectation of their patrons without obtaining the blessing of the L. A. W. on their proceedings. Beware of them, ye amateurs who wish to stay am.

THE invitations to the second annual tournament of the Buffalo Bicycle Club to be held 6 September are out and are very neatly gotten up. We have received one, but regret our inability to attend, having booked ourself for Worcester on the 5th; and it will be impossible to attend another race meeting so distant the same week.

FIFTEEN wheels were in line at the regular afternoon run of the Chicago Bicycle Club, 5 August, and but for rainy indications it would have been much larger. They covered about fifteen miles, supping at the South Park "Retreat," and heard the "Bells of Corneville" at Baum's Pavilion in the evening, Mr. Baum admitting the club at reduced rates.

A NOTE from F. W. Weston, dated on board the "Samaria," 31 July, says: "Shall be at Queenstown in a few hours. Liverpool on Wednesday. Splendid passage. Smooth sea all the way. No ice nor fog off the banks, and very little fog elsewhere. Party in the cabin only twenty-three, and as pleasant as I ever sailed with. All in best of health and spirits. We-l-l-l l."

THE Ramblers Bicycle Club took a short run out through Dorchester and Mattapan, Sunday afternoon, starting about four o'clock, appearing for the first time in their new uniform of dark green serge, which looked very neat. During the hot weather months, runs of the club will not be called until late in the afternoons and the distances will not be more than from twenty to twenty-five miles.

ONE evening last week while Sec. Forbush of the Ramblers Bicycle Club was out riding, a twelve-year-old gamin attempted to insert a stick in his wheel; but Mr. Forbush lifted the youth under the chin with his foot, and the boy immediately did n't do it any more at that time; and that is a good way to serve such boys, many of whom ought to die young — but not on account of their goodness.

DR. A. G COLEMAN of Canandaigua, N. Y., was invited by the president of the Kansas State Fair Association to take a party of five bicyclers to Topeka, Kan., to assist in the attractions of the State fair, about 12 September, the association to pay the entire expenses of the party. Dr. Coleman accepted, and has selected the following Rochester wheelmen to comprise the excursionists: W. J. Curtis, W. R. Barnum, R. A. Punnett, C. A. Smith, and F. B. Graves.

A PROMINENT wheelmen ordered a bicycle of one of our importing dealers last March, and recently received a notification from the dealer that it had arrived and asking how it should be finished. The gentleman responded that he would decide in a few days, but in a *very* "few days" received the information, apologetically tendered, that, having a chance to sell the machine to another party, the dealer had let it go; and naturally, the first customer feels indignant at that method of doing business (?).

OUR Gloucester correspondent wishes to inform "M. D. C." of Lawrence, that the regularly appointed L. A. W. hotel in that town is the "Gloucester Hotel" (formerly the "Atlantic House"), corner Washington and Main streets, now under a new proprietor, and where all wheelmen may be assured of cordial welcome and good treatment. When wheelmen visiting Gloucester want information about hotels, roads, etc., there, they should call on Consul J. T. Webber at the Cape Ann Savings Bank.

J. S. EMONS and F. J. Swartz of Poughkeepsie, N. Y, were in our office last week, they having left P. on Thursday, 3 August, to wheel to Boston, and arrived here Wednesday, 9th. They report the roads of New York and Western Massachusetts ridable but pretty hilly. The riding between Pittsfield and Springfield was tolerable, but from the latter place to Worcester execrable, the long drouth having broken up the road-beds to deep sand and dust, necessitating a great deal of walking. This side of Worcester, however, everything was lovely.

American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals: —

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING. — "The Principles of Training for Amateur Athletes, with special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

H. C. BLUE & CO.

48 Summer Street,

BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,

SALEM, MASS.

TRICYCLISTS'

INDISPENSABLE ANNUAL

FOR 1882.

Sample copies postpaid, 65 cents. A liberal discount to the trade. Sole agents in the United States for ILIFFE & STURMEY'S publications.

OVERMAN WHEEL COMPANY,

HARTFORD - - - - CONN.

☞ BICYCLISTS' INDISPENSABLE will be ready in a few weeks.

WORLD JOB PRINT,

A. BASSETT, MANAGER,

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc, etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO., Smithville, Burlington Co., N. J.



BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	15
Sturmey's Indispensable, 1880	30
" 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	40
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

COLUMBIA BICYCLES.



ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - Manager.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

COLUMBIA BICYCLES.



Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strain. Made solely for and imported by

SAML. T. CLARK & CO. { OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK, } BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.

The strongest, most rigid, and withal the handsomest Bicycle in America.

THE AMERICAN ROADSTER.

The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

THE TYRO ROADSTER.

Strong, serviceable, and economic.

Also **The British, Sp. British and Xtra Challenge Bicycles**, and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps**. Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 25 AUGUST, 1882.

Volume V. Number 16.

[Vol. V. CONTENTS. No. 16

Buffalo *Express* at Sea	506
Editorial: The Tricycle	507
Wheel Club Doings: Kentucky; Missouri	507
Races: Coney Island, 5 August; Coney Island, 12 August; Natick; Corris again beats the Record; Twenty-five Mile Professional Race; Crichton; Montreal; Woodside; Pierce; Conkling; Keen vs. Wood	507
Correspondence: Bicycling in Belgium; Hamilton; Limited Club Membership; The Ideal Uniform; Milwaukee; About Cleveland; Louisville Notes; Cadiz Notes; New York Letter; Another Protest; Marblehead; Chicago in Detroit	508
Bicycle Transportation; Another Wise Railroad	512
L. A. W.: Applications. 'Cycling Mems. Current Calamo	513
Tricycling	514
Notes, Queries, etc.	514
Books and Pages: The Century; Our Little Ones; "Indispensable" for 1882	514

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

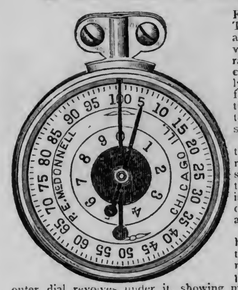
London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2¼ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.

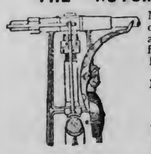
FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8 00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN. Worcester. Mass.

THE PERFECTION HUB-LAMP.

(Patented by T. S. Miller.)

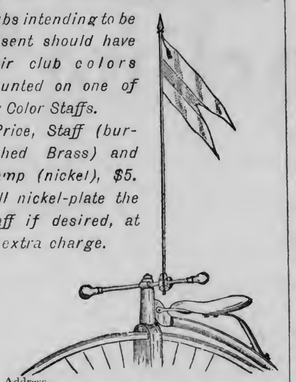
The only lamp in the market that destroys shadows cast by tire and spokes. The flame will not blow out or shake out. The reflector and glass being as large as can swing in an ordinary wheel, insures a light of immense intensity, and removes all objectionable features to night riding. Illustrated descriptive circular sent free on application.

E. I. HORSMAN, MANUFACTURER,
80 and 82 William Street, New York.

NEW ENGLAND FAIR.

Clubs intending to be present should have their club colors mounted on one of my Color Staffs.

Price, Staff (burnished Brass) and Clamp (nickel), $5. Will nickel-plate the Staff if desired, at no extra charge.



Address,
T. B. JEFFERY, 40 S. CANAL ST., CHICAGO.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

FOR SALE. — A 56-inch Special Columbia; full-nickelled; new this season; used very little; in first-class condition; price $120; transportation free. Address F. C. BISSELL, Neenah, Wis.

FOR SALE. — A 48-inch Standard Columbia; run less than fifty miles; good as new; price boxed, $70. Also a 54-inch Excelsior cyclometer, $5.00. Address at once H. R. BRYAN, Hudson, N. Y.

FOR SALE. — A 52-inch Carver; all parts nickelled except wheels; ball bearings to both wheels; in perfect order; price $100. Address CHAS. L. CLARK, 42 Bedford street, Boston.

FOR SALE. — A 48-inch Mustang, 50-inch Mustang, 50-inch Special Challenge, 52-inch Standard Columbia; all in use now, and in good running order; will sell low. PETER VALENTINE, Dunkirk, N. Y.

WANTED. — A 53-inch wheel; any style or make; new or second-hand. Address stating price, and giving full description, CLARENCE H. JENKINS, 1712 West Chestnut street, Louisville, Ky.

FOR SALE. — A 55-inch Royal Mail, for light road-ing and racing; the lightest, strongest, and best machine in the country; used by all the best riders in England; 1 and 25 mile Union championship, won on a Royal Mail; professional championship won on same machine. Only reason for selling, too small for owner; cost $140; will sell for $125. Apply D., this office.

FOR SALE. — A 52-inch Standard Columbia; half nickelled; in good condition; will sell for $75 cash. Address H. L. BEACH, Plainville, Conn.

First-Class Bicycles!

I have a stock of all sizes of machines of my own make on hand and ready for immediate delivery. They are well made, and warranted first-class in every respect.

All kinds of repairing on bicycles done with care and despatch.

A. M. GOOCH, Newton Centre, Mass.

THE BEACON PARK COMPANY will open the Bicycle Track at Beacon Park on Wednesday, Aug. 30. The Track will be let for Races and Training purposes. J. S. Prince will be in attendance. Training tickets for the season, $5. Address THE BEACON PARK CO., 8 Pemberton square.

Second Annual Parade and Race Meeting
OF THE
MONTREAL BICYCLE CLUB,

(Affiliated with the Montreal Amateur Athletic Association and League of American Wheelmen,)

Saturday, 2 September, 1882.

2 OPEN EVENTS (1 mile and 5 miles).

Gold and Silver Medals in each.

Entries (50c) close 30 August, to the Secretary of the Club, P. O. Box 1733. Wheelmen are requested to give name of club. Unattached wheelmen must furnish satisfactory credentials of their standing as amateurs.

J. D. MILLER, *Hon. Sec.*

THE Buffalo *Express* is "all at sea" about bicycling, as the following will show: —

An *Express* reporter was standing at the foot of Main street, yesterday, talking with an old "salt" just from below, when a tall young man came to the dock astride of a nickel-plated bicycle. The old man eyed the machine for a minute or two, and then turning to the reporter, said, "Say, shipmate, what sort of a craft is that?" The reporter told him that it was a bicycle. Just then the rider turned his wheel in a graceful curve across the street toward the tug offices, the sunshine glancing from the polished spokes, and throwing flashes of light in every direction. "Bicycle, hey?" said the sailor, "pretty spread o' canvas she 's got, ain't it?" As the reporter assented, the bicycler had got to the middle of the street on his return. Going slowly, he got a heavy jolt from the street-car track. The sailor smiled as he said, "Thought his cargo was going to shift when he was in stays that time. He 'd a carried away his figgure-head if it had, would n't he?" The reporter once more assented. The sailor broke off a splinter from a stave clipping and put it in his mouth, and as the wheelman took a turn close in by the freight-shed, the man of the sea looked him over carefully, and asked, "She can't charter for anything but telegraph poles, can she? 'Spose she 'd stand it with a cargo of pig iron on deck?" The reporter explained that a bicycle is wire-rigged, has iron arches, and when well made, was never known to be hogged or to open her seams, even when she got on a lee shore. The old man looked on musingly for a while, and then said, as the bicycler started up the street again, "It may be so, shipmate; I don't dispute ye; but they 're too crank for me to ship on. I 've served as quartermaster on an India packet goin' round Good Hope many a time, but I never see as steady a hand on the tiller as that feller 's got, a keepin' her full and by as she goes up street thar."

MR. J. CALKINS of the Chicago Bicycle Club, while riding in that city, was maliciously upset by a street railway laborer, who raised a rail across his path, at the junction of Clark and Washington streets, and he was severely injured, besides having his machine badly broken.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G Carter, 4 E. 59th St., New York.
The Cunningham Co, 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 25 AUGUST, 1882.

THE TRICYCLE.

THE rapid increase in the use of the tricycle in England argues well for its popularity, and the accounts of long road rides convince one of its utility. Instead of being antagonistic to each other, the riders of the bicycle and the tricycle are friendly, and the latter bring into the wheel world a class of people who, by reason of sex, age, timidity, or other causes, would never have attempted the use of the bicycle. The tricyclist's enthusiasm over the beauties, benefits and capabilities of his machine has not been nurtured and increased by theory, but by the same practical tests which developed the use of the bicycle as a valuable means of locomotion, and an exhilarating and healthful method of exercise and pleasure. The bicycle, for pleasure, excitement, and speed, will probably ever maintain its premier position, although some feats have been accomplished on the tricycle which skill, muscle, and endurance would be needed to exceed or even equal on the bicycle. The safety and carrying capacity of the tricycle makes it particularly desirable for extended tours where comfort is sought rather than excitement and speed. We welcome, then, the three-wheeler, as having a tendency to increase the popularity of all athletic sports of the purest and best character, and especially to enhance the interest of our own particular pastime.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

KENTUCKY BI. CLUB. — At a meeting held 9 August the following were elected officers for the ensuing six months: A. Cornwall, president; Charles H. Jenkins, captain; W. Bird Sale, first lieutenant; B. G. Crawford, second lieutenant; John Adams and Benjamin S. Caye, guides; Clarence H. Jenkins, bugler; Gregory and Allison, members of club committee. A club race for September was discussed, but laid over for the next meeting. The club will be incorporated this month.

THE Missouri Bicycle Club, which seems never to be idle under its "pushing" president, Garvey, has issued an anniversary souvenir for 1882, in the shape of a large folding card, handsomely embellished with Lowell's popular steel pictures, and containing a list of the members and their mounts, records of notable club events, and a selection of bicycle songs.

RACES

Coming Events.

28 and 29 August. Columbus, Ohio. League of Ohio Wheelmen annual parade and races. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

4 September. First annual parade and tournament of the Canton Bicycle Club, Canton, Pa. The following events will take place: Quarter-mile dash; half-mile dash; trick riding; one-mile dash; one-mile dash for championship of Canton; hundred-yards slow race; two-mile dash; five-mile dash. All races except the championship open to all amateurs. Suitable prizes for all events. Entries free, to E. L. Davenport, captain, Box 95, Canton, Pa.

5 September. Worcester, Mass. New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Æolus Wheel Club. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3.30 P. M. Three prizes, gold medal each. Entries, $1 00, close 14 September, to F. J. Graham, secretary.

16 September. Boston Bicycle Club twenty-mile championship race. Place to be announced.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

CONEY ISLAND, N. Y., 5 AUGUST. — A six-days' professional bicycling contest took place at the Sea Beach Palace Hotel, commencing 5 August, at three o'clock P. M., and ending at 9 o'clock on the 10th. The terms were, that W. J. Morgan should ride six hours daily, and that Mlle. Armaindo and Miss Von Blumen should ride against him three miles each daily alternating every half hour. The race resulted in favor of Morgan, who covered 467 miles 8 laps (the track is a nine-lap one) to the women's 466 miles 2 laps. The scores were as follows: —

MORGAN.

	Miles.	Laps.
Saturday	71	4
Sunday	149	2
Monday	227	2
Tuesday	303	8
Wednesday	385	4
Thursday	467	8

MISS VON BLUMEN.

Saturday	36	5
Sunday	76	1
Monday	114	1
Tuesday	150	5
Wednesday	188	1
Thursday	229	5

MLLE. ARMAINDO.

Saturday	40	8
Sunday	81	1
Monday	116	2
Tuesday	155	1
Wednesday	195	8
Thursday	230	5

CONEY ISLAND, N. Y., 13 AUGUST. — A most interesting bicycle race was held the 13th inst., at the Sea Beach Palace Hotel, the contestants being Mlle. Louise Armaindo and Miss Elsa Von Blumen, and the distance fifty miles. Mlle. Louise, before starting, expressed her determination to beat her 45-mile Boston record, which was 3h. 13m. 4s.; Prince, who rode against her, covering fifty miles in 3h. 12m. 38½s., making forty-five miles in 2h. 50m. 54½s. Mlle. Armaindo rode her first mile in 3m. 54½s.; five miles, 20m.; ten, 41m. 17s.; fifteen, 1h. 2m. 30s.; twenty, 1h. 23m. 14s.; twenty-five, 1h. 45m. 17s.; thirty, 2h. 8m. 20s.; thirty-five, 2h. 29m. 30s.; forty, 2h. 49m. 59s.; forty-five, 3h. 10m. 48s.; fifty, 3h. 31m. 14½s. She rode 14⅜ miles in one hour, 28¾ in two hours, and 42½ in three hours. This is remarkable riding for a woman, and although it beats records in none of the distances, it is noteworthy as surpassing any previous open-air times in some of the last miles. Throughout the journey Mlle. Armaindo never left the saddle, and made but one stop in the fifteenth mile to have the bicycle oiled. Miss Von Blumen was not in any condition to go a long distance, but she made

eighteen miles and one lap in 3h. 30m. 55s, out of which she rested nearly half an hour. While on her fifteenth she had the misfortune to run against Mr. Morgan, the bicyclist, who was helping Mlle. Armaindo, and in the spill she hurt her hand severely, but pluckily kept on until time was called. Mlle. Armaindo rode 14⅜ miles in the first hour, 28⅛ in two hours, 42¼ in three hours.

NATICK, MASS., 19 MARCH. — There were several bicycle races, in connection with other sports, held at Elm Park, Natick, last Saturday, the first, a one-mile event for a gold badge, being won by R. F. Stahl of the Boston Ramblers, in 3m. 38¼s. A slow race of one hundred yards was next on the programme; and Chas. S. Howard of the same club won it by lingering along the track 1m. 42½s, and received a silver badge. The final bicycling event was a race of twenty-five miles between W. A. Norton and Dexter Leland, the latter being allowed a start of two miles. The scratch man won in 1h. 57m., Leland covering his twenty-three miles in 1h. 57m. 37s. There were a large number of spectators.

THE grand meet and parade of the Ohio wheelmen at Columbus, next Tuesday and Wednesday, promises to be a more brilliant affair even than that of last year.

CORTIS AGAIN BEATS THE RECORD. — The announced race for twenty miles between H. L. Cortis and the Hon. I. Keith-Falconer, in which both were to attempt to do twenty miles within the hour, came off 2 August at Surbiton, in the presence of about 1,000 spectators. Kei h-Falconer, however, for some reason, retired during the seventh mile, while Cortis kept on, and, with the aid of good pace-makers, lowered his previous twenty-mile record over 11s., covering the distance in 59m. 20⅛s.

TWENTY-FIVE MILE PROFESSIONAL CHAMPIONSHIP.—At Leicester, 5 August, an exciting and close race for this championship was decided in favor of R. Howell of Coventry, in 1h. 24m. 15s., A. E. Derkinderen of Coventry 2d by half a yard, and F. Wood of Leicester third, close up. G. W. Waller of Newcastle, F. DeCivry of Paris, and C. R. Garrard of Uxbridge were the other competitors.

IN races at the Crichton Bicycle Club meeting on the Crystal Palace track, where Cortis made his twenty miles inside the hour, running against time, W. R. Adam of the Oxford University Bicycle Club won the final heat of a three-mile race, in 8m. 41⅛s., breaking the previous record.

IN the games of the Montreal Caledonian Society, held at Montreal, Can., 5 August, T. C. Holden won a three-mile bicycle race against five other competitors.

W. M. WOODSIDE, according to the *News* correspondent, continues to win laurels in Ireland. At Belfast, 5 August, he won one-mile and two-mile scratches, and one-mile and two-mile handicaps from scratch, the last two in 3m. 32s. and 7m. 28⅝s., respectively. At Ballymena, the 8th, he captured three-mile and five-mile handicaps, from scratch.

JOHN KEEN and F. WOOD competed in a twenty-mile race at Crystal Palace, 5 August, the former winning by barely a yard in 1h. 6m. 29⅛s.

ALBERT PIERCE (colored), of New York, won second place in trial heats twelve and thirteen (amalgamated) for the all England professional one-mile handicap at the Molineux Grounds, 7 August, by which he secured a position in the second round of trials. His time was 2m. 51⅜s., with 180 yards handicap.

JOHN S. PRINCE made a quarter-mile in 36⅜s., 20 August, at the Chestnut Hill reservoir, – flying start.

WE erroneously announced that the fifty-mile bicycle race under the auspices of the Manhattan Athletic Club will be held at the Polo grounds. It will be at the Club's grounds, corner 56th Street and 8th Avenue.

WILL R. PITMAN has been elected a member of the Bicycle Touring Club. Mr. Pitman is entered for the ten-mile race at the polo grounds, Saturday, 2 September, although, as he assures us, ten miles is not his distance.

THE *Wheel* says Keen and Vesey are coming over here in a few weeks, and possibly Waller with them. The same paper avers that Vesey intends to become a professional; but this we very much doubt.

PRINCE will be pushed for all he is worth next week (Saturday) at the Manhattan Polo Grounds, to overtake Louise Armaindo's three-mile handicap, provided she is in good condition.

WE understand that Burnham, the Newton bicycler, who won the mile and a half straightaway at the 4 July races on Boston Common this season, will participate in the Worcester events of 5 September, and if the intimation of our New York correspondent "Gifford" is true, Will R. Pitman will have another chance to try conclusions with him.

WHAT lots of interesting events for wheelmen to choose from! Columbus meet, 28 and 29 August; Montreal races, 2 September; Worcester parade and races, 5 September; Buffalo tournament, 6 September; 50-mile race in New York, 9 September; Boston Club championship, 16 September; Springfield tournament, 20 September, and Philadelphia bicentennial, 26 October.

MR. L. W. CONKLING of the Chicago Bicycle Club, who now rides a 61-inch wheel, tried a run of five miles against time Saturday afternoon, 12 August, the course being around the gallery of the Exposition Building, sixteen laps to cover the distance. His previous record was something over eighteen minutes. A young man named Stevens set the pace for Mr. Conkling, taking three-quarters of a lap start. Conkling started at a quick pace and kept it to the end, making the five miles in just 16m. 12s. Efficient timers were present, and the sixteen laps made really a few feet over five miles.

CORTIS now has all the records from four to twenty miles, inclusive.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Bicycling in Belgium.

Editor Bicycling World: — Bicycling is not quite what it should be in this country, but that is possibly the fault of the "boys." All the roads are paved with the famous Belgian pavement, and such paving for bicyclers is enough to discourage any one of us. I am talking of Antwerp and vicinity; so don't make a mistake and call upon me to answer a series of letters disputing my assertion, as I am well aware they are good — for teaming.

The few wheelmen here do not seem to partake of our spirit for a long run, preferring to stick to the Boulevard; have never met one outside the walls. I stuck to the same track till I found that the old quotation concerning familiarity and contempt was really true: then I made up my mind on Saturday to do something the next Sunday. At nine o'clock (very early for Sunday) I started for the canal, determined to try a run on the dike; but unhappily for the machine and myself, got on the wrong side, — viz., the one used by tow horses. After a half-hour of bad riding I began to think the boys were judged too harshly, and the "judge not," etc., of my conscience was quite as good as a Sunday sermon.

All of a quickness I dismounted, and while unscrewing the broken spoke caused by the effect, was hailed by a boatman, who with much exertion made me understand that for ten centimes he would put me on the other side; I struck the bargain and went. The path looked good, but risky, the place I could take for riding being about ten inches wide, and then a steep slope of some six feet to the water. If the path had been in the centre I should have been happy, but decided to risk it. Mounted without accident, and after a short run got used to the position and began to enjoy it. Ran along in this manner for eighteen kilometres, the canal and the queer Dutch boats on one side, meadows and the scent of fresh hay on the other; passing every mile or two li tle bunches of houses that clustered close to the locks. The young ones at these places were a confounded nuisance, running after me, till, sick of their company, I was obliged to spurt away and leave them. At last I began to think of refreshments, and at the next village stopped to take the favorite drink of the Flemish, — a little glass of gin and a large glass of beer. I assure you it is not — a temperance drink.

Axiom I. Sixteen kilometres with wind at your back is better than eighteen with wind ahead; so I concluded to run to Lierre, and take the train there for home. A good road and no water to fall into braced me up; perhaps it was the refreshments, — just as you say. The sixteen kilometres to Lierre was made in one and a quarter hours, and the curiosity excited was enough to flatter the vanity of any long-stockinged League man. From Lierre to Anvers by train, by which just missed a wetting by a shower that had been after me for half an hour. Made nòte: Good road and *refreshments;* try luck again next Sunday. GRM. S. BELL.

ANVERS, BELGIUM, 11 July, 1882.

Hamilton.

Editor Bicycling World: — At a meeting of our bicycle club held 15 July, in the president's office, it was voted that the club join the L. A. W., and other important business was transacted, including arrangements for a run into the country and a picnic (unaccompanied by ladies), which latter event was successfully carried out one week later, and proved a most enjoyable affair.....A movement is on foot here and in other Canadian wheel towns to form a League of Canadian Wheelmen, and afterwards, possibly to try and effect an amalgamation with the L. A. W. under the style of the League of American and Canadian Wheelmen. EUREKA.

HAMILTON, CANADA, 29 July, 1882.

Limited Club Membership.

A SERIOUS evil, which threatens the existence of nearly all bicycle clubs with a large membership, — say of more than twenty, — is the heterogeneous elements of which such clubs are usually made up. Every club man can call to mind instances where a few members, probably only one or two, have created endless discord and annoyance by their entire want of sympathy with the general tastes and tendencies of the club. There are few large clubs to-day which do not contain within themselves two or more rings or cliques, each trying, not always openly, to control affairs as it thinks best. Our poor human natures are so conflicting, that many of us cannot very well pull together; and when the least opportunity offers, factions are certain to spring up, the members drawing apart into more select circles, as social ties, old-time friendship, rivalry on the racing path, or "elective affinity" may determine.

One reason for the unfortunate prevalence of these rings is the want of care in the selection of members. As a rule, the mere possession of a bicycle is a sufficient credential to entitle a wheelman to membership in a club; though why the simple purchase of a wheel should entitle one to standing in a community, or assured compatibility of tastes, is not at once apparent. Other interests should be looked to. Social ties are the strongest in every community; and any organization which overlooks these in its membership is bound to suffer the consequent annoyance of cliques and rings. Bicycle clubs have too often had for their object the mere accession of numbers, — at least our Western clubs must plead guilty to this charge. The only remedy that seems clear at present is the formation of limited clubs, — clubs with a limited membership, say of not less than eight, and never more twenty.

The advantages which a limited club offer are apparent on a moment's reflection. First and most important is that of a closer bond of union consequent upon more rigid scrutiny in admission to membership, members of a limited club having usually some other community of interest besides the bicycle, and a necessarily more intimate acquaintance with one another. In a club of this kind, — say of twelve members, — each person feels his own individual importance and acts accordingly. Meetings, runs, etc., are scrupulously attended by *all*, each member feeling his own presence to be necessary to the success of the affair. He recognizes the fact that he is one twelfth of the entire club, and will certainly be missed; whereas, when he constitutes but one fortieth or one sixtieth part of the club, the natural reflection is, Well, there will be enough without me. Then, too, in a limited club, each man does a fair share of the work, and hence is personally interested in every minutia of club affairs; while in a larger organization the work must fall upon a few, who are really imposed upon, the rest of the members hardly knowing what is being done from week to week. In cities where there are a large number of riders, how preferable it will be to have, say, instead of two clubs, with a combined membership of seventy, half a dozen limited clubs, averaging twelve members each! These six organizations would, by a natural system of friendly competition and rivalry, tend to keep one another up to the highest standard in riding, drill, dress, and general courtesy, and would increase the interest in bicycling manifold. If it be urged as an objection that such clubs would not be able to maintain club-rooms, racing paths, etc., I would say, Let all the clubs in one city unite under one management for such purposes. Just as the clubs throughout the country acknowledge allegiance to the League, so can the clubs in cities unite under one head in the use of club-rooms and racing track.

As the bicycle comes into more general use, and applications for membership to standing clubs increase daily, something in this direction must be done if pleasant club organizations are desired to be kept intact. The Milwaukee Bicycle Club has within it the Milwaukee Touring Club (limited), composed of twelve gentlemen, whose "affinity" (as Goethe calls it) consists, I believe, simply in living on the same street. Similar experiments are about to be made elsewhere, and many Western wheelmen would be glad to hear, from one who has tried both organizations, the comparative merits of limited *vs.* unlimited clubs.

FAD.

CHICAGO, 5 August, 1882.

The Ideal Uniform.

Editor Bicycling World: — Please allow me a little space to put in my idea of what I call an "ideal" uniform. A uniform for a club should have individually a modest, and as a club, a striking and pleasing effect. In choosing colors, care should be taken to have such colors as are becoming to the complexions of the wearers. Now, as black or very dark shades, green, or blue are becoming to every one, let us adopt one of these and call it ideal; say black. The coat and vest also should be cut in a style so that the owner may wear it with pantaloons as a summer suit: therefore adopt each summer the summer style of sack coat as the uniform style. This will be great economy to the club men. Corduroy and velvet seem to be as much out of place on the bicycle as on the street; they are too loud. A man is conspicuous enough on the wheel without making himself more so by his dress. We have now got a coat and vest, say of black serge or cheviot. Celluloid collars and cuffs are the appropriate thing for the wheelmen. Breeches can only be worn when riding, so they may be of the same or a contrasting color to the coat. Now, Nova Scotia homespun goods seem to fill the bill: breeches made of this cloth are very durable; color is light gray, which makes a pleasing contrast to coat; it is not loud and does not show dust: may be washed indefinitely. A light black cord down the outside seam has a fine effect. Black stockings make the member of our body of which most wheelmen feel proud look small. They also crock the skin, unless made of silk, which are expensive, and therefore are not "ideal." Gray ribbed stockings do justice to the calf, so they seem to be right. Shoes of russet or black leather look very well; either I will call good, but patent leather "ideal." A helmet of the summer style made of black serge would be good; a pearl helmet cooler; but a polo abominable, and too law-de-daw for any use to wheelmen. The Boston Club cap, if there was a little more of it, would be "ideal."

Now what have we for a uniform? This is a digest of it: Boston cap,* or pearl helmet; coat and vest of black serge; breeches of Nova Scotia homespun; gray stockings; shoes, russet or patent leather; celluloid collars and cuffs. This suit is modest and attractive, is fit for gentlemen of all ages, is cheap; for the shirt, pants, hat, and stockings are the only extras. T. SQUARE.

CHICAGO, 6 August, 1882.

* The Boston Club cap is the coolest and most comfortable head gear we ever use l while riding — not even excepting the lightest straw hat. — EDITOR.

Milwaukee.

Editor Bicycling World: — The Milwaukee Bicycle Club is still alive, although somewhat slow in its movements at present. Three of our members, "Bugler Birk," "Bony Fritz," and "Dutchy Herman," had a pleasant spin by moonlight last Saturday a week, to Waukesha, about eighteen miles, and spent the night, putting up at the Mansion House, and leaving next morning at nine o'clock for a run on the roads of Waukesha County. For about eight miles the roads were excellent, but after that, many unridable hills were encountered; but the fine views from the tops of these amply compensated for the walk-overs. Waukesha County has some of the finest scenery in the State, it being dotted with lakes, and having heavy forests as well as splendid farms. It is a favorite resort of Southern people, and is becoming more so every year. The wheelmen arrived at the village of Mukwonago in time for a substantial dinner, after which they proceeded to their destination, — Crooked Lake, near East Troy. This is a new summer resort, opened this year. It is one of the finest places in the county; the lake is full of fish, and the woods full of game. The hotel is new and built on an island. It has all the modern improvements; and one of the delicacies of the table is frog-legs, of which there is an abundant supply to be had from a pond kept for the purpose. There is also a nice little pleasure steamer on the lake of which our party availed themselves. After supper they started on their return, stopping for the night at Mukwonago, intending to remount at five o'clock next morning for their thirty-mile run back; but a rain during the night made the roads so bad that they concluded to take the train at a station eight miles distant. They had many adventures covering that eight miles, but reached it in due time, and arrived home, healthful, happy and hungry. The club is not doing much riding as a club, but individually there is considerable. Captain Hathaway is yachting around the great lakes, and Secretary Friese has recently taken a run to Madison. But the fall season is approaching, and with its advent the cyclers' spirits will brighten. HUB.

MILWAUKEE, 9 August, 1882.

About Cleveland.

Editor Bicycling World: — Dr. Chas. P. Pruyn, president of the Chicago Bicycle Club, spent last Saturday and Sunday in the Forest City, and on Saturday, accompanied by one of the members of the Cleveland Bicycle Club, took a spin on our famous Euclid avenue to Wade Park, and after a short ride through its delightfully cool and shady drives, proceeded to Lake View Cemetery, where rest the remains of our martyred Garfield. After spending some two hours admiring the beauties of this "City of the Dead," we remounted and returned to the city *via* Prospect street to Lake View Park; thence across the Viaduct to the West-side Circle, where we dismounted and slaked our thirst in the cool (?) waters of the fountain. From there we returned to 147 Ontario street, stabled our steeds, and sought a convenient bath-house. Although the doctor was obliged to cramp his long legs under the handle bar of a fifty-four, and notwithstanding the fact that the themometer stood somewhere up in the nineties in the shade, he declared it was one of the most enjoyable rides he had had in a long time. Sunday morning was spent at church, and the afternoon in a stroll about our streets and parks until about four o'clock, when we wended our way to the wharf, and the doctor bade us farewell and boarded the steamer "Prussia," for Mackinac, where he will spend some few days before returning to Chicago. The doctor is a genial gentleman, and will always be accorded a warm welcome whenever he may favor us with a visit. REX.

CLEVELAND, OHIO, 9 August, 1882.

Louisville Notes.

Editor Bicycling World: — Your proposition to print the badges of the different bicycle clubs throughout the country strikes me as an excellent scheme, and I send herewith a cut of the Falls City star set in a wheel. The badge is of gold, and the exact size represented. The star alone forms the badge, the wheel having been added as a fancy of the engraver who made the cut. Being thus introduced to our colleagues through your kind medium, they will consider that we bow with all the deference due them as brothers in wheel, and our Goddess (who wears the club badge with becoming pride) will smile with such bewitching sweetness that some of the most susceptible must be excused if they take a sudden header into the arms of Cupid. I will therefore inform all such giddy youngsters that while our Goddess has a decided hankering after all lads who turn the wheel, her partiality for those of the Falls City, and especially our beloved president, is as immovable as the mighty rock of Gibraltar. So none o' yer tricks, young men!....A serious accident to an old lady, caused by a careless wheelman, awakened our city dads to the necessity of a dose of their parental restriction, and wheelmen of this city are now required to use bells at all times, and lamps after dark. The mildness of this ordinance was so unexpected that the boys forgot to kick, but rather congratulated themselves upon the possession of so much influence, the vote which made the ordinance a law having stood eleven to seven. ....Speaking of lamps, I wish to put in a claim for the best long-distance lamp record. Leaving Louisville last Saturday night at 10.15 o'clock, the match was applied; arriving at Middletown, twelve miles, at twelve o'clock, an hour and an a half was wasted trying to awake the hotel-keeper from his blissful slumber, but, failing, we remounted and rode three miles farther to another tavern, where at 2.15 o'clock the light was extinguished. During the intervening four hours the lamp burned without any attention whatever, and the light did not perceptibly diminish in volume. The lamp used was a large size Columbia, filled with three fifths lard and two fifths coal oil. I would like to hear from any one having a better record, the make of lamp and oil used to be stated; the test to be a practical road ride. Night riding is becoming very popular, and such discussion will tend to improve the bicycle accessory that is now the furthest removed from perfection.....Quite an amusing contest, and one that will prove of interest to wheelmen generally, has been going on in Louisville for some time past. One of our best roadsters, having been converted to the Star bicycle, sold his bike and ordered one of the much abused variety, and became an enthusiastic advocate of its advantages as a roadster. The boys did not take kindly to the new wheel at first; in fact, were rather inclined to ridicule the whole thing, and dark threats of what would be done with the Star man when he was caught out on the road became frequent. As a consequence, every road ride in which the Star participated thereafter was a race, and the life they led that poor fellow was really shameful. Singly and collectively, our best and fastest riders tackled the Star man, and tried to pump the wind out of him; but he was game, and stayed with them wonderfully well, thus far neither party having gained a very decided advantage. In hill-climbing, practical experience has proved the two bicycles to be about equal, with slight odds in favor of the old style. On a down grade the Star takes the lead; although with recklessness characteristic of Louisville riders, necks have been freely risked to maintain the superiority of the crank machine. On a level road the rotary is still largely in favor, and is certainly the faster machine. As a result of this conflict, respect for the Star has greatly increased, and several orders have been turned in from this vicinity, with a number still lingering in an awful state of uncertainty.

VEDETTE.

LOUISVILLE, KY., 11 August, 1882.

Cadiz Notes.

Editor Bicycling World: — As the subject of bicycle transportation charges is being discussed in the WORLD, I wish to state that the Pittsburg, Cincinnati, and St. Louis Railroad, running from Pittsburg to Columbus, and from there to Cincinnati, St. Louis, and Chicago, have "instructed their baggage masters to carry bicycles, as baggage, free, at the owner's risk." This I learned from the manager of the line, in reply to a letter of inquiry. I have no trouble in taking my machine to any point on this road; but a rider here, who was not aware of this, paid one cent per mile for his wheel, while on a trip recently. I would therefore advise all wheelmen having occasion to travel over this line to procure a personal permit from the manager, James McCrea, of Columbus, or if the baggage master compels you to pay for your wheel, ask him to give you a receipt, and have the money refunded from headquarters.....The Expert is the favorite wheel in this locality. It is certainly a first-class machine, but its weight is, however, a very *heavy* point against it. A 52-inch full-nickelled one, complete with saddle, pedals, and tool-bag, weighs forty-eight pounds; without these, forty-five, which is three pounds more than represented on the catalogue. The Expert forks will compare with any in the world for strength, beauty, and stiffness; the head is rather small for such a heavy backbone and rear wheel, as the latter, even when running over smooth roads, seems to move along by jerks. The Columbia ball bearings, as applied to the Expert, are not so easy running as they should be, and if they were double balls they would be much preferred by all the riders here. Corrugating the backs of the cranks for pedal adjustment is a decided improvement, as are also parallel pedals over coned ones. The saddle springs on nearly all these machines made last spring were a great deal too stiff; but lately more attention has been paid to this point, and now the springs, when made to weight, are nearly equal to Harrington's "Cradle." The handles are of a nice size and appearance, but do not tend to absorb the vibration, as rubber handles should, any more than if made of wood, while they are continually coming unscrewed when riding uphill. But taken altogether, and for touring purposes especially, the Expert is fully equally to any machine in the market, and finds favor wherever introduced. Its popularity here is due in a large measure to its great strength and rigidity, as few machines are stanch enough to stand the severe usage they must receive if ridden over any road in this vicinity, for we have really the most abominable roads in the country. They have not been smooth enough for comfortable riding since last October! and when they are in ridable condition, at least one third of our riding is up-hill ....A nickel-plated machine *is* much harder to keep clean than a painted one; for even here, five hundred miles from salt water, if mud be allowed to remain long on the felloes it causes them to rust. Nickel plate, when once tarnished, is exceedingly difficult to rebrighten. Water and whiting is probably the best compound for this purpose, but it is far from being satisfactory. "Lustro," so extensively advertised as a nickel-cleaning preparation, is of little or no account.....Cadiz will be represented at the L. O. W. meet at Columbus 28 and 29 August, by two, and possibly three, wheelmen.....We have a rider here who, holding the handles, can jump from the ground to the saddle of a 52-inch wheel, alighting on his feet and preserving his balance, and he is only five feet three inches at that.

CHAS. A. HANNA.

CADIZ, OHIO, 17 August, 1881.

New York Letter.

Editor Bicycling World: — The boom in New York continues; and from the usual weekly run of the clubs on Saturday (the 12th) last, which brought out Messrs. Carter, Fontaine, Egan, Oliver, Sanford, Sterry, and, of course the veteran Pitman, up to the day of date (19th), the week has been quite lively, and riders get thicker on our roads, which seem to improve from use, and help to bring them out in force; but it is during these pleasant evenings, ere the moon has reached her full, that you see the lights dancing by, speeding along the dimly lit boulevards, and coasting the divine hills of the Riverside. Out we come, from five to a dozen strong, and we reach the Lion Park at 110th street with scarcely a knowledge of it till we hear the bugle of Oliver winding, and we wish that we were his Roland, and the hill we are coasting Roncesvalles, — then beer.

The races at the Sea Beach Palace, at Coney Island, last week, were a dead failure, except in a pecuniary sense. Morgan, the Canadian champion, won (of course), after allowing the two lady riders, Armaindo and Von Blumen, a chance to aggravate themselves by getting in a mile or two behind. In fact, they disliked it so much that, woman-like, they tried to take it out of one another by trying conclusions in a so-called 50-mile race on Sunday. It can be summed up in a few sad words: a hot day, a hotter crowd, two hotter riders, and Armaindo ahead at the finish. The same management tried to get up what they called three races for amateurs, for five, ten, and twenty miles, respectively, and actually got the consent of the L. A. W. (where was the pull, I wonder?); but the consent of the great body of amateur riders (and their co-operation was sadly wanted) came not, — we "passed."

Will Pitman and Ben Sanford, both of the Ixion Bicycle Club, are in training. Sanford for the 5°-mile race of the Manhattan Athletic Club, to take place 9 September, at the Polo Grounds, and Pitman — for what? Deponent saith not; but a whisper comes on the wind, and the riders in fair Massachusetts had better look to their laurels in the coming September events at Worcester and Springfield, or the old Bay State will mourn for medals which have taken to themselves wings, and have gone (South) "westward ho!"

Speaking of the Manhattan 50-mile race, at which New York will probably see a fair gathering of riders, our promising young racer, Frank Howard (Ixion) is kept from entering by family interference, it is said. They probably think him somewhat young for such expeditions; wrongly, so *we* think, for he is a stanch rider, and would, without doubt, if allowed to enter, make a good showing, as previous events have proved.

Will Pitman has added to his already large ability for racing, by providing for it with a new racing Humber; and we agree in thinking that, if he did so well with a road machine in days past, he will certainly not lower his already fine record by fitting himself for the fray in full armor.

Arthur G. Carter has succeeded to the business formerly conducted by Mr. Wm. M. Wright, at 791 5th avenue, and is doing a fine and continually growing business at No. 4 East 59th street (N. A., *no* advertisement). The Ixion, Citizens, and Mercury Clubs are located in his building (the Ixion but lately), and the latter are now devoting their attention to their club-room, which they propose to make the envy and admiration of all beholders, and extend a cordial invitation to call to all visiting members from out-of-town clubs

In conclusion, we can only express regrets that Capt. Bourne of the Manhattan Bi. Club was not chosen for the League consulship here; no one could have filled the position more worthily.

GIFFORD.

NEW YORK, 19 August, 1882.

Another Protest.

Editor Bicycling World: — Now that the vials of L. A. W. wrath are bursting upon the devoted heads of the committee on rights and privileges, let me add a bucketful from an opposite end of the State. The "manifest injustice" to the voters of Marblehead constrain me to protest also against an unkind discrimination towards *twenty-one* ballots thrown by the Worcester Bicycle Club. In both cases the informality consisted in attempting a labor-saving policy in the exercise of the divine right of suffrage. To be sure, these twenty-one votes would not have elected Mr. Hodges, so that, perhaps, we cannot claim the *full* sympathy of our Marblehead brethren; but we can join hands in fighting for principle (with a big P). NINE PIN.

IN a pleasant communication sent us several weeks since, our Marblehead correspondent, "Geesee," describes a joint run of several bicyclers from that town, Lowell, Lynn, and Lawrence to Nahant and the Salem Willows. Most of the party were officers of the League of Essex County Wheelmen, and at Nahant they held a meeting and arranged for the general meet, to take place this week Thursday. From Nahant the excursionists went to Lynn Beach and disported amid the waves in brilliant bathing suits, and thence visited some wheelmen from Boston, North Andover, and Lawrence, who were camping at Beach Bluff, and then pushed along the shore to the Willows, enjoying the magnificent ocean vistas while they listened to the fine music of the Salem Cadet Band.

Chicago in Detroit.

Editor Bicycling World: — Two members of the Chicago Bicycle Club went to Detroit recently to have a Sunday spin. President Bates was applied to for advice as to best route for a run: and he not only told us of their best wheeling but led the way himself, together with a delegation of six of the Detroit wheelmen. Eight wheels in line — Detroit uniformed in dark blue, the Chicagos in their everlasting gray — sailed up Jefferson avenue that bright Sunday forenoon, to the Walkerville Ferry. Then a trip on the grand Detroit River to Belle Isle and over to Canada, where we tackled the smooth Canadian roads to the interior. When the Detroiters go out on a spin they always go to Canada: the wheeling there is much better than in the States. Canada roads are very good, smooth macadam, perhaps a little dusty in places, but with hard and level side paths. After a light rain, sufficient to lay the dust, they would be superb. The wheel seems to ride over them very smoothly, without any tendency to stick. The color of the road is a dusty white, and on a sunny day it is well to wear lightly smoked glasses to ease the effect of reflection on the eyes. These roads, in a great degree of perfection, run throughout Canada, and the one we took our spin on went to Buffalo along the line of the Canada Southern Railway. A very nice spin of eighty miles can be had by taking this road as far as Chatham, Ont, — level country all the way, like the vicinity of Chicago, but unlike our open prairies, in that grand old groves and heavy woods of beech and maple cover the way. The scenery may be called uninteresting, except where glimpses of the Detroit River and Lake St. Clair are obtained. Inns, peculiar to Canada, abound at convenient distances along the route. The domestic wine is very agreeable, and one can drink a good deal and feel only a little dizzy; three or four gobletfuls will not hurt. "Plumade" is an insipid drink which the proprietor of the inn will give you, that is good when you are very hot. The sun attracted by the white road, and wind shut off by the woods, makes it rather warm wheeling, and perspiration flows full and freely. President Bates is a splendid man at the front: he keeps up a regular eight-mile-an-hour gait for a long distance; rides a 52-inch Standard Columbia, painted black all over, the machine having the appearance of being well cared for. He objects to having small boys handle it. Put *Atlas* on wheels and you have Mr. Bates; he has the same pronounced muscular development, with limbs which only bicycle riding can create. The Detroiters could all ride larger machines; they are at least two sizes below their measure in almost every instance. Ball bearing Standard Columbias are in the majority. We Chicagos of course rode D. H. F. Premiers, while there was one Matchless, one D. H. F. Premier, and the best Columbias in the Detroit ranks. The D. H. F. Premier of the Detroit man was in hard luck: a few falls by its rider twisted the rear forks badly. Equipped with Æolus bearings; they gave signs of breaking down. Its holdfast cranks slipped off, — quite common fault of this crank, unless it is perfectly fitted in the first place. It is strange that everybody but Chicagoans have trouble with the D. H. F.; our trials with this class of machine are confined to the larger sizes. A D. H. F. above 54 inch in size, judging from our experience, is not reliable; below that size they are paragons. The rider of the Matchless said he had ridden his machine constantly for fifteen months, and it showed no signs of dissolution yet, and he thought it was the best machine in the market, the rubber cushion around the bearings, and also where the handle bar goes through the head, absorbing all vibration, and rendering it a very easy-riding machine on sharp, jarring roading. This quality in a bicycle is peculiarly desirable in Detroit, the pavement of which, we think, is the most trying on a bicycle. Detroit streets, to look upon from the sidewalk, are clean, smooth, and tempting for a spin, being almost entirely of round wood blocks; but in riding over them it seems as though the blocks were of unequal length, the effect being a sharp, fine jolting that seems to retard the progress of the machine, requiring positive exercise of the muscles to keep the wheel going. The wood-blocked avenues are very nice riding along the edges, where a little dust rounds off the sharp-edged blocks. Detroiters do not ride for pleasure in the centre of the city, on this account. They have wheelmen who score five thousand miles in a season, however, on the pavements. President Bates is a great rider, corresponding with President McClure of Chicago in this respect, both gentlemen using the machine to and from the house and office regularly. One of the Detroit wheelmen estimated the number of bicyclers in the city as fifty, which would not indicate that the wheel was in great favor there. They have no restrictions, however, and go where they please. Detroit is perhaps one of the most beautiful cities in the country, evidences of great wealth and culture in the highest degree being manifest in the magnificent dwellings and public buildings. Their sport is of an aquatic character, however; and persons who in Chicago would be bicyclers, in Detroit run to boat clubs. Detroit wheelmen are of the most excellent sort, quite equal to Milwaukee, in fact; and we always thought the Milwaukees were perfect types of bicycular hospitality. STENO.

Bicycle Transportation.

MR. V. M HALDEMAN of Vesta, Pa., recently wrote to the Pennsylvania Railroad Company, in relation to the transportation of bicycles belonging to passengers, complaining of the oftentimes exorbitant rates charged by baggagemen, and received the following response from General Baggage Agent McWade: —

VICTOR M. HALDEMAN, Esq, Vesta, Lancaster County, Pa.: — *Dear Sir:* — Replying to your favor of the 9th, would state that we have recently issued positive orders, in the form of a circular, to baggage agents, specifying a rate for the transportation of bicycles of twenty-five cents for fifty miles or less, and one half cent per mile for greater distances. Considering the extra trouble of handling, and large amount of room occupied by bicycles, this is not deemed an unreasonable rate, and we do not feel authorized, therefore, to make an exception to this rule. Very truly,

F. J. MCWADE, *G. B. A.*

PHILADELPHIA, 14 August, 1882.

Another Wise Railroad.

THROUGH the efforts of E. G. Latta, of Friendship, N. Y., the following general order has been issued by Freight and Passenger Agent Coyle to baggage-men on the Alleghany Central Railroad: —

Agents and Baggage Masters: On and after this date, bicycles, when in charge of the rider, with first-class ticket (he to assist in loading and unloading), may be carried free in the baggage car, at owner's risk. When requested, baggage masters will check the bicycle, calling the attention of the owner to the fact that it is not taken as ordinary baggage, and will be transported entirely at his risk. P. W. COYLE, *F. P. A.*

FRIENDSHIP, N. Y., 19 August, 1882.

The Alleghany Central is an A 1 new road, about sixty miles long, running from Olean, on the Alleghany River, through Bolivar, Richburg, and other towns in the Alleghany County oil fields, to the southern end of the old Genesee Valley Railroad. For a tour through Western New York, there is no pleasanter or more interesting route than that up the Genesee to Belvidere or Friendship; thence taking the Alleghany Central over the summit to Richburg and Bolivar, where there are many things of interest to the tourist. Bolivar and Richburg are but two miles apart, and in good weather the roads are quite fair for bicycles. From Bollivar to Olean the roads are good and down stream all the way, and at the latter place are several enthusiastic wheelmen.

THE three fast men of the Massachusetts Bicycle Club, Messrs. Ahl, Claflin, and Corey, have been wheeling during the past week or two along the north shore, with occasional runs farther inland. They report the roads excellent, notwithstanding the drought. They also intend to be at the Worcester meet, and Ahl and Claflin will doubtless participate in some of the races. They are all in training for the inter-club race with the Bostons. Ahl proves as much of a flyer on the road as on the track.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

XENIA BI. CLUB. — New: G. W. Kendall, C. M. Galloway, K. S. Kingsberry (already a member of the L. A. W.), Herman H. Schilling, Dan. C. Dean, Sam. D. Kingsberry, J. Will. Forsythe, J. F. Orr, Horace McClung, A. A. Winans, R. I. Williamson, F. E. McGervey, John R. Barrett, J. C. Mason, M. C. Barley, and Wm. Mott, — all of Xenia, O.

MISSOURI BI. CLUB. — Additional: Robert A. Hoeppner, 2214 South Spring street; G. J. Bouton, 2628 Geyer avenue; W. H. Dickason, 118 Chestnut street; Wm. Burden, Jr., 923 Benton street; Fred. W. Meyer, corner Keokuk and Iowa avenues; Horace Collins, 3542 Pine street; Sherman Lowrey, 3502 Pine street; W. A. Gardner, 7 Benton Place; John F. Valle, 5 Benton Place; Fred. Bannister, 918 Warren street; John Langan, care of Simmons Hardware Co. — all of St. Louis, Mo.

MANCHESTER BI. CLUB. — Additional: E. A. McQueston, 654 Elm street, Manchester, N. H.

EAST BRIDGEWATER WHEELMEN. — New: Alfred B. Parker, Herbert T. Packard, Charles C. Wing, Frank Colamore, Jr., J. Edward Waterman, Elmer E. Wright, D. Clinton Hartwell, Fred. G. Bonney, and William H. Page, — all of East Bridgewater, Mass.; Charles A. Nye, Sheridan House, New Bedford, Mass.

LEXINGTON BI. CLUB. — H. L. Milward, T. T. Skillman, Alex. G. Morgan, Jr., (secretary and treasurer), J. Edward Lauck, H. M. Skillman, Thos H McMichael, Jas. G. Scrugham, Robert J. McMichael, Robert H. Barr, Frank P. Scarce, Fabe Harrison, Cyrus Reed, — all of Lexington, Ky.

SPRINGFIELD BI. CLUB. — Additional: Wilbur N. Winans, care of Massachusetts Mutual Life Insurance Company; A. L. Fennessy, care of J. G. Mackintosh & Co.; Chas. O. George; W. S. Warriner, 69 Vernon street; Chas. Wassung, 227 Water street; Geo. Nash, care of Pynchon House; Henry Dickinson, Crescent Hill; C. J. Wetsel, care of American Express Company; W. H. Barrows, Post-office Box 1335; Edward Billings, care of S. J. Billings, — all of Springfield, Mass.

WARSTON (ENGLAND) BI. CLUB. — Frank Moore, care of C. S. Howard, 597 Washington street, Boston, Mass.

UNATTACHED. — Harry S. Burrows, 117 Nesmith street, Lowell, Mass.; Joseph Wattles, Jr., Canton, Mass.; Chas. E. Haller, Frederick, Md.

THE racing men, Prince, Moore, Dean, and others, are in daily practice at the Brookline reservoir.

Cycling Mems.

OH, that the dust of an earthy to-day would become the mud of a rainy to-morrow, and then dry up!

THIS has been the wail of the 'cycler for a month or more. What with mud, dust, wind, rain, and poor roads withal, the lot of the Yankee 'cycler is not a happy one.

BUT, notwithstanding all the disadvantages of climate, I manage to get some excellent riding.

WHEN such riders as Sturmey, Faed, and Hillier practically abandon the bicycle for the tricycle, it looks as though there was something in the latter.

THE first spare cash I get shall be put into a three-wheeler, as I anticipate much pleasure from its use during the fall and winter.

THE New Haven Tricycle Club is at last heard from. Nothing like treading on a man's toes to wake him up. It looks as though the Alpha Club had Beta change its name.

A LYNN bicycler, asking for an increase of salary the other day, gave as a reason that his dues to the League, the B. T. C., the Essex County wheelmen, and a local club made it a necessity.

I CAN sympathize with the young man; my own purse strings are worn out by the continual tugging at them.

I SCENT in the air the slow approach of the trinitarian vehicle. It is bound to come; and when it does, it will stay.

IT will supplant the bi? Oh, no! but it will set all the world awheel, and help much to increase the cause which we love.

JUST think of enchanting rides through leafy lanes and all that sort of thing with your sister, — or somebody else's sister.

THE demand, though slow, has steadily increased; and a "big thing" awaits the first tricycle maker in the field.

THE attempts of our makers of either bike or trike to get something purely American, without studying what the English have done, is what will ever lead to failure.

WHAT is the use of experimenting before one has learned all about more than two hundred machines that have been tested and proved?

NO doubt many of my friends are smiling at my taking up the cause of the tricycle. Let them smile. I am convinced that the tricycle is a practical, safe, and speedy vehicle.

And they will think so too when I tell them that two young ladies, on a sociable, recently rode seventy miles in a day.

AND that one hundred and eighty-three miles was recently covered in the same time. Few can do this on the two-wheeler.

PAPA WESTON made one of his good speeches at the B. T. C. meet at Harrogate, Yorkshire, England. The band played "Yankee Doodle," the boys yelled, and Papa smiled as sweetly as a cherub.

AGAIN the Boston Club has been represented at the B. T. C. meet. Next year, very likely, a large number will attend.

PAPA WESTON will bring over a large number of tricycles when he returns. Then look out, for "London W." will ride one. LONDON W.

CURRENTE CALAMO

THE tariff commission, in whose movements all bicyclers are interested, will hold sessions in Boston, 24, 25, and 26 August.

THE two recently fledged Benedicks of the Boston Bicycle Club, Harrison and Churchill, have returned from their honeymoon tours.

IT would seem, according to reports we are receiving, that all the New England clubs are contemplating being represented at the Worcester meet.

W. W. STALL has returned from his vacation among the "Varmount" hills, but hardly refreshed, as he spent much of the latter portion on a sick-bed, and was nearly threatened with typhoid.

THE Gump Bros., of Dayton, Ohio, send some handsome floral cards, with their business imprint thereon, as Ohio agents for the Cunningham Company.

THE Canton Bicycle Club (Armenia) of Canton, Pa., have arranged for a series of interesting events next Monday, and *à propos*, Canton is a charming place to visit, even without the additional charm of good roads for wheeling.

WE earnestly urge club secretaries, and others who have received blanks for petition to the tariff commission, to hasten the matter of obtaining signatures, and forward them to this office as soon as possible. We have already received a large number, but want the rest.

THE annual meet of the B. T. C. at Harrogate was disappointing in respect to numbers, there being, according to the *Cyclist*, not over six hundred appearing in line; yet in weather, enthusiasm, and general enjoyment it was eminently successful. About forty tricyclers, including several ladies, participated.

IN connection with his color staff and clamp, advertised on our second page, T. B. Jeffery has issued a neat little circular announcement, which would seem to indicate the tasteful appearance of the article itself; to which, in view of the fall meets and parades just commencing, we call the attention of clubs intending to participate.

A SMALL piece of yellow soap, put in the finger of an old kid glove, and carried in the tool-bag, is of the greatest value, as, should any part get rubbed or sore, either through the chafing of the shoe or saddle, a slight *soaping* (dry) will, in nine cases out of ten, mitigate the discomfort, and frequently does away with the cause. — *The Tricyclist.*

JULIUS WILCOX is summering in this vicinity, and has brought with him from New York a Facile, which machine, he says, is the easiest and best he has ever ridden. He wheeled twenty-three miles on Monday, and over some roads which he says he could not have propelled the ordinary bicycle. We have seen the machine, and find it substantial, well made, and much better looking than the 'Xtraordinary Challenge; but it lacks taste in the make-up, and is much heavier in material than is necessary, yet with some improvements in these and a few minor points, could be made a handsome, and we should judge an excellent bicycle.

ENGLISH papers mention newly contrived motive vehicles, the velocity of which is gained by swinging the body backwards and forwards. The carriage is a German invention, and is made in single or sociable form. It is on exhibition and trial at Lillie Bridge. The *Cyclist* also speaks of a pair of fluted forks made of twenty-gauge tube which were for a 56-inch machine and weighed but a pound and a half for the pair, yet were very stiff and serviceable. Another handsome pair of elliptical forks for Cortis's new 60-inch machine weighed but two pounds. The backbone of the first-mentioned machine weighed but two and a half pounds.

THE second annual exhibition of the New England Manufacturers' and Mechanics' Institute will open on 6 September, Wednesday, and will probably greatly surpass the very successful one of last year. Nearly all the States in the Union will have exhibits, besides several foreign countries. Edison's incandescent light is to make a grand display, and will demonstrate, or *vice versa*, its claims to practicability, for we understand 1,000 lamps are to be used in illuminating the exhibit, and will be in direct competition with arc lights. We trust our bicycle manufacturers and dealers are alive to the importance of having good exhibits, and *attendants to exhibit them*.

THE only reason for supposing that the Park Commissioners have any discretion is that Judge Lawrence thinks that the powers conferred on them by the Act of 1871 gives them the "widest discretion." These gentlemen do not give much evidence of wisdom in their official meetings. Their puerility has long made them the butt and the talk of the whole town. They seem to have been unanimous, however, in declaring that there should be no bicycling in Central Park. Had the Commissioners taken the same pains to prevent ladies and children visiting the park from being insulted by tramps and other loafers, or had they taken the trouble to see that the custodians of the park cultivated civility of manner, they would have been doing a better service to the public than by this refusal to admit bicycles. — *N. Y. Evening Telegram*, 19 July.

TRICYCLING

Washington, D. C.

Editor Bicycling World: — Tricycling is gradually getting popular here. There are now about twelve trikes, and a good many contemplate purchasing before next season — when, by the way, we will have an American machine on the market. This machine, that is, the Victor, is spoken of in Sturmey's "Tricycle Indispensable" as a very powerful one, and I am inclined to think it is going to be very popular, if properly advertised. Most of the machines here are Singer & Co.'s make, which are well made, but have none of the latest improvements. Some of the members of the Capital Bicycle Club are about to purchase a Coventry Convertible, which is said to be a very nice machine. I see our Eastern brother wheelmen have gotten ahead of us in forming a tricycle club; we will probably have enough riders to form a club in the spring. ICYCLE.

WASHINGTON, D. C., 19 August, 1882.

IT is reported that a Buffalo (N. Y.) man has invented a practical steam engine for tricycles. It is described as follows: The engine and boiler are located between the seat and the forward wheel. They take up very little space, and much of the machinery will be inclosed in a wooden case when the vehicle is complete. The engine is one and a half horse power, and it rests on the bottom of the conveyance. The exhaust is underneath, and will be nearly noiseless and invisible. The cylinder is two by four inches. The generator is upright and stands directly over the neat little boiler. For fuel, gasoline is used, and two gallons of this fluid, surrounded by water, will be carried in a reservoir under the seat. It will be conveyed to the furnace by means of tubes. It is claimed that one gallon will be sufficient to run the engine for nine hours at the rate of from fifteen to twenty miles an hour. The tricycle, as it now stands, cost about $200; but it can be duplicated for $150. Regarding this tricycle, a Buffalo correspondent informs us that the appearance of the machine is anything but inviting, and is not likely to prove a success. The inventor is only building it for his own amusement, and can well afford to spend the time and money for experimenting.

LACY HILLIER and GEORGE GATEHOUSE rode a double Premier tricycle one hundred and ten miles, to attend the Harrogate meet, and Henry Sturmey rode the single half of a Coventry Rotary Convertible ninety-two miles, not a thing requiring any attention the whole way.

"FAED" claims another record, having capped his celebrated feat of riding a bicycle through the city, from Dalston to Temple Bar without using handles, by riding a friend's Meteor front-steering tricycle from Hackney to the Elephant and Castle, *via* Dalston, Kingsland, Shoreditch, Bishopsgate, and London Bridge, in twenty-two minutes one afternoon last week. The distance is about five miles, between three and four of which are paved with very bad granite sets.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

BEE BEE, Danville, Ill. — Both wrong. The pronunciation is Bi-*cy*-cle, — both third and fifth vowels long, and principal accent on first syllable. See supplement to last edition of Webster.

C. L. E., Minneapolis, Minn. — 1. Yes; and a hub lamp; and the "King of the Road." 2. Any good machinist ought to be able to do it, but one who makes a specialty of bicycle work would be better to trust it too. 3. Only by superior physical force.

Editor Bicycling World: — In answer to your communication from "Bicycler," Wilmington, Del., will say that I have ridden the American Sanspareil Roadster on both smooth and rough roads, and pronounce it to be an A-1 roadster in every respect; it is easy running, and is decidedly the most rigid machine I have ever ridden, and am sure will take a leading place among first-class roadsters. ARTHUR BRUCE,
Baltimore, Md.

BALTIMORE, 2 August, 1882

BOOKS AND PAGES

THE CENTURY for September is fully as interesting, both in text and illustration, as its predecessor, the midsummer number. Gen. Geo. B McClellan contributes a paper on the Egyptian war and its probable results; the author of the recent paper on American yachts gives a sketch of the development of ocean steamships, fully illustrated; "The New Northwest" is a second paper by E. V. Smalley, and describes a trip along the proposed route of the Northern Pacific Railroad and across the Montana Rockies; "The Original of Rebecca in Ivanhoe" is an interesting sketch with a fine portrait by Cole; a clever sketch by W. D. Howells of Mark Twain, with a frontispiece portrait of the humorist engraved by Cole; a particularly interesting account, by Austin Dobson, of Thomas Bewick, the great wood-engraver of the early part of the century, with twenty-five illustrations, mostly reprints of the most noted of Bewick's cuts; "An Old Town with a History," by Noah Brooks, illustrated; an illustrated paper on Pres. Woolsey, by Prof. G. B. Fisher. Other contents include "Ningpo and the Buddhist Temples," a story by Joaquin Miller, Howells's and Mrs. Burnett's serials, and poems by favorite writers, together with the always entertaining departments

OUR LITTLE ONES for September has been received, and is as attractive in pictures and interesting to the children in stories and verses as any of its predecessors. Among the contents are "A Ride on an Elephant," "The Sand Man," "Kitty's Friends," "The Stolen Custard," "Pussy Meek and Daughter," "The Brave Dog," "Children's Harvest Song," "Willie's Spelling Lesson," and many more. Russell Publishing Company, Boston.

THE INDISPENSABLE FOR 1882. — We are again afforded an opportunity of calling the attention of all bicyclers who would obtain a familiarity with the construction of machines they ride to that work of immense labor and thoroughness, Sturmey's Indispensable Bicyclist's Hand-Book." The edition of 1882 well maintains the reputation of its author, and is replete with everything a cyclist ought to know. The excellent preface of this addition is well worth the perusal of every intelligent wheelman, and is a thoughtful review of the past year in the manufacture of the bicycle. The description of over four hundred different machines, with the remarks of the author, are as complete and intelligent as usual, and an excellent guide in choosing a mount. The addenda of discarded and obsolete parts is alone worth the price of the work, showing what riders should dispense with on their machine. The chapter on novelties is not so large as formerly, owing either to the fact that the bicycle of to-day is as near perfection as possible, or, as the author claims, that manufacturers very generally are turning their attention and bending their energies to the improvement of the tricycle. We can heartily recommend this year's Indispensable, and feel that Mr. Sturmey is rightly considered a public benefactor in placing at our command such a complete work in every respect. We look forward to the day when America can boast of a large number of manufacturers and furnish material for a similar work.

THE THREE MEETS.
NEWPORT. BOSTON. CHICAGO.
Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, $1.50.
E. C. HODGES & CO.,
8 PEMBERTON SQUARE.

MISCELLANEOUS.
4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 S Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1 00). Circulars free. ELASTIC HOSE CO., Needham, Mass

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, pan, $4.50; nickelled $4.60. Send for circular. Address AUGUST RINTELMAN, Milwaukee, Wis.

H. C. BLUE & CO.
48 Summer Street,
BICYCLE & LAWN TENNIS SUIT SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention
A. J. PHILBRICK & CO.,
SALEM, MASS.

TRICYCLISTS'
INDISPENSABLE ANNUAL
FOR 1882.
Sample copies postpaid, 65 cents. A liberal discount to the trade. Sole agents in the United States for ILIFFE & STURMEY'S publications.
OVERMAN WHEEL COMPANY,
HARTFORD - - - - CONN.
☞ BICYCLISTS' INDISPENSABLE will be ready in a few weeks.

WORLD JOB PRINT,
A. BASSETT, MANAGER,
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.
The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,
H. B. SMITH MACHINE CO., Smithville, Burlington Co., N. J.



WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals: —

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling* Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING. — A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING. — "The Principles of Training for Amateur Athletes, with Special Regard to Bicycling," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

A B C OF BICYCLING. Complete instructions for learners. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	15
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	40
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

COLUMBIA BICYCLES.



ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - Manager.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

COLUMBIA BICYCLES.



Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strain. Made solely for and imported by

SAML. T. CLARK & CO. { OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK, } BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.

The strongest, most rigid, and withal the handsomest Bicycle in America.

THE AMERICAN ROADSTER.

The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

THE TYRO ROADSTER.

Strong, serviceable, and economic.

Also **The British, Sp. British and Xtra Challenge Bicycles,** and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.;** Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals;** Hy. Keat & Sons' **Buglets and Slings;** John Harrington's **Cradle Springs;** Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 1 SEPTEMBER, 1882.

Volume V. Number 17.

[Vol. V. CONTENTS. No. 17.]

Editorial: Two Points; A Bull; When and Where; Championship; Highways	519	Bicycle Thief caught	524
Wheel Club Doings: Xenia; Boston	520	Papa Weston	524
Races: Rochester; Haverhill; Salt Lake; Notes	520	L. A. W.: Applications	525
Correspondence: An Open Letter to Charles E. Pratt; *In re* Protests; L. A. W. Wants; The Rejected Votes; New York Letter	521	Currente Calamo	525
Essex County Wheelmen	523	Notes, Queries, etc.	526
Cycling Mems.	524	Books and Pages: The Wheelman; St. Nicholas	526

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

PREMIER

BICYCLES AND TRICYCLES

ARE IMPORTED INTO THE UNITED STATES BY

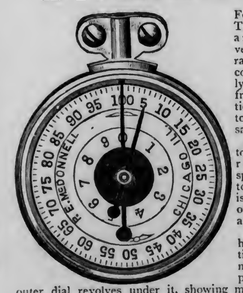
STODDARD, LOVERING & CO. . . . . BOSTON.
FAIRFIELD & TAYLOR . . . . . CHICAGO.
FOSTER & CO. . . . . BALTIMORE.

Agents Wanted in other large Cities.

HILLMAN, HERBERT & COOPER,

COVENTRY, ENGLAND.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2¾ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10. FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

LOY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

FAST BUSINESS. Don't forget that we manufacture a **RIDING SAWING MACHINE** which will saw off a 2-foot log in 2 minutes; a **WELL AUGER** that will bore a 40-foot well in 4 hours, and a **QUICK STEED** which will carry a man at the rate of 100 miles a day. Circulars free. UNITED STATES MANUFACTURING CO., Washington, D. C.

SPRINGFIELD, MASS.,
Wednesday, 20 September, 1882.

GRAND

Bicycle Tournament,

Given under the auspices of

THE SPRINGFIELD BICYCLE CLUB.

(MEMBERS OF THE L. A. W.)

The programme consists of a 20-mile Professional Race for a purse of $500, by J. S. Prince of Boston, the champion of the United States, against Thomas Harrison and James Mellen, who will alternate every five miles.

A five-mile Professional Ladies' Race for a purse of $200.

Also the following Amateur Races, open to all amateurs:—

5-mile Race, 3 Prizes, value		$125 00
*2 " " 3 " "		125 00
*1 " " 3 " "		75 00
½ " Dash, 3 " "		50 00
Slow Race, 100 yards, 3 prizes, value		25 00
1 mile without hands, 3 " "		50 00
½ mile Race, for boys under 15 years of age, 3 prizes, value		20 00

*Best two in three heats.

A handsome gold and silver plated Bicycle Bugle, one of C. W. Hutchins's best, value, $30, will be presented to the club having the largest number of wheelmen in the parade.

In the evening, the following prizes will be contested for:—

Best drilled club of not less than 8 members, 3 prizes, value	$100 00
Best single fancy riding, 3 prizes, value	75 00
" double " " 3 " "	75 00

Continuous Music will be furnished Day and Evening by

C. W. HUTCHINS' BRASS BAND, 22 Pieces,
E. H. LITTLE'S BRASS BAND, 25 Pieces.

Entries Close 15 September.

{C. K. FERRY, *Sec'y.*

THE BEACON
PARK COMPANY
OPENED THE

BICYCLE TRACK,

AT BEACON PARK,
ON
Wednesday, 30 August.

THE TRACK WILL BE LET FOR RACES AND TRAINING PURPOSES.

J. S. Prince will be in attendance.

TRAINING TICKETS for the SEASON, $5.00.

ADDRESS

THE BEACON PARK CO.
8 Pemberton Square.

Tickets for training and practice now ready, and books open at the BICYCLING WORLD office for engagement of the track for races, etc.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates:—

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G Carter, 4 E. 59th St., New York.
The Cunningham Co, 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 1 SEPTEMBER, 1882.

"TWO POINTS."

IN our issue of 18 August was a communication from "A. G. C.," Canandaigua, N. Y., entitled "Two Points." The first point our correspondent raises is to the effect that "the Lamson badge is not the League badge, but that any rider not a member of the League can with propriety wear one." We meant to have corrected this statement at the time, but accidentally overlooked it. In the first place, the Lamson badge *is* the League badge, — that is, the *design* was adopted at the officers' meeting in New York last October, and a committee was appointed to make arrangements for its manufacture as a badge. At the annual general meeting in Chicago last May, the committee reported, recommending a size and pattern, and an arrangement with Mr. Lamson for the mutual protection of him and the League in the manufacture and sale of the design, and discontinuing the old badge; which recommendations were adopted by the meeting, and a committee was authorized to have made *silver* badges of the new design and furnish to members desiring them. Mr. Lamson, as the design patentee, was permitted to retain the right to make the design in *gold*, and he has supplied a large number of these to members, but not to others, knowingly. The letters L. A. W. make it distinctively the *League* badge, and the propriety of non-members wearing it may well be questioned. In this connection we would state that on several occasions riders not members of the League have contested in events where these badges were offered as prizes, and have won and received them. This we consider improper, and evincing a thoughtlessness or carelessness on the part of race managers which is decidedly reprehensible.

As to the second point raised by "A. G. C.," respecting the change in the rules by which clubs may join the League as clubs provided their entire memberships are included, we do not see the force of his objection. He thinks that most clubs have members whose *circumstances* will not permit them to join the League. Yet the amendment was adopted after due deliberation and debate by the meeting at Chicago, "A. G. C." being present, we think; and it would seem that any rider who can afford to purchase and own even a second-hand bicycle, and belong to a club, ought to be able to spare the paltry sum of fifty cents or $1.00 annually for League dues, albeit he personally receives no benefit beyond the mere consciousness of belonging to an extended fraternity of wheelmen, and feeling that if he *should* travel, he can accept attentions and hospitalities from all other members, not merely from courtesy, but as his right and privilege.

A BULL.

WE have seen a circular, apparently addressed and issued to bicycle manufacturers and dealers, announcing the early publication of a new monthly magazine, the *Wheelman*, devoted to bicycling and edited by S. S. McClure and J. S. Phillips, both gentlemen members of the Boston Ramblers of this city. We cordially welcome this new acquisition to wheel periodical literature, and trust that it will do much to aid the growth of bicycling in this country, yet we suspect that the strongest call for the magazine's existence lies in the need of the Monopoly for an "organ"; and what particularly leads us to this suspicion is the following "indorsement" contained in the aforesaid circular (the italics are ours):—

"We heartily indorse the *Wheelman*. We know that it will have a field of usefulness, and predict for it great success. We do not hesitate to ask our agents to lend to it all the aid possible, and trust that there is not one of our more than three hundred agents who will not, by 20 September, send to the editor the names of five subscribers, with the subscription price, thereby getting a copy of the magazine for themselves for the year, and having their names placed on the list of agents that will be published every month in the magazine. *Any agent of the Columbia bicycles who has not energy enough to secure, at the least, five subscribers to the magazine, published in the interest of wheelmen and wheel business, and for which a subscriber will more than get the value received, ought to give up his agency to some one who has energy sufficient to conduct it.* If each agent will take hold and render such assistance as is within his power, he will be doing a good thing for himself and for the bicycle business. Believing that you will do what is asked, I am,

"Yours truly, ALBERT A. POPE,
"*Pres't The Pope Mfg. Co.*"

We can imagine the consternation produced among the "more than three hundred agents" of the Monopoly on the receipt of this Papal bull, and feel that each must now heartily sympathize with the poor bulldozed Sultan in relation to Arabi Pasha's status. We expect, however, that it will operate on sleepy agents as building a fire under a meditative horse once did, — put unwonted activity into them until they each have secured the required five victims. Jay Hubbell has not lived in vain, and his lesson has not been lost upon the Colonel, who, with apt appreciation, has promptly seized this glorious opportunity to secure in one lump fifteen hundred supporters of his latest born chicken. Yet notwithstanding this act of sublime and unselfish benevolence on the part of the Monopoly toward the new venture, there are those who will doubt its disinterestedness; but we can assure such that they mistake, for the Colonel exhibited the same effusive generosity when the WORLD was first launched, and bespoke the active support of his agents (or, as he additionally

termed them, his "servants") in our behalf, — although we are compelled to admit that, like Cassius's threats, his bespeak proved "idle wind" as far as the agents were concerned, only a few of the more immediately energized responding to the spur.

WHEN AND WHERE.

As seasonable notice should be given of the time and place of the annual race meeting of the League, we desire to urge upon the proper authorities the necessity of taking speedy action in the matter. The longer the interval between the announcement and the event, the greater the interest will be and the larger the number of entries. We should like this meeting to be a great success, and be able to record interesting races and fast times. The race meeting of last fall was in many respects an experiment, but it should not be so now. We see no reason why, with the new State boards, the arrangements should not be carried out in a successful and profitable manner. Where the race meeting shall be held is of course an open question. Our opinion is that where the largest list of good entries can be obtained should decide this question.

In Massachusetts we feel certain the events would be successful, as many excellent men are in constant training. Contests between such riders as Moore, Underwood, Frye, Claflin, Ahl, Corey, Norton, and others of the same stamp in this vicinity, would be full of attraction and excitement. Besides, we hope to see Gideon, Jenkins of Louisville, and Conkling of Chicago put in competition with those we have mentioned, few of whom would be likely to attend if the meeting was held out of New England; while for our Western flyers it would be about as convenient to come here as to attend them in New York. A race meeting in this vicinity would draw together, besides more racing men, a larger number of wheelmen generally than in any other section of the country, — an important consideration. New England should have the race meeting, not only on account of its interest in racing, but because no other section seems so well entitled at present to recognition. Good tracks are to be found in many places where great numbers of towns-folk would attend. Worcester, Brockton, Attleboro' all have fair tracks and every facility, although Brockton is probably the most conveniently located. Boston and Providence are, if our information is correct, to have excellent tracks within their limits, and would be well situated for a large number of members.

This matter is of more than ordinary importance, and we trust will receive the careful and intelligent attention of the League officers.

BECAUSE the gallant Lieut. Conkling of the Chicago Club, in a recent run against time, made five miles in 16m. 12s., some Western papers are stupidly claiming for him the "championship" of America. In the first place, the title of champion is not awarded to him who makes the quickest record: it must be won in actual contest in an open race, after suitable and timely announcement. In the second place, Mr. Conkling's time, although creditable, is by no means the fastest, Gideon having in the five-mile handicap at the Institute Fair Building in Boston, 7 April last, from scratch, made the distance in 16m. 10⅗s., while Dean, with 280 yards handicap, won the race in 15m. 39¾s., but having by mistake run an extra lap of ¼ of a mile, his actual time from scratch was about 16m. 4s., as nearly as can be estimated.

THE following item, clipped from a daily paper, ought to cheer the heart of the bicycler, as indicating that the public apathy respecting badly kept highways is not universal: —

"READING, PA., Aug. 21. The fifty-five councilmen of this city, and the mayor, were arrested to-day by virtue of a bench warrant issued in pursuance of the indictments found against them last week for not keeping the streets in proper repair. They gave bail for their appearance at the November court."

Here, as we have often urged, is proper work for the local wheelmen in all parts of the country. Throw your votes and influence for municipal officers, and especially for road commissioners, for men who are public-spirited, liberal, and regardful of the good name of their city or town, irrespective of party politics, which latter element ought never to enter into local elections.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB. — 6 September. Regular meeting at 7.45 P. M.

XENIA BI. CLUB. — The bicycle club organized at Xenia, Ohio, early in the present season, has the following board of officers: President, D. Dean; vice-president, A. A. Winans; secretary, F. E. McGervey; captain, R. S. Kingsbury.

BOSTON BI. CLUB. — The Boston Bicycle Club have accepted the invitation of the Worcester and Æolus Clubs of Worcester to visit their city on the occasion of the annual fair of the New England Agricultural Society, 5 September, and are ordered by Capt. Hodges to appear in that city in full uniform on that day before 12.30 P. M. The club will start from headquarters, 53 Union Park, Boston, at two o'clock in the afternoon of the 4th, and ride to Northboro', where they will spend the night and ride to Worcester on the following morning. Those who do not care to ride the whole distance can take the 3 P. M. train and stop off at South Framingham; or take the Old Colony Railroad direct to Northboro'. The steward will accompany the club, and baggage sent to the club-house before 3 P. M. Monday will be cared for. The club will also attend the race meeting at Springfield, the 20th. The third annual twenty-mile race for the championship of the club will be held on Saturday, 16 September, probably at Beacon Park.

RACES

Coming Events.

2 September. Montreal. Annual races of the Montreal Bicycle Club. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

4 September. First annual parade and tournament of the Canton Bicycle Club, Canton, Pa. The following events will take place: Quarter-mile dash; half-mile dash; trick riding; one-mile dash; one-mile dash for championship of Canton; hundred-yards slow race; two-mile dash; five-mile dash. All races except the championship open to all amateurs. Suitable prizes for all events. Entries free, to E. L. Davenport, captain, Box 95, Canton, Pa.

5 September. Worcester, Mass. New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Æolus Wheel Club. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3.30 P. M. Three prizes, gold medal each. Entries, $1.00, close 14 September, to F. J. Graham, secretary.

14 September. Newington Park, Baltimore, 3 P. M. Annual races Maryland Bicycle Club. Open to all amateurs under L. A. W. rules. First race, half-mile heats, club members only: First prize, medal, Maryland Club badge, value $20; second prize, nickelled 1882 King of the Road lamp. Second race, two-mile dash, open to all amateurs: First prize, gold medal, value $25; second prize, medal, value $12. Third race, one-mile heats, handicap, club members only: First prize, gold medal, value $35; second prize, nickelled Æolus ball pedals. Fourth race, three-mile dash, open to all amateurs: First prize, gold medal, value $35; second prize, medal, value $18. Fifth race, five-mile championship of the Maryland Bicycle Club: Prize, gold medal, value $65; to second man, medal, value $15. Entrance fee, fifty cents to each event. Entries to E. A. Griffith, 247 West Baltimore street. Entries close 6 P. M., 12 September.

16 September. Third Annual Twenty-Mile Championship Race of the Boston Bicycle Club on the track at Beacon Park, at 4 o'clock P. M.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

ROCHESTER, N. Y., 25 AUGUST. — A race meeting under the auspices of the Rochester Bicycle Club was held 25 August at Rochester Driving Park, there being a large attendance of spectators, and the weather being excellent. A street parade preceded the races, there being some fifty wheelmen in line. The first event was an interesting club drill, under command of Capt. W. J. Curtis. A half-mile race in heats followed, the first being won by C. F. Hovey in 1m. 38⅗s.; the second heat was led by S. H. Pool in 1m. 47½s.; the final heat was not run off for some reason. Some excellent trick riding was next on the programme, by R. A. Punnett and W. J. Curtis. Mr. Punnett added to the laurels he had already gained. His mounts, dismounts, and riding were a variety of the most difficult moves, all of which he executed in a graceful manner. His stand-still mount, jumping from the ground into the saddle and keeping his wheel upright without giving it motion, was greatly admired. The leap from the ground to the saddle with both feet over the tiller was also applauded. His riding in a horizontal position on his back and stomach was very good. One of his concluding performances was to lie face downward on the saddle at right angles with the wheel, while C. A. Smith, his companion in the double fancy riding act, stood on the step with hands on the tiller. The latter kept the machine upright, while Mr. Punnett, working one of the treadles with his hands, gave the wheel motion. The act was loudly applauded. The last performance was to stand on his head on the saddle, with his companion on the step. One great drawback in the fancy riding was that the track had been cut up, and was consequently rough. Mr. Curtis's riding is perhaps a little more attractive to the eye than Mr. Punnett's. Mr. Curtis rides a large wheel, a 52-inch, while Mr. Punnett takes a 44-inch wheel. The fine effect of Mr. Curtis's riding is brought about by very graceful motions. One trick, however, is especially worthy of mention. He balanced his wheel at a standstill, standing on the pedals with one leg over the handle. This was varied by resting one foot on a spoke. Mr. Curtis is adept in the art of balancing, it seemingly being as easy for him to sit on his wheel without motion as it is when the wheel is at full speed. He closed the exhibition with some fine double fancy riding with G. N. Perkins. For the best exhibition of single fancy riding, the judges gave the first prize to R. A. Punnett, and for double fancy riding to Curtis and Perkins; but the judges stated that it was exceedingly difficult to award the prize, as the merits of the riders were so equally balanced. A slow race of one hundred yards was won by R. A. Punnett while still twenty yards from the goal, in 1m. 4½s. A quarter-mile tricycle race was won by G. N. Perkins in 47⅘s. A one-mile race in heats was won by John Kondolf in two straight heats, in 3m. 33s. and 3m. 32s. respectively. After some fancy riding on an American Star by W. H. Reid, a quarter-mile race without using hands was won by W. J. Curtis in 51s. A mile race for outsiders was won by Mr. Kaufman in 3m. 25⅘s. A three-mile race for the championship of the club followed, which was won by C. A. Smith in 10m. 52s., the first mile being led by E. B. Freatman in 3m. 28s. A one-mile relay race was run by W. E. Williams, Hovey, Kondolf, and Freatman; times, 51s., 1m. 47s., 2m. 40s., 3m. 31½s. The meeting was very successful, and considering the track, the times were very good.

HAVERHILL, MASS., 21 AUGUST. — A two mile straightaway race for a cup (valued at $15) took place at the trotting park in Haverhill, Monday, 21 August. The race was run under sanction of the L. A. W., and governed by its racing rules. The starters were A. T. White, Howard Gage, and J. F. Adams of this city, and F. W. Goodwin and F. L. Holt of Lynn. The race was won by A. T. White; time uncertain. F. L. Holt and J. F. Adams collided at the start, and in the third lap Goodwin fell and Gage went over him; and as White was spurting to pass Goodwin at the time, it gave him the race easily. Gage second, and Goodwin a good third.

AT Salt Lake City, 24 July, the Salt Lake Bicycle Club held one-mile and ten-mile events, the first race being won by William Jennings in 3m. 20s.: James Woods second in 3m. 36½s Jennings also won the ten-mile race in 40m.

W. J. MORGAN is willing to race any bicycler in America except J. S. Prince fifty miles, for $200 a side; or he will race Prince one hundred miles for the same amount.

TO-MORROW, at the Polo Grounds in New York, Prince and Armaindo will do some smart riding in their 25-mile match for a $500 purse. Prince expects to make a record worthy of himself in this contest, if the plucky Louise is in condition to show her usual go. Both are in active and constant practice, Prince at Chestnut Hill and Beacon Park, and the lady at Coney Island and on the Polo track.

THE Beacon Park track has been at last repaired and put in excellent order under the immediate direction of John S. Prince, and is this week opened to practice. It is well provided with dressing-rooms and other facilities, and ought to become a popular resort of wheelmen for both racing and practice. We understand that J. S. Prince will at present have the management of the track, and will give his personal attention to training competitors and others.

CORRESPONDENCE

[This department is open to communications relating to bicycling: the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

An Open Letter to Charles E. Pratt.

Dear Sir: — Among those who attended the League meeting in Chicago, not a few were astonished at the result of the annual elections and mystified by the attitude assumed by you toward competing candidates for the office you had so long and so creditably filled. When you were elected to the post of honor in the League, you were put there —

First. Because you were well fitted by experience and capability to deal with League affairs.

Second. Because you had not only been prominent, in organizing the L. A. W. and in contributing to its growth, but had done much to popularize bicycling all over the country.

Third. Because a powerful and friendly support was behind you in the leading club of New England, if not of the United States.

Your support was non-partisan: it was not sectional, it came from no organized political movement, but was, as such elections should be, spontaneous, — not influenced in any way by bicycle tradesmen and political jobbers. We have had no trade influences in the League up to the time of the last election, no petty wire-pulling, trickery, or scandalous conduct in our annual meetings.

Your resignation was timely and prudent. You were professionally engaged to advance the interests of the Pope Manufacturing Company, and could not in that capacity honestly serve the League.

The League is opposed to monopoly.

The Pope Company *is* a monopoly.

The League, in defending bicyclers and their interests, favors a low tariff on imported machines.

The Pope Company has endeavored to have the tariff raised from thirty-five per cent to fifty per cent, thus adding fifteen per cent to their enormous profits.

The League favors the sale of home-made machines at some such reasonable price as Englishmen pay for home product.

The Pope Company make their machines cost as much as an English machine of the same quality after the latter has had piled on it thirty-five per cent duty, $10 royalty, freight across the Atlantic, and the interest on the price of a license to sell.

There is a wide breach between the moneyed interest of the monopoly and the interest of League bicyclers who suffer by it.

The chasm was too wide for you to straddle.

You resigned.

An influence in a national body like the L. A. W. is essential to the Pope Manufacturing Company. If they cannot directly or through their agents control it, the next best thing is to scheme for the election to office of men who favor the machines of the monopoly, — men who are friendly to the monopoly interests. In thus scheming, it is politic to stir up feeling against those who favor lower prices, lower tariff, protection to bicyclers, and competition among manufacturers. In the election, 30 May, was this not done? Did not the Massachusetts

Club, composed of President Col. Pope, Secretary E. W. Pope, Treasurer Joy, Mr. George Pope, Mr. Harry Pope, Salesman Wilmot, and Heaven only knows how many other employees beside yourself, send to Chicago a delegation whose representative, by getting the Crescent Club vote thrown out although the League rules did not sustain the action, and by getting the Massachusetts Club votes thrown *in* although the League rules pronounced them illegal, thus elect a candidate who rides a Pope machine, and has publicly favored the interests of the Pope Manufacturing Company?

Did you not mention Mr. Miller's name as a suitable candidate some time before the election?

Did you make that selection, or did Col. Pope?

Would it not have been more natural for you to have supported those who have hitherto supported you, more consistent to have named as a successor some one better known, better fitted, by experience with League affairs and by a working acquaintance with its past, to a performance of its duties; some one identified with the League's birth, growth, and success, such as was the man who stood first in the choice of wheelmen East and West at Chicago? I refer to the gentleman who has been your compatriot in the Boston Club, who has labored with you in building up this little journal, who, next to yourself, has had more to do with the success of bicycling and the success of the League than any other member of it; who stood out bravely and alone against the monopoly which has made bicycling in this country an enforced expensive luxury; who stood forth bravely and defended the interests of the men who tried to defeat him at Chicago. I do not here reflect in any way upon the character of the pleasant and respectable gentleman who is, by virtue of trickery in elections, by slander uttered by Mr. A. S Parsons, and by the direct influence of the Pope Manufacturing Company, put into the chair. I believe he will honestly do his best to be a president. But, with hundreds of others all over the country, especially in New England, I protest against the influences that put him there; the influences that have already weakened the League by three large clubs, besides many small but growing clubs, and started a decay for that unripe fungus, the Pope monopoly, to feed upon. The line will have to be drawn for and against monopoly. The League cannot exist as an advocate of low prices and high prices, as a Pope League and an anti-monopoly League; it cannot smile upon the Pope interests, and like them absorb the shekels of bicyclers who have no stock in the company. We want no more two-faced dealings. If the Pope Manufacturing Company insist upon a representation and influence in an amateur organization like the L. A. W., then partisans will have to show their colors and fight honestly for control. The League members can no longer be the dupes of the tradesmen who have come among them, and a large majority of them will *not* support an organization which only oppresses them under the name of protecting them.

Shall the L. A. W be ruled by the monopoly, or shall it exist as an amateur organization of gentlemen to protect the interests of *bicyclers?*

There are questions here for you to answer, and for others to consider. They are all respectfully submitted.

RHODE ISLAND.

PROVIDENCE, R. I., 25 August, 1882.

In re Protests.

Editor Bicycling World: — As there seems to be considerable discussion about the action of the committee on rights and privileges in throwing out the votes of the Worcester and Marblehead clubs, I think it would be in order to ask the gentlemen of the committee for a statement of the particular form in which these votes were drawn up; and also whether the votes of the secretaries of either or both of these clubs were counted in. If Mr. Parsons will kindly give me this information through your columns, he will greatly oblige not only myself but other members.

C. W. FOURDRINIER,
L. A. W. Ticket, No. 896.

BOSTON, 25 August, 1882.

L. A. W. Wants.

WANTED: — At the next election of State officers, nominations to be made by a committee of three or five appointed by chief consul sixty days prior to closing of polls. Nominations to be printed on slips and sent to every League member in States where nominations are made; with accompanying blank ballot. This will call out a larger vote and lessen the scattering fire of recent elections.

Wanted: — *At once*, a full and correct directory of entire membership L. A. W., printed in neat, plain, and cheap pocket form, for *free* distribution to each and every member. Members should *not* be *compelled* to send for a list and pay fifty cents for it besides, — *it should be sent to them gratis.* Slips containing corrections and additions to be sent out *every three months* at least. Let the Hand-Book containing list of officers, constitution, rules, consuls, etc., be made up separately in neat little pamphlet form, to be mailed gratis also. These books will enable members to keep informed as to standing of membership, as to who their neighbors are, will be of great use to State officers and consuls in pursuance of their duties, and generally keep things active.

Wanted: — *Consuls* in every town in which a L. A. W. wheelman resides.

Wanted: — *League hotels* in every town through which tourists may pass, and list of same published in Hand-Book.

Wanted: — Routes and distances to be published in Hand-Book.

Wanted: — More *push* and *life* in the whole organization from top to bottom.

Wanted: — The executive officers to look after these or similar wants.

Wanted: — To know if the League is to lay dormant until next May election; if so, better put out a sign, —

"*Wanted:* — No more applications for membership," — those now in will start something better.

Wanted: — New ideas and reorganization pushed to a point of activity and usefulness, and co-operation will *not* be wanting from a

MIDDLE STATE REPRESENTATIVE.

The Rejected Votes.

Editor Bicycling World: — Whether "Nine-pin" writes in a sarcastic way or not, I cannot say, but he has hit the nail on the head in fighting for principle. The question is not who was elected, but whether or not the votes of the Marblehead and Worcester clubs were rightfully thrown out and not counted. If "Geesee's" statement is correct, that each of the ten men voting signed his name, the ballots should have been counted; whereas, if they were signed by the secretary for the club, as in the case of the Worcester Club, it would seem to be an open question, — although I should be inclined to think that they too ought to be counted, as the rule which provides for the present method of voting says nothing in regard to the signing of ballots. At best, the signing is only a matter of identification. If the committee have made an error of judgment, it should be corrected, and not passed by as if of no importance because the result of the election will not be changed. It is the right given to every member in the League to cast a ballot and have it counted, and a committee should not be allowed to discard votes without stating the reasons therefor. This way of running the League is what is killing it, and making its most ardent supporters disgusted.

FAIR PLAY.

New York Letter.

I MOUNT my wheel in the evening gray
For a spin to Harlem, two miles away;
I pass the park with its leafy screen,
That hides the roads we have never seen;
Like at hare and hounds when barking back,
I coast the span of the L road's track,
And over the hollows dipping low
Till I meet the sun in the after-glow.
With a joyous sense I wheel along,
My heart still singing its sweet, low song;
Harlem is reached, no stop nor stay,
Then she 's there at the gate, my winsome May!

Editor Bicycling World: — It is a rather singular fact that visiting riders, when here in New York, almost invariably get the impression that we are restricted in our riding to one or two routes. This is not the case: the whole of the upper part of the city is now interlaced and intersected by our routes, and every day, almost, develops some new road, for the most part good, and admitting of a run of from one mile to two, which of course always goes down in the log-book of our memory, to be extended into future trips..... The city authorities, when constructing new roads through Harlem and the upper part of the island, now mingle the bitter with the sweet, and where they lay two roads of cobbles they lay one of macadam; seemingly out of consideration for us, but only seemingly, for they all drive horses, and pure selfishness rules their actions, and they have as little thought for us and our welfare as the sparrow policemen of the park (may Jersey mosquitoes perch upon their graves!).... Take my word for it, we have every bit as good roads here, on the average, as you will find anywhere, except perhaps your own city; and one or two of our roads cannot be surpassed except in length, — that being the one thing needful, for the Riverside drive is only about three to five miles long, and the fine portion of the southern boulevard toward distant Pelham and the east about three miles. The only one that sustains its reputation, with the additional bolster of length, is the 8th avenue boulevard, which will, by another year, be extended out toward Yonkers; and when that is reached by it, we shall have an elegant macadamized road, about one hundred feet wide, running for a straight fifteen miles. If we had the park roads, why, of course as every one will acknowledge, we would "take the bakery," for a long day's journey could be run without leaving its precincts. Alas! what a promised land (or rather unpromised) it is! and it is just exactly as far off as ever, with the present board in their enchanted palace of somnolence..... It is astonishing, though, how elegant a good, clear, open winter makes our roads. Last winter the writer rode every day when the weather was favorable, and that was very often. The roads would freeze hard, and whether cobbles or macadam, a slight fall of snow, with a little melting thrown in, and then a freeze again, and after one day's driving ready for use (shake well, two teaspoonfuls to the dose); a clear, frosty day, air so exhilarating that you make T. Hunt Sterry a bet that you can lift him (with some trivial assistance from the derrick that stood erstwhile before the new Mills building) and off you go. Ah! nothing equalled those days, except perhaps the nights, when, with the cold, icy breeze in your face, and the icy moon casting many a glint from the icy layer beneath you, which rang with a metallic sound beneath the steady crunch, crunch of your wheel, you fly along, spurning the steady earth, and winging your flight, in mind, along the sparkling galaxy. One beauty about winter riding is that it *is* so exhilarating. It steals upon you unawares: when you first go out it is intensely cold, and the chill strikes you with a force that leaves you scarcely able to mount; but presently your legs are in motion, and by the time that a couple more blocks have stolen away to the rear, you feel a delicious tingling gradually working its way through your whole frame, and after that you are riding through an elysium. Forgotten quite is the far-off summer, with its tempered air, and you only feel that you can ride like this forever..... What, I wonder, has become of the *Graphic* "distorter," erroneously yclept "artist"? Can it be really possible that the renewed activity displayed of late by the city dog-catchers can have had any connection with his having failed to furnish us with his usual quota of anachronisms? Or has the late-rendered decision of the management of the county asylum for the insane induced him to retire to private life?.... While at the theatre the other evening with my "best girl," imagine my pleasure (?) in finding that after sedulously folding the programme so as to better mate her fairy hands (2 inches by 8¼ feet; or in other words, the programme: her hands:: my little wheel: Doc. Beckwith's 160-inch wheel), I found to my disgust that I had, with my usual manual facility when run by my gigantic brain power, brought into the utmost prominence the following "*crank*-ism":* "A Yankee bicycle dealer has adopted the plan of presenting each of his customers with a pair of crutches and a yard of sticking plaster, and consequently now enjoys a monopoly of the trade," etc. (North, East, South, West, and Turkish papers please copy.) He might, in our estimation, have added to the collection "A Pamphlet," containing full and comprehensive reasons for the refusal of the Bored of Park Commissioners to allow the bicycle in the park, and "A Treatise" on the cogent reasons, as personally and theoretically advanced by a horse, for scaring at a bicycle, and declining to shy at a huge rock in the road, a piece of paper fluttering around, a woman's skirt flapping in the wind, or his own shadow well defined on the road: not because he disliked bicyclers as a class, but simply because he knew his owner objected to them on principle..... Doc. Beckwith, the genial captain of the Citizens' Club, writes us from the wilds of Michigan that the attractions of the fair daughters of that State (they must be *Wheeler's* and Wilson's) in no wise compensate him for the brief separation he is undergoing from his 160-inch..... R. Marsden Campbell, president of the Lenox Club, resigns for a year's trip to Europe for his health, and bicycling here for a time loses a man it can ill afford to part with, both in a social and a riding sense.... Frank Fullerton, ex-Manhattan Club, intends to enter for the Springfield races, as likewise Ben Sanford of the Ixion, and probabilities point toward the presence at that event of quite a large New York contingent. The first-named gentleman intends to astonish Springfield by riding on a machine to which he has fitted a newly patented appliance which he claims will give him twenty-five per cent. more speed with no (?) increase of power. We of course had this for dinner the day after he gave it to us, and with the aid of some of Wright's lubricating oil it went down easily enough; but we have sufferred a great deal since, and the doctors have not decided yet whether it will be an epidemic through the East or not..... Pitman says he wants to meet his old antagonist of the Boston Fourth of July races, who you say is entered at Worcester..... T. Hunt Sterry will in all probability enter for the Manhattan fifty-mile race, and with his weight reduced to ninety pounds and riding a 58¾-inch Yale, he will make it warm for all, himself included..... Fred Jenkins took the run to Coney Island last week, and had a good time, the roads being in fair condition. Fred has been talking of starting a first-class place down-town as headquarters of the Cunningham Company; and as we know from the past that he has successfully catered to the wishes of his customers, we wish him every success in the future, with a hearty goodwill..... What time has failed to accomplish, the axe and pick and onward march of improvement are fast doing, to effect the destruction of old "791," from out whose doors formerly so many of the old-time riders mounted for a moonlight spin or midday journey; for Park & Tilford, the great grocery concern, are putting up a large building, and are encroaching on 791's ground. ... Capt. Hill of the New Orleans Club is in town on a visit..... We have advertised repeatedly in the "Lost and Found" column of the *Herald* for members of the New York, Lenox, and Manhattan Bicycle Clubs; but as they fail to respond, with the exception of Messrs. Bourne and Jenkins of the Manhattan, we begin to think that they are either making their vacation somewhat longer than usual, or the species has become extinct. .... W. J. Morgan issues a challenge in Friday's (25th) *Herald*, to the editor of the *Police Gazette*, enclosing $50, to any man in America, barring Prince, to ride a fifty-mile race for $25, or $500 a side; also to ride one hundred miles for $200, or $500 a side, and the American championship. Where are all our long distance riders? Can the Canadian beard us thus with impunity?.... The agony is about over about the ten-mile race at the Polo Grounds on 2 September, as they have about decided to let it go through without getting the sanction of the N. A. A. A A. In that case Pitman says he won't go in, and Sanford, who was to enter also, likewise declines. It 's a pity they won't do things right while they are about it..... 'Rah! for Pitman and the B. T. C.

CHIC.

NEW YORK, 26 August, 1882.

* N. B. Patent applied for, and rights reserved for all countries except Jersey, and all of the United States except Rhode Island, where, with such a "crank," if the pedal were once turned, the spokes, I fear, would make sad work in Massachusetts' heart, besides churning the life out of the still useful Sound.

The Essex County Wheelmen.

THE run of the League of Essex County Wheelmen came off last Thursday, 24 August. It was on the "orders for the day" that the start be made from Salem Common at 9.30 A. M. The time came, so did the Hawthornes, the boys

from Lawrence, Marblehead, Beverly, Ipswich, Haverhill, invited guests from Chicago and Philadelphia, and the spectators; but no commander. We waited half an hour for him. He didn't come then, and what is more singular, sent no message. President Currier then requested Capt. Bowie of the Hawthornes to take command, and we started, forty-five in all, the Hawthornes with bugle and colors leading the way. The roads were muddy, so the run to Nahant was a little slow. On Ocean avenue, Swampscott, where we went by fours, the line looked exceedingly well. Arriving at the Relay House, Nahant, about noon, wheels were stacked, and dinner served. After dinner the officers held a business meeting, at which a committee was appointed to arrange for a meet in Marblehead about the middle of September. The constitution and rules were ordered printed, and are to be distributed among the members. Designs for a badge are to be procured and badges furnished as soon as possible at a reasonable figure. The treasurer reported eighty-eight names on the roll, with a near prospect of a rapid increase, and cash in the treasury amounting to $29.50. At 2.45 the bugle sounded to saddle, and as the Lawrence boys had a train to catch, the return trip was made in quick time, but good order; the editor of the crowd acted as rear-guard to prevent straggling, and he will do it if it takes all his time to keep in the rear.

And so the first run of the L. E. C. W. ended, and it can be counted a success, socially and financially. Capt. Bowie filled the bill in his position as commander. The Hawthornes were, as always, careful for the comfort of the visitors, and Executive Shirley and the rest of the Marblehead boys I have to especially thank for the many courtesies I received at their hands while in their quaint old town. "869."

HAVERHILL, MASS.

Cycling Mems.

FACETIOUS youngster to party of bicyclers passing along: "Why don't you keep step?"

THE *Cyclist* has been calling attention, lately, to the practice in certain localities of offering money or plate, at option of winner, as prizes in events advertised for amateurs.

THIS opens the interesting question whether the losers would be amateurs if plate is chosen, and professionals if the money were taken.

AT all events, it is clear that the practice is questionable, and I trust it will not find supporters in this country.

THERE seems to be no limit to the speed of bicycles under favorable circumstances. Not only has Cortis done twenty miles within an hour, but one hundred and ninety-three and a half miles of road has been traversed in the short time of 18h. 55m. by W. F. Sutton of the London Scottish Bicycle Club.

THE same gentlemen will attempt to do two hundred and thirty miles in twenty-four hours. Such travelling as this should forever silence the "croakers" one meets with occasionally, who still doubt the practicality of the bicycle.

AND, as I remarked last week, the tricycle is coming in for its share of the honors, — one hundred miles frequently being covered in a day.

W. V. BURT of the Boston Bicycle Club has, I understand, ordered a Coventry Rotary No. 1, of Rudge & Co.

THIS tricycle is well spoken of, and has an excellent reputation as a path machine. It is a single driver, makes only two tracks, and is narrow enough to pass through an ordinary doorway.

THE cranks are after bicycle pattern, and it has central chain driving. On the whole, a good-looking machine.

THE Coventry Rotary No. 2 is also an excellent machine, and differs from No. 1 only in its method of propulsion, which is by a double-cranked pedal shaft, and side chain driving; not so speedy as No. 1.

CORTIS not only got married the day after his great twenty-mile ride, but spent his honeymoon on a sociable tri.

THERE is a perfect galaxy in Washington, where the rough and worn asphalt makes the liability to headers on the ordinary bicycle particularly great.

BY the way, the makers of the American Star should turn their attention to the manufacture of three-wheelers, as the cost of imported machines is a great drawback to their adoption.

IF they can make the Star, which is more complicated than the ordinary bicycle, for $80, they should be able to give the American public a tricycle at a moderate price.

FIFTY cents on the Boston and Albany Railroad to carry a bicycle less than five miles is an imposition, and this matter of bicycle transportation should receive the attention of chief consuls and representatives of the States. This is just what they ought to attend to if they carry out the purposes for which they were elected.

ONE DOLLAR AND TWENTY-FIVE CENTS for a supper at the Massachusetts House at Lexington is what the Newton Club had to pay. This is too much even for such a good house. The L. A. W. should look to this. LONDON W.

A Bicycle Thief caught.

ON Friday, 11 August, a man named F. A. Richardson, *alias* William Patterson, called at the bicycle repair shop of Harry D. Hedger, corner Piedmont and Church streets, Boston, and stated that he was going to New York in a few days and desired to sell his bicycle before starting. He was told to bring it in, and departed; but early on the following Monday morning reappeared with a Columbia machine in fair condition which he offered to sell for $50, and after some haggling finally accepted $30 and left. Mr. Hedger, receiving a fair offer, sold the machine the same day; but subsequently seeing an advertisement of a bicycle stolen which answered the description of the one in his possession, sent for the advertiser, Mr. H. A. Pope of Dorchester, who came, identified it as his, and took it away, allowing Mr. Hedger $10. The latter was now $20 out, but the police department was notified, and a warrant was issued for the arrest of Richardson, who was everywhere searched for. A few days later Richardson came in again, this time bringing a Harvard with him, which he said he had purchased with a Yale, but intended to keep the latter. Mr. Hedger was absent, but momentarily expected, and his assistant, Mr. Hewitt, suspected but was not certain that this was the man they were after, so kept him talking until Hedger came in, who at once recognized his man. He, however, bargained for the machine, but pretending not to have the money with him, went out for the ostensible purpose of procuring it, leaving Mr. Hewitt to keep his man easy. Of course he soon returned with officers, and Richardson was taken in custody. Hedger then advertised the machine, which was taken in charge by the police, and Mr. Thomas Jones of Corey Hill responded and proved the property his, and it was subsequently delivered to him. Richardson was arraigned last week Wednesday on account of the first theft, was convicted, and on Friday last was sentenced to two years. A warrant is out for his arrest for stealing Jones's bicycle also. As a matter of note, we would state that Richardson cannot ride a bicycle, and was obliged to trail the machines all the way from Dorchester and Brookline, respectively. When he first appeared at Hedger's to negotiate for Pope's machine, he had not got it, but stole it the following Sunday night. Mr. Hedger, besides the trouble and annoyance of the affair, spent some money in advertising Mr. Jones's machine, and we understand the latter gentleman has neglected to either reimburse or thank him for its restoration.

"PAPA WESTON" of Boston, U. S. A., having survived the hospitalities of Harrogate, called in at this office just as we were going to press. His numerous friends on the other side of the "herrin' pond" will be glad to know that he has entirely regained the health and vigor of former days, and that he presents as hearty and sunburned an appearance as they could wish to see. His response to our greeting of welcome, to the effect that he was "as well as could be expected" after reading the copy of the BICYCLING WORLD which contained the account of his departure from Boston, doubtless contains more of meaning than a superficial listener could comprehend. Mr. Weston will probably remain in Coventry several weeks before mounting his wheel for London. — *Cyclist.*

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

BROOKLYN BI. CLUB. — Additional: E. Annan, Jr., 201 Cumberland street, Brooklyn, N. Y.

BOSTON RAMBLERS. — Additional: H. L. Field, 42 Summer street, Boston, Mass.; A. L. Flocken, 27 Concord street, Boston, Mass.

RUTLAND BI. CLUB. — Additional: Fred. G. Tuttle, Rutland, Vermont.

CHAMPION CITY BI. CLUB. — Additional: H. H. Goodfellow, 22 East Main street, Springfield, Ohio; Ralph H. Thomson, 22 East Main street, Springfield, Ohio.

DETROIT BI. CLUB. — Additional: Chas. E. Dudley, 148 Lafayette avenue, Detroit, Mich.

UNATTACHED. — Fred. E. Barrows, 7 Webster street, Worcester, Mass.; Omar W. Wittemore, Arlington, Mass.; Frank Buhl, Danville, Vermilion County, Ohio; R. T. Peckham, 159 Park avenue, Utica, N. Y.

CURRENTE CALAMO

NEW-ENGLANDERS, all aboard for Worcester!

THE Cunningham Company have just got in a lot of new Yales.

FRANK W. WESTON is 'aving a galorious time hat 'ome hin the hold country, we are informed.

PROF. BROWNE of Boston University, now touring in Europe, will do some of his journey on the bicycle.

SECRETARY L. M. BEEBE, of the Charleston (S. C.) Bicycle Club, intends being present at the Springfield tournament.

MR. C. H. LAMSON will have a supply of gold League badges in various styles of make-up on exhibition and sale at the Worcester meet next Tuesday.

SEVERAL members of the Chelsea Bicycle Club took an extended run into the suburbs last Wednesday evening, under the auspices of a glorious moon.

CLAFLIN, of the Newton and Massachusetts Clubs, sprained his wrist a few days ago, but will make his appearance in the Worcester events, nevertheless.

TRAINS leave Boston for Worcester by the Boston and Albany Railroad at 8.30 and 11 A.M. on Tuesday, 5 September.

HENRY C. FINKLER of the San Francisco Bicycle Club, while spurting with a buggy in the park recently, was thrown by his wheel striking loose ground and received some severe bruises.

WILLIAM B. EVERETT of the Boston Bicycle Club succeeded recently in rescuing from drowning a woman and two children who had slipped from the rocks into the water at Wells Beach.

CAPT. SCATTERGOOD, of the Albany Bicycle Club, is spending a few days in this vicinity. His family is summering at Harvard, about thirty-five miles from Boston, and he has wheeled to and fro several times.

THE "Bi. girls" who have been away visiting have all returned home save one, and are welcomed home by the Bi. boys. — *Springfield* (Ohio) *News.* Consequently the Bi. boys are done saying, "By Bi. girls."

THE price of suspenders for holding up stockings has gone up, while the monkey wrench still holds its price at seventy-five cents. — *Springfield* (Ohio) *News.* Now, how do you apply the monkey wrench for the purpose?

MESSRS. CHAS. E. PRATT of the Boston Club, Chas. A. Hazlett of the Rockingham Club, and Winfield S. Slocum of the Massachusetts Club, have been wheeling along the North Shore in company during the recent fine weather.

AT the Saturday afternoon run of the Chicago Bicycle Club, 19 August, eighteen riders appeared in line. The objective points were Garfield and Humboldt parks, supper being taken at the latter, and the return made by hub light.

LOUIS S. BARNARD, a Boston match boy, recently rode a bicycle from this city to Providence, about fifty miles, in the very good time of about six and a half hours, and owing to the drouth much of the road was in wretched condition.

SAN FRANCISCO Bicycle Club men have been accorded partial riding privileges in Golden Gate Park, under limitations and at certain hours. This will do for a beginning, but the time must come when their full rights will be conceded.

THE two bicycle parts in which improvements are most needed at the present time are the saddle and the saddle spring. Very little has been accomplished in these directions yet, as compared with other points of bicycle construction.

SECRETARY HILL, of the Worcester Bicycle Club, informs us that special rate tickets and ample accommodations for wheels will be furnished by the Boston and Albany Railroad on the occasion of the grand meet at Worcester next Tuesday, 5 September.

HILLMAN, HERBERT & COOPER, the prominent English manufacturers, whose machine, the Premier, is such a favorite with many old riders in this country, makes an announcement on our second page to which the attention of our readers is particularly directed.

CAPT. JOHN R. HEARD of the Roxbury Bicycle Club, being unable to spare time for a vacation from business, wisely concluded to do the next best thing, so married a charming young lady on the evening of Tuesday, the 22d inst., and now has no wish to go away from home.

WE are glad to see that that excellent literary monthly, the Brooklyn *Advance*, has taken up the advocacy of bicycling. It not only indicates the wisdom of its managers, but evinces the general and growing recognition of the wheel as a factor in healthful physical development and recreation.

D. BOLTON, the English professional rider who was severely injured while dismounting, by his clothes catching in the machine and causing the handle bar to strike his stomach, has since died from the effects of the blow. This should be a warning to riders to be careful about wearing any loose garment liable to get entangled in the machine.

THE Newtons took a spin to Lexington Saturday evening to supper, and returned by moonlight. The party comprised eight wheels, but four of them belonged to a buggy. They were charged $1.25 per plate for supper at the Massachusetts House in Lexington, but "Carver" says perhaps it was because Freelon flirted with the pretty waiter girl.

MR. E. A. HEMMENWAY, an unattached rider from Dorchester, on Saturday last made the run from Dorchester to Newburyport and return; distance, 103 1/16 miles. Mr. Hemmenway left home at 4 A.M., and breakfasted at Salem, dined at Newburyport, and arrived in Dorchester at 9.25 P.M. Mr. Hemmenway ought to join one of our local clubs.

CHARLES A. BOOTH, who will be remembered by the old riders in this vicinity as a bicycling professional and instructor, was at last accounts engaged in projecting and organizing bicycling races and tournaments in Australia, and at Melbourne some events under his management have raised a question involving the amateur status of several riders there.

FRED. B. CARPENTER, the popular captain of the Crescent Bicycle Club of this city, met with a severe accident at Concord, Mass., on Monday of last week. He was thrown from his machine, the backbone of which whirling over struck him on the head, cutting quite a gash and making him insensible for a time. He also sprained his knee, and will be laid up for a week or so yet.

MR. FRANK G. EATON, the genial member of the Germantown Club who rode from Philadelphia to Boston last season, is now spending a few weeks' vacation at his former home at Newton Lower Falls.

WE notice that a match boy has been doing good work on a bicycle. Our Busy Man said a match boy ought to make a good "scratch" man. We assented, and added that he would go like the — Lucifer on one of our "sand-papered" roads, and make it hot work for any competitors. But ought not his machine to be the "Matchless"? and where would he be likely to find his match?

MESSRS. E. E. GAGE and A. H. RICHARDSON, wheelmen of Hyde Park, Mass., on 14 August wheeled from that town to York, Me., — about eighty miles. They took the most direct but hardest route — the turnpike — as far as Newburyport, and found it hilly and rough, of course. They returned last week by another route, partly, and notwithstanding the roads, express themselves as highly enjoying the trip both ways.

A YOUNG bicycler named Benjamin Nason, residing in Salem, while riding through Manchester in this State on Friday, 18 August, with a party, struck against a lamp-post when turning a street corner and was thrown from his machine, receiving a bad cut on the thigh, besides other injuries which will incapacitate him from riding for several days. The lamp was broken from the shock of the collision, which would seem to indicate that he was going at pretty high speed.

LONG-DISTANCE riding appears to be having quite a boom in England. The captain of the North Warwickshire Club recently rode seventy-six miles in six and three quarters hours without a dismount, and the honorary secretary of the same club rode one hundred and fifty-eight miles in seventeen and one half hours; five members of the Belsize Club rode one hundred and fifty miles in twenty-one hours, or thirteen and a half hours actual riding time.

CAPT. J. G. BUTLER of Watertown Arsenal recently rode to Portsmouth, N. H., accompanied by his twelve-year-old son, who was mounted on an old-style light 40-inch Excelsior with cone bearings. The journey consumed three days, including some time spent at Rye Beach. The ride is more noteworthy from the fact that the lad has only been mounted a short time on a regular machine, his practice previously having been confined to a small wooden bicycle last season.

AMERICAN STAR stock among bicyclers appears to be looking up. We hear many favorable reports of it lately, from parties who have used it long enough to fairly test its capabilities. We imagine that much of the prejudice against it entertained by old bicyclers who have experimented with it arises from the fact that they do not stick to it long enough to accustom their muscles to the unusual motion and method of propulsion as compared with the crank machine.

THE Boston Ramblers will send ten or a dozen men to the Worcester meet, and the Newton Club will furnish about the same number. The Boston Club expects to muster from fifteen to twenty riders for the run to Northboro' Monday afternoon, on the way to the meet. The Chelsea Club will probably send half a dozen riders, and the Crescents of Boston will also be represented, and it is probable that the Massachusetts and other local and suburban clubs will send generous delegations.

MR. EVERETT of the Bostons, with a party of three unattached riders, Messrs. Souther, Westcott, and Page, took a three-days' run down the North Shore, taking in the watering-places along shore. The first day stops were made at Swampscott, Marblehead, Salem, Beverly, Manchester to Gloucester (for the night); Pigeon Cove, Annisquam, Ipswich, Rowley to Newburyport for the next day; Boar's Head, Rye Beach, to Portsmouth for the third day. Mr. Everett left the others at Portsmouth, who made trips from there to York Beach, Epping, and other places, returning from Newburyport to Dorchester on wheel on Wednesday, 175 miles for the four days.

FROM a private letter from Mr. Fred. S. Pratt of Worcester, chief consul elect for Massachusetts, we take the following: "I should have much preferred to let some one else assume the responsibilities of chief consul's office. There are plenty of wheelmen in the State who have the requisite leisure to devote to it, and far greater ability. I felt perfectly safe after declining to be a candidate, and have had hardly time to recover from my surprise at the result of the ballot. I doubt if I shall be able to resist the urgent appeals I have had to reconsider my action, however. They are made in such a kindly spirit, and accompanied with such promises of hearty support and assistance, that it would seem ungracious to refuse an effort, at least, to serve. I shall probably call an informal meeting of the State officers at Worcester, 5 September, some time during the day."

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

W. C. M., OVID, MICH. — "King of the Road," to be procured of any importing dealer.

Editor Bicycling World:—The writer wishes to know the capabilities of the Marine Bicycle: 1st, for speed for the following distances: 1-4 mile, 1 mile, 5 miles, 25 miles; 2d, the greatest velocity of the wind against which the machine can be practically driven. F. M. G. CHELSEA, 24 August, 1882.

BOOKS AND PAGES

THE WHEELMAN. — Just before going to press we received a publishers' circular and advance sheets of the forthcoming monthly bicycling magazine, the *Wheelman*. Hitherto we have seen nothing in relation to its existence except occasional allusions to it in some of our Western exchanges, and the circular to dealers on which we have editorially commented in this issue. From the prospectus and advance pages now before us, however, we can form some idea of the scope and quality of the periodical, and welcome it, not as a competitor, but as a valuable accession to wheel literature, abroad as well as in America. The specimen pages contain Mr. C. E. Pratt's entertaining article, "A Wheel around the Hub," which was published in *Scribner's* several years ago, with all its excellent illustrations; and if its typographical standard is to be maintained, as indicated, it may well take rank, as it claims, with our leading magazines. It announces a good list of contributors, among which are some with whose writings the readers of the BICYCLING WORLD are already familiar. In short, it will, without question, become an interesting and valuable literary compendium of bicycling, although we cannot altogether indorse Vice-president Parsons's assertion, in commending it, that "The need of something much more likely to preserve in permanent form and convenient shape accounts of news, tours, events, and general bicycle chronicles *than the weekly publications* has been felt for some time." Notwithstanding we recognize its birth as a direct result of the unpleasantness existing between the WORLD and the monopoly, whose *protégé* it undoubtedly is, and whose material support it will receive according to its fidelity to its patron's interests, we still cordially commend it as it now appears, and decline to consider it a rival or competitor in our own field, but rather as a coadjutor in the general interests of bicycling, and more particularly as its literary exponent. It is to be published in Boston, and its editors are announced as S. S. McClure and J. S. Phillips.

ST. NICHOLAS for September is received, and is full and varied in its list of contents, several stories and poems being unusually entertaining, some of the best of which are "The Doll that could n't spell her Name," "The Cockatoos," "Jiro, a Japanese Boy," "The Story of the Arbalist," "The Marlboro' Sands," etc. "Our Largest Friends" is an interesting account of the elephant. Mrs. Clement's "Art and Artists" gives sketches of Brunelleschi, Ghiberti, Donatello, and Cellini; Balder, the god of summer, is described in "Stories from the Northern Myths"; and Mrs. Dodge's serial, "Donald and Dorothy," the conclusion of which is promised next month, grows more interesting as it nears the end. The departments, "Jack-in-the-Pulpit," the "Letter Box," and the "Riddle Box," are full as usual of good things.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

WANTED. — A 53-inch wheel; any style or make; new or second-hand. Address stating price, and giving full description, CLARENCE H. JENKINS, 1712 West Chestnut street, Louisville, Ky.

FOR SALE. — A 52-inch Standard Columbia; half nickelled; in good condition; will sell for $75 cash. Address H. L. BEACH, Plainville, Conn.

WANTED. — Tricycle. A second-hand tricycle in good condition. Send full description and lowest cash price to GUMP BROTHERS, Dayton, Ohio.

FOR SALE. — A 54-inch Yale Light Roadster; full-nickelled; in good order. H. C. D., Post-office Box 3504, New York.

FOR SALE. — A 54-inch half-bright Standard Columbia, with balls to front wheel; in good order and been run about a year. Reason for selling, want an Expert. C. E. DURYEA, St. David, Ill.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, $1.50.

E. C. HODGES & CO.,
8 PEMBERTON SQUARE.

MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

PINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, $3.50; nickelled, $4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

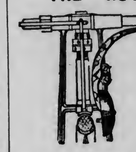
American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE:
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

TRICYCLISTS'

INDISPENSABLE ANNUAL

FOR 1882.

Sample copies postpaid, 65 cents. A liberal discount to the trade. Sole agents in the United States for ILIFFE & STURMEY'S publications.

OVERMAN WHEEL COMPANY,
HARTFORD - - - - CONN.

☞ BICYCLISTS' INDISPENSABLE will be ready in a few days.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

CORTIS ON TRAINING. — "The Principles of Training for Amateur Athletes, with Special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

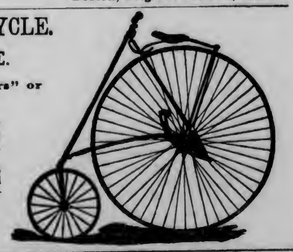
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits creedly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	15
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	40
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

COLUMBIA BICYCLES.



ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - Manager.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

COLUMBIA BICYCLES.



Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strain. Made solely for and imported by

SAML. T. CLARK & CO. {OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK.} BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.

The strongest, most rigid, and withal the handsomest Bicycle in America.

THE AMERICAN ROADSTER.

The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

THE TYRO ROADSTER.

Strong, serviceable, and economic.

Cabinet Photographs of the above Machines mailed on receipt of five three-cent stamps.

Also **The British, Sp. British and Xtra Challenge Bicycles,** and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10r. Foreign. 7 cents a copy.

BOSTON, 8 SEPTEMBER, 1882.

Volume V. Number 18.

[Vol. V. CONTENTS. No. 18.]

Editorial: Col. Pope and the Tariff	531	Vice-Pres. Parsons replies; Boston to Portsmouth; Cleveland; Two Routes described,	533
Wheel Club Doings: Dubuque; Cazenovia; Laramie; Meriden	531	The L. O. W. Meet	535
Races: Wellington; Columbus; New York; Montreal; Cottage City. Notes: Prince and Morgan; C. D. Vesey; Marietta; Prince and Mellen; Boston Bicycle Club	532	John Shillington Prince (with portrait)	536
Correspondence: The Coney Island Races; Springfield: One Hundred Miles in a Day;		L. A. W.: Applications	537
		'Cycling Mems.	537
		Currente Calamo	537
		Notes, Queries, etc.	538

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

PREMIER

BICYCLES AND TRICYCLES

ARE IMPORTED INTO THE UNITED STATES BY

STODDARD, LOVERING & CO. . . . . BOSTON.
FAIRFIELD & TAYLOR . . . . . CHICAGO.
FOSTER & CO. . . . . BALTIMORE.

Agents Wanted in other large Cities.

HILLMAN, HERBERT & COOPER,

COVENTRY, ENGLAND.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.

FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

COX, the Athletic Outfitter, 21 and 22 Leadenhal l street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

SPRINGFIELD, MASS.,

Wednesday, 20 September, 1882.

GRAND

Bicycle Tournament,

Given under the auspices of

THE SPRINGFIELD BICYCLE CLUB.

(MEMBERS OF THE L. A. W.)

The programme consists of a 20-mile Professional Race for a purse of $500, by J. S. Prince of Boston, the champion of the United States, against Thomas Harrison and James Mellen, who will alternate every five miles.

A five-mile Professional Ladies' Race for a purse of $200.

Also the following Amateur Races, open to all amateurs:—

5-mile Race, 3 Prizes, value		$125 00
*2 " " 3 " "		125 00
*1 " " 3 " "		75 00
½ " Dash, 3 " "		50 00
Slow Race, 100 yards, 3 prizes, value		25 00
1 mile without hands, 3 " "		50 00
¼ mile Race, for boys under 15 years of age, 3 prizes, value		20 00

*Best two in three heats.

A handsome gold and silver plated Bicycle Bugle, one of C. W. Hutchins's best, value, $30, will be presented to the club having the largest number of wheelmen in the parade.

In the evening, the following prizes will be contested for:—

Best drilled club of not less than 8 members, 3 prizes, value	$100 00
Best single fancy riding, 3 prizes, value	75 00
" double " " 3 " "	75 00

Continuous Music will be furnished Day and Evening by

C. W. HUTCHINS' BRASS BAND, 22 Pieces,

E. H. LITTLE'S BRASS BAND, 25 Pieces.

Entries Close 15 September.

C. K. FERRY, *Sec'y.*

THE BEACON

PARK COMPANY

OPENED THE

BICYCLE TRACK,

AT BEACON PARK,

ON

Wednesday, 30 August.

THE TRACK WILL BE LET FOR RACES AND TRAINING PURPOSES.

J. S. Prince will be in attendance.

TRAINING TICKETS for the SEASON, $5.00.

ADDRESS

THE BEACON PARK CO.

8 Pemberton Square.

Tickets for training and practice now ready, and books open at the BICYCLING WORLD office for engagement of the track for races, etc.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements. routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates:—

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 8 SEPTEMBER, 1882.

COL. POPE AND THE TARIFF.

WE have received the following communication from Col. Pope, and in justice to that gentleman gladly place it before our readers:—

Editor Bicycling World: — Sir: The statements in recent issues of your paper to the effect that I urged the Tariff Commission for an increase of the import duty on bicycles, are entirely false in every particular. If you did not know this, you at least had the means of knowing it open to you. I urged a reduction of the tariff on steel and on bicycles and tricycles, and filed papers with the Commission formulating the request; the substance of one (only) of these has been published. Most of your untruths are beneath my notice. The reiteration of this leads me to ask your attention to a denial. ALBERT A. POPE.

BOSTON, 1 September, 1882.

We have no desire to persecute or in any way injure Col. Pope or the company of which he is president. The only occasion we have taken editorially to refer to the Colonel's appearance before the Tariff Commission was in our issue of 11 August. In that editorial we did not state that he had urged the Commission to increase the tariff on bicycles. We quoted a paragraph which, variously worded but concurrent in substance, was going the rounds of the press and reported him as urging the abrogation of the duty on steel, on the ground that "the present tariff discriminated against his business in that it imposed a duty of forty-five per cent on steel and only thirty-five per cent on bicycles." We had no reason to doubt the truth of the report, and the inference we drew therefrom was obvious not only to us, but to the general public; and we received several communications from bicyclers calling our attention to it, and urging some counter action, before our editorial was published. If the Pope Manufacturing Company had had the courtesy to furnish us with the facts, we should have been glad to publish what he now states, that he "urged a reduction of the tariff on bicycles and tricycles."

In this connection we notice that our New York contemporary, the *Wheel*, impugns our motives in advocating a petition for the reduction of tariff on imported machines just at this time; but if the editor has followed the previous course of this journal, he should have noted that we have several times, but vainly, urged the League to take up the subject, and it was only the supposed adverse action by Col. Pope that prompted us to move in the matter and initiate what nobody else seemed inclined to.

However, since the Pope Manufacturing Company and we are of the same mind in relation to the tariff on foreign bicycles, we are happy to announce the fact and congratulate wheelmen on the consequently more flattering prospect of securing a reduction. And now if the company would also act upon the hint thrown out by the *Wheel*, and, abandoning its monopoly, throw the market open to free manufacture, our accord would be complete; for is not our contemporary aware that we desire more men to engage in bicycle manufacture as the best method of improving the construction and reducing the prices of American machines? But under the present condition of things there is no inducement for makers to largely invest in a business on which an injunction is likely to be put and a fine imposed at any time.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB fixtures: —

Saturday, 9. Headquarters 2 P. M. Run to Beacon park for practice. Leaving park at 5 P. M., run to Cobb's for the night, stopping at Underwood's at 5.45.

Sunday, 10. Leave Cobb's at 9 A. M., run *via* Dedham to Hotel Wellesley for dinner at 1 P. M. Headquarters 9.30 A. M. Run to Hotel Wellesley to join party from Cobb's to dinner 1 P. M. Returning at 3 P. M. to headquarters. Arriving 6.30.

Saturday, 16. Annual twenty-mile club race at Beacon park.

Sunday, 17. Headquarters 9 A. M. Run to Nahant *via* Cambridge, Medford, Malden, Saugus, and Lynn. Dinner at Hood Cottage. Returning same road 2.30 P. M. Headquarters 2 P. M. Run to Malden to meet party returning from Nahant.

Wednesday, 20. Club goes to Springfield for races, etc., particulars to be announced.

Saturday, 23. Headquarters 5 P. M. Run to Cobb's for the night.

Sunday, 24. Leave Cobb's at 9 A. M., run to Downer's Landing *via* Quincy and North Weymouth to dine, returning to Boston at 2.30 P. M.

Wednesday, 27. Headquarters 2 P. M. Run to Beacon park for scrub handicap races.

Associate members are invited to attend the September events.

RUTLAND BI. CLUB. — 16 September. Annual run *via* Salem, Cambridge, Hoosick Falls, and North Adams to Springfield, to attend the tournament of the Springfield Bicycle Club, 20 September. Return route to be decided upon by the club.

DUBUQUE BI. CLUB. — At the regular quarterly meeting for the election of officers of the Dubuque Bicycle Club, held Monday, 14 August, 1882, the following were chosen: President, O. M. Peaslee; secretary and treasurer, H. M. Foy; captain, H. E. Trudway; sub-captain, J. C. Trudway.

H. M. FOY, *Sec.*

DUBUQUE, IOWA, 27 August, 1882.

CAZENOVIA BI. CLUB. — A bicycle club was organized here the 20th of last May, the meeting being held in the parlors of the Lincklaen House, when the following officers were elected: Severe Dorion, president; C. M. Knowlton, captain; F. J. Pulford, secretary. We have at present nine members, all enthusiastic, we having made club runs of forty to fifty miles a day. Our captain has made one hundred and four miles in a day, in nineteen hours from start to finish, and fourteen hours in the saddle. The route taken was the Genesee Valley turnpike; he rode five miles before starting from home. From here he went to Chittenango, ten miles; then to Oneida, fourteen miles, to breakfast; then to Utica, twenty-seven miles; then to New York Mills to dinner, and return to Utica, eight miles; from there back to Chittenango, forty miles; making a total of one hundred and four miles. The next morning he rode home against a grade of one hundred feet to the mile, with the thermometer at 90° in the shade. A few days since, our artist, Mr. Johnson, who at that time was stopping at De Ruyter, fourteen miles south of here,

gave us an invitation to visit him, which we were not slow in accepting. We made the distance in two hours. On our arrival we found a most welcome repast awaiting us, after partaking of which we paraded the principal streets, and caused about as much excitement as Barnum and Jumbo would have done, there being no bicycles there. The next morning we returned home in time for breakfast, my cyclometer registering thirty-five miles.

F. J. PULFORD, *Sec.*

CAZENOVIA, N. Y., 27 August, 1882.

LARAMIE BI. CLUB. — The Laramie Bicycle Club was organized Saturday evening, 26 August, with thirteen members. The following officers were elected: M. C. Barrow, president; Charles S. Greenbaum, vice-president; M. Dawson, secretary and treasurer; and W. O. Owen, captain. The other members are: W. K. Sinclair, Wm. C. Wilson, Jr., W. O. Downey, J. W. Donnellan, Bill Nye, L. C. Hanks, Geo. Garrett, Bert Wagner, and Morris D. Rees, Jr. This is the first organization of the kind in this Territory, and the greatest enthusiasm prevailed at the meeting. WILLIAM O. OWEN.

LARAMIE CITY, Wy., 28 August, 1882.

MERIDEN WHEEL CLUB. — The Meriden Wheel Club was organized some two months ago with eleven members, and is officered as follows: Captain, T. S. Rust; first lieutenant, G. S. Smith; second lieutenant, J. F. Ives; secretary and treasurer, Louis Casper. Our uniform consists of navy-blue helmet, gray shirt, brown corduroy breeches, blue stockings, and low canvas shoes. Machines average fifty-four inches, two being fifty-six inches, the majority of them full-nickelled. Four new members were admitted at our last meeting, and several other parties intend purchasing machines.

SECRETARY.

MERIDEN, CONN., 31 August, 1882.

RACES

Coming Events.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3.30 P. M. Three prizes, gold medal each. Entries, $1.00, close 14 September, to F. J. Graham, secretary.

14 September. Newington Park, Baltimore, 3 P. M. Annual races Maryland Bicycle Club. Open to all amateurs under L. A. W. rules. First race, half-mile heats, club members only: First prize, medal, Maryland Club badge, value $20; second prize, nickelled 1882 King of the Road lamp. Second race, two-mile dash, open to all amateurs: First prize, gold medal, value $25; second prize, medal, value $12. Third race, one-mile heats, handicap, club members only: First prize, gold medal, value $35; second prize, nickelled Æolus ball pedals. Fourth race, three-mile dash, open to all amateurs: First prize, gold medal, value $35; second prize, medal, value $18. Fifth race, five-mile championship of the Maryland Bicycle Club: Prize, gold medal, value $65; to second man, medal, value $15. Entrance fee, fifty cents to each event. Entries to E. A. Griffith, 247 West Baltimore street. Entries close 6 P. M., 12 September.

16 September. Third Annual Twenty-Mile Championship Race of the Boston Bicycle Club on the track at Beacon Park, at 4 o'clock P. M.

19 September. First annual races and tournament of Albany Bicycle Club at Island Park Race Course. Events: ½-mile dash, 1-mile race, 3-mile race, 5-mile championship race, slow riding one hundred yards, and fancy riding. Gold medals and plate amounting to $150 will be given for prizes.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

WELLINGTON, OHIO, 23 AUGUST. — Bicycle races were held here, under L. A. W. sanction, the first being a mile and a half event for prizes, valued at $25 and $15, the first being won by Frank Hawkins of Norwalk and the second by Paul North of Cleveland. The second race was a third of a mile; prizes, a pair of ball pedals and a cradle spring, the winners being F. Lamkin and F. Conant respectively.

COLUMBUS, 29 AUG. — L. O. W. MEET. — The following are the results of the races in the afternoon: *Half-Mile Dash* — D. G. Porter, Dayton, 1; J. G. Kitchell, Cincinnati, 2; S. D. Kingsbury, Xenia, 3; all close together; citizens' prize, value $40. *Mile Dash* — Robert Knight, Delaware, 1; J. B. Griffith, Steubenville, 2; time, 3m. 49½s.; prize, $50 gold medal. *Five-Mile Dash* — Lewis Pease, Columbus, 1; W. E. Galway, Cincinnati, 2; W. H. Wetmore, Cuyahoga Falls, 3; time, 19m. 2cs.; prize, bicycle presented by the Pope Manufacturing Company. *Mile Dash* for State championship — Frank Lamkin, Medway, 1; S. S. Mott, Dayton, 2; George Collister, Cleveland, 3; time, 3m. 22s.; prize, diamond badge, value $125. The following were the officers: Judges, C. J. Krag, W. A. Whiting, F. M. Bookwalter; referee, F. T. Sholes; timers, W. H. Miller, R. S. Kingsberry.

NEW YORK, 2 SEPTEMBER. PRINCE AND MLLE. ARMAINDO. — About five hundred persons, many of them ladies, assembled at the Polo Grounds in New York last Saturday to witness the 25-mile race between John S. Prince and Mlle. Louise Armaindo, the latter being allowed three miles start. Prince rode a 54-inch Yale, and Armaindo rode one of similar make with a 51-inch wheel. The riders left the starting point at 5.16 o'clock. Prince took the lead and increased the distance from his opponent steadily, passing her lap after lap, until Armaindo crossed the line on the second lap of her third mile, when he crossed off one mile from his handicap. Prince kept increasing his speed, and passed Armaindo a second time, two miles ahead, on the second lap of the fourteenth mile. The lady rode very gracefully. The perspiration rolled off her face, and it was evident that she was too heavily clad for such arduous exercise at this season of the year. It was growing dark when Prince made the second lap of the third mile of his handicap. The excitement grew intense. The crowd cheered and the ladies waved their handkerchiefs. Armaindo worked her pedals like the cranks of a locomotive, but Prince was not idle, and he overtook and passed her on the second lap of the last mile, winning the race by 34 seconds. The New York *Times* gives the score as follows: —

Prince.	*Armaindo.*	*Prince.*	*Armaindo.*
Miles. H. M. S.	*H. M. S.*	*Miles. H. M. S.*	*H. M. S.*
1 .....0 3 30	0 3 50	14 .....0 51 29	1 0 32
2 .....0 6 58	0 7 55	15 .....0 55 41	1 5 6
3 .....0 10 28	0 12 5	16 .....0 59 49	1 9 53
4 .....0 14 3	0 16 22	17 .....1 3 39	1 14 42
5 .....0 17 39	0 20 32	18 .....1 7 43	1 19 25
6 .....0 21 14	0 24 51	19 .....1 11 42	1 24 28
7 .....0 24 48	0 29 13	20 .....1 15 57	1 29 17
8 .....0 28 29	0 33 25	21 .....1 20 23	1 34 10
9 .....0 32 5	0 38 10	22 .....1 25 6	1 38 49
10 .....0 35 44	9 42 20	23 .....1 29 38	....
11 .....0 39 37	0 47 7	24 .....1 34 12	....
12 .....0 43 25	0 51 33	25 .....1 38 15	....
13 .....0 47 24	0 56 18		

Previous to the principal contest, a bicycle race of ten miles was contested between Edwin Oliver of the Citizens' Bicycle Club of this city, A. R. Ives of the Brooklyn Athletic Club, and Frank Moore, the champion of England. Ives rapidly fell behind from the start. Oliver kept ahead of the British champion until the last lap, and apparently thought he had an easy victory. On the final lap Moore "let himself out," and won the race in 0.39.41. Oliver was as much surprised at the result as any of the spectators.

The track was in a wretched condition, being soft and broken in many places; considering which, although Prince was at no time pushed and won easily, the time was very good. In the 50-mile contest with Armaindo in the Institute Building, his 25-mile time was 1h. 26m. 46s., and the lady's 22-mile time was 1h. 29m. 30½s.

MONTREAL, 2 SEPTEMBER. ANNUAL RACE MEETING OF MONTREAL BI. CLUB. — 1st. One-mile (fourth class), club; open to those who never raced before; won by R. MacCulloch. Time, 3.51½. 2d. One-mile, open to all amateurs; won by G. M. Smith, Montreal Bicycle Club. Time, 3.44½. 3d. One hundred yard dash (in heats); won by G. H. Wood, Shamrock Lacrosse Club. Time, 10½s. 4th. One-mile, boys (under fifteen) on wooden machines; won by E. P. Hannaford, Jr. Time, 5.40. 5th. Two-mile (third class), club; won by W. G. Bessey. Time, 8.06. 6th. Two-mile (second class), club; won by John H. Low. Time, 8.50½. 7th. One-mile (foot), open; won by Thomas Moffat. Time, 4.48½. 8th. One-mile obstacle, club; won by G. M. Smith. Time, 4.50. 9th. Five-mile (first class), club cup, won by W. G. Ross. Time, 12.06½. 10th. One-mile, boys (under fifteen); won by G. Angus. Time, 4.10. 11th. Four hundred and forty yards, foot (open); won by N. Fletcher. Time, 53½s. 12th. One-mile combination (club); won by W. G. Ross. Time, 7.00. In this race the competitors walked a lap, ran a lap, wheelbarrow a lap, back wheel, in front and on the ground pushing by handles a lap, ride a lap. 13th. Five-mile, open; won by F. C. Holden, Montreal Bicycle Club. Time, 20.57.

THE bicyclers at Cottage City had a race of about two miles last Saturday afternoon, there being six starters. H.

W. Tufts won in 9m. 7⅗s.; O. M. Draper, second. Both gentlemen belong to the Columbia Club, of Attleboro', Mass. W. D. Wilmot, under whose management the event was run, presented the winner a silver medal.

PRINCE will accept Morgan's challenge to a 100-mile champion race and a $500 purse, and has probably already covered the latter's forfeit deposit with the editor of the *Police Gazette*.

THE third competition for the £50 challenge cup, presented by the Crystal Palace Company to be competed for annually under the rules of the Bicycle Union, was won on the Crystal Palace track, 17 August, by C. D. Vesey of the Surrey Bicycle Club. Distance, fifteen miles; time, 46m. 22⅘s.

THERE are to be bicycle races at the Washington County Fair, Marietta, Ohio, which opens 27 September.

PRINCE and MELLEN will race for a $200 purse at the Attleboro' Agricultural Fair, 5 October.

THE Boston Bicycle Club is making preparations for a most successful and interesting contest for the third annual 20-mile championship, to take place at Beacon Park the 16th inst. Besides Underwood, whose sad accident necessitates his withdrawal, the following entries had been received up to our going to press: C. L. Clark, riding a 52-inch Rudge; B. L. Knapp, 50-inch Harvard; F. H. Childs, 54-inch Columbia; W. B. Everett, 56-inch Harvard; Freelon Morris, 52-inch Yale; J. S. Dean, 55-inch Yale; W. H. Edmands, 56-inch British Challenge. The medal of 1880 was won by J. S. Dean. while that of last year was taken by W. Stall, who, we believe, will not enter any of this season's events.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The Coney Island Races.

Editor Bicycling World: — While I must congratulate you upon securing such an able correspondent as "Gifford," yet I must take some exceptions to a portion of his letter, of which I perhaps have a fuller knowledge than Mr. "Gifford." In speaking of the races at Coney Island, "Gifford" states, "The races at Coney Island last week were a dead failure, except in a pecuniary sense." Either "Gifford" is totally ignorant of facts, or else purposely twists things. The races were a pecuniary failure, as neither managers nor riders made a cent, but developed good racing and creditable scores. Mr. Morgan's average of 13½ miles per hour for thirty-six hours, through rain and heat, on an out-door track, and his last day's ride of 82 miles and 4 laps without a dismount, certainly show a square performance.

In regard to the amateur races, there was no pull whatever in obtaining L. A. W. sanction. I wrote to the racing board, obtained their consent, asked prominent wheelmen to act as officials, and had the entries been sufficient we would have had a successful meeting. This season is very bad, as *all* the racing men are out of time, and there are not twenty club-men around. As soon as I found the entries were not sufficient to hold the meeting, I telegraphed everybody of their postponement, so nobody was hurt.

"Gifford's" letter is apt to lead one to think we do an immense amount of riding here; but apart from an occasional two or three (the gang) a wheelman is a scarce article, the adverse decision in the park case being too much for the riders. But fall is coming, and with it the return of a large number of men who have been summering in the vicinity of New York, which will doubtless improve the state of affairs. If "Gifford" wants to "boom," let him come around and keep down a few of the "blasts" that patter against old 791 like a hail storm.

FRED. JENKINS.

NEW YORK, 28 August, 1882.

Springfield.

Editor Bicycling World: — The members of the Springfield Bicycle Club have their hands full just at present in perfecting arrangements for the first annual tournament, to be held in this city 20 September. The arrangements are now well under way, and from all indications we shall have a successful meet, if only "Old Prob." favors us with a pleasant day. Many of the prominent wheelmen of the country have signified their intention of being present. The track on which the races will be run is an out-door mile track; and all bicyclers who have raced on it unite in pronouncing it a very superior racing course, it being very hard and smooth. All wheelmen will be assured of a hearty welcome 20 September, or any other time when they may be in this vicinity. Although the drouth has been as severe here as anywhere, the wheeling is not as poor as one would naturally expect to find it; six of our boys took a thirty-six mile run last Sunday, and found the roads in much better condition than was expected. With a cordial invitation to all wheelmen to visit us 20 September, I am, 2357.

SPRINGFIELD, MASS., 29 August, 1882.

One Hundred Miles in a Day.

Editor Bicycling World: — I wish to add another to the list of hundred-mile runs. Like many amateur wheelmen, I have for some time had a lingering desire to score one hundred miles in a day, but for want of opportunity had almost abandoned the idea. At last, in spite of lack of previous practice, I decided to make the attempt. The route selected was from Dorchester, through Roxbury, Brookline, Cambridge, West Somerville, Medford, Malden, to Lynn and Salem; thence through Beverly, Wenham, Hamilton, Ipswich, and Rowley, to Newburyport, returning over the same roads. The start was made at about four o'clock on the morning of 26 August, and Salem was reached at seven. After a stop of two hours and breakfast at the Essex House, the wheel was again mounted, the run resumed, and Newburyport reached at 12.15, where an excellent dinner was obtained at the Merrimac House. At 2.20 the homeward trip was begun, and completed at 9.35 P. M.; the distance each way, by an accurate cyclometer, being being fifty-one and seven eighths miles, or one hundred and three and three fourths miles for the whole run. The roads from Dorchester as far as Saugus were found in fine condition from recent local rains, but the remainder of the way they were very dry, and consequently more or less dusty, being especially so from Salem through Beverly to Wenham, although from Wenham to Newburyport they were generally good, and in some parts very good, despite the dry weather. At the beginning of the homeward run some slight doubts may have been entertained as to the ability to complete it, but they soon wore away, and as I neared home, a spurt with a horse over the fine road through Malden assured me that I was still far from being exhausted. Of course the fatigue was considerable, but it resulted in no ill effects, and in a day or two I was feeling better than since a week previous to the trip. Runs like this are growing more common here, now, and by many riders would not be thought much of; but it was taken by one whose opportunities for practice are limited, and who was by no means in proper "condition" for attempting the trip. H.

DORCHESTER, MASS., 31 August.

Vice-President Parsons Replies

Editor Bicycling World: — It was to be expected that the committee on rights and privileges, L. A. W., would be criticised by disappointed members, and we determined to pay no attention to attacks upon us; but an esteemed member of the League calls upon me by name, over his own name, in the WORLD, to explain the matter of the "rejected votes." Silence might be misunderstood, and I cheerfully comply with his request. The report as published (WORLD of Aug. 11) gives the reasons for the rejection in each case.

I trust that our hasty critics do not suppose that our action was due to "pure cussedness." It was not pleasant to throw out the votes of any club, or of any men, — *particularly* as there were so *shamefully few of them!* No one can feel worse about it than we did; but we felt that we were to establish precedents, and that loose methods of voting should not be permitted to pass unnoticed. Every matter which came up was at once carefully considered, and a decision made before we could know how it would affect the result; and those who know us best will believe, I trust, that our decision was

dictated solely by a desire to do our duty without fear or favor.

Rule 21 seems simple at first reading, but it proves terribly vague when read in the presence of a pile of ballots which exhibit wonderful inventive genius in their variations from the simple form in which one would expect to find them. The following extracts will indicate how the committee viewed the rule: —

"The corresponding secretary shall send *to each member* of the League a voting blank. . . . These blanks shall be filled out and returned," etc.

"Filled out and returned" by whom? Well, if it means anything, it means *by each member*. The committee failed to see *any* warrant for a club secretary — by vote of his club or otherwise — to fill out these blanks and sign them with the members' names, as was done in the case of the Worcester Club; much less did they see that a club meeting could pass a vote to support certain candidates, and send this vote with a list of names of members, as did the Philadelphia and Milwaukee Clubs. Let us see for a moment how this might work; in fact, *did* work.

My experience is that it is a remarkable club in which half the members are present at club meetings, or know what is done at them. The few members present at a meeting vote to support certain candidates, and the secretary sends the names of the whole club as voting for them; but every member of the club receives a blank, and many of them fill them out and return them at once, without knowing of the action of the club. Now, which vote shall the committee throw out? Great confusion would result, and hard feelings in the clubs, for very few would be unanimous. Surely, *either individual votes* must be the rule, *or votes by clubs*, not a mixed system. The committee felt that the rule intended the former. The fact that only two or three clubs sent in their votes in this manner shows that members generally took the same view that we did. Now suppose that we had accepted these votes. Think of the howl that would have gone up from other clubs, and justly: "Why, if we had known that we could vote in that way, we would have sent in the votes of *our* whole club."

As to the Marblehead Club: Here was one ballot, with a paper pasted to the bottom, on which were ten signatures. This was a recognition of the value of individual signatures, which in the light of our experience won our respect; but we failed to find anything in the rule which would warrant us in counting these names. It was very well as a *petition*, but was it *votes?* Would such a document be counted if taken from any ballot box in any election? Of course we knew that in all these cases the parties "meant well," that they thought that they were doing right; these were only "labor-saving expedients," as one of our critics says.

The committee were dumbfounded at these "labor-saving" ballots, and it was with real pain that we threw them out, feeling that *greater* damage would be done by overlooking the irregularities. As to the votes of the secretaries themselves, that of the Worcester Club *was* counted, it being a ballot signed by himself. My impression is that there was no indication as to which was the secretary of the Marblehead Club, and that no name was signed to the ballot itself. If there was, I think *it* was counted. If it was not, it should have been.

We threw out also eight ballots of old members of the Massachusetts Club, because their names were not upon the official roll of the League, though one of the committee knew perfectly well that it was a mistake that they were not there, for their dues were paid; but we saw that there must be some check list to use, and that we could not go behind it. This applies to the matter of those who have joined since 15 June. Pray, how can a committee have any means of checking names of members if those joining up to the moment of closing the polls were allowed to vote? In all elections about here there is a time *after* which no names can be added to the check list, and this time is of course *before* the *opening* of the polls.*

I have endeavored to explain the views of the committee upon the points on which we have been criticised, and if any fair-minded man will consider them carefully, I think that he will agree that if we differ from him, there is a *chance* for an honest difference of opinion.

"Fair Play" says, "It is the right given to every member in the League to cast a ballot and have it counted."

"Exactly so," sir, and every *ballot cast by a member was* counted; but petitions and resolutions of clubs and votes by proxy did not seem to us to come under that head. Just one word more: The committee are human! They may have done wrong, may have erred in judgment, but if so, blame *them*. THE LEAGUE is none the less worthy the earnest support of every good wheelman. If there are abuses, take hold and reform them. If the officers elected this year do not please you, vote (*properly!* don't try to shirk the trouble of signing your own *ballot!*) for others next year. Meantime any aggrieved person, or club, has an undoubted right to appeal to the board of officers, and no doubt justice will be done.

ALBERT S. PARSONS,
Chairman Com. R. and P.

* But any citizen, if eligible and finding his name omitted from the list, may get a certificate and vote any time before the polls close, by applying to the city or town clerk. — EDITOR.

Boston to Portsmouth.

A GENTLEMAN who made this trip 18 August reports the condition of the roads on that day as follows: —

"Boston *via* Longwood Bridge [to] Cambridgeport, by Prospect street to Washington street, and by Malden Bridge to Malden, all good. Through East Saugus and a part of Lynn to Peabody, a few sandy places, but no dismounts necessary. *Via* Danvers to North Beverly, hard, level, smooth road. To Wenham, a mile of rather poor wheeling, but ridable. To Ipswich, fine road, six miles in forty minutes easily. Ipswich to Newburyport *via* Rowley and Newbury, third mile a little loose, rest fine running. To Amesbury, follow car tracks, merely ridable. *Via* Chain Bridge to Seabrook, sandy, but can be ridden. To Hampton, the average rider will dismount for three hills and walk three quarters of a mile; all hard wheeling. Thence to Portsmouth, good road. Time, thirteen hours in face of a fresh northwest wind."

Cleveland.

Editor Bicycling World: — We have just arrived from Columbus, having participated in the Second Annual Meet of Ohio Wheelmen, an immense success in every particular, the Columbus wheelmen having added greatly to their excellent reputation as good entertainers and wide-awake wheelmen. The sensation of the week has been the very bad manner in which that *highly moral and righteous* club, the Champion City of Springfield, have acted since the Columbus meet; word reaching us by telegraph in the morning papers that "the Champion City has returned from Columbus, and has about decided to withdraw from the L. O. W., as though they took some of the prizes, they were entitled to them all; but the judges, wishing to distribute taffy to the different sections of the State, and so keep up an interest in the annual meets, did not give them all the prizes they deserved." The general feeling here in regard to the Champion City's action is quite severe. I am sure that no intelligent and impartial witnesses of the fancy riding and club drill contests but will say that they were in every case awarded to the best riders. It might be interesting for you to know that the Champion City men did not attend the banquet in the evening.....At present the march of improvement (?) is to be seen in our city. The fifteen odd miles of rotten wood pavements that have disgraced our streets for so long are at last being removed, and in their place is being laid the festive cobble-stone. We are at present glad, as anything will prove acceptable to us in the way of pavements after what we have been used to....At the L. O. W. banquet, President Miller, in reponding to the toast "The L. A. W.," said that "the L. A. W. would soon be a power in the land, and don't you forget it." Would n't it be well for the L. A. W. to do something soon if that is to be the case? or else it may have no power at all. ...Capt. Sholes intends taking a vacation on the wheel very soon, riding over the famous road from Girard, Pa., to Buffalo. May his wheel wheel *weal*.....A stop should be put on our George, or he will soon have a corner on L. A. W. badges, he having already won two.....The keeping of a log by wheelmen is, in my opinion, an excellent thing; as a log, if intelligently kept, will be a source of information to its owner and others for some time, besides being interesting to look over after the season's riding is ended. I had the pleasure of looking over one of our rider's logs, recently, and was very favorably impressed with the way it was kept; so much so, in fact, that I will give you here a general idea of it, making up a sample day.

20 July. Went with Smith and Jones Roads: Starting at Wilson avenue, in street to Woodland, sidewalk to Broadway, and street to Newburg, all in city limits, and good riding; between Newburg and Randall, good plank road; starting at Miles Park avenue, keep to plank until across the railway near Randall, take straight road; between Randall and Solon, good clay road with few hills, no dismounts; between Solon and Geauga Lake, fair clay road for three miles, the rest sandy.

FROM.	TIME.	TO	TIME.	DIS.
Cleveland..	8 A.M.	Newburg	8.45	5
Newburg ..	9	Randall	*9.40	5¾
Randall....	9.40	Solon	11	6¼
Solon	11	Geauga Lake ..	12	4¼

He makes a recapitulation at the end of each month, as follows: —

JULY.	Monday.	Tuesday.	Wednday.	Thursday.	Friday.	Saturday.	Sunday.	Totals.	Times out.
1 week...	18	10	4		25	8		65	5
2 " ..	28	32	21	11	42	12	31	177	7
3 " ..		16	45	19	51	8		139	5
4 " ..	4	33	31	41	15	28	15	167	7
3 days ...		60	21					81	2
Totals ...	50	151	122	71	133	56	46	629	26

Average to times out, 24.18 miles.

In conclusion, I can do no better than recommend to every one the keeping of a log, if only to record the miles; but of course the best way would be to take notes on all the roads.....We have had quite an influx of visitors here this summer, including wheelmen from most every State in the Union, both on and off the wheel. FALSTAFF.

CLEVELAND, 31 August, 1882.

Two Routes Described.

MR. HENRY H. WHEELER of Boston sends the following descriptions of two Massachusetts routes for the benefit of wheelmen: —

BOSTON TO WORCESTER, MASS. — Beacon, Brighton Avenue, North Beacon, Watertown, Waltham (9 miles), Weston Centre (12 miles), Wayland (15 miles). Here take road as by signboard having simply "Marlboro'" on it (fine run of a mile), to South Sudbury (18 miles). From here very sandy roads in dry weather to Marlboro' (27 miles). As you enter Marlboro' turn sharp to left; keep on through the main street, and just before the soldiers' monument turn to left; then soon to right around Gates's Pond by better roads to Northboro' (33 miles). When roads are in good condition, fine run to Shrewsbury Centre (37 miles). However, about one mile before Shrewsbury is reached come four or five steep hills in close succession, which can be mounted by good riders when the roads are in good state. From Shrewsbury to Worcester (42 and 43 miles) by old or new road. New descends, only one (long) hill to mount, after crossing Long Pond. If you take old road, there is, as Shrewsbury is left, a long, steep, sandy, stony, gullied-out descent, which I should call dangerous for any but good riders, with a strong brake. (It is longer, steeper, and infinitely worse than "Milton Hill.") After crossing Long Pond is a long, steep hill to mount, barely ridable when in good condition.

BOSTON TO ANDOVER, MASS. — Beacon, Brighton Avenue, Essex (Brookline Bridge), Brookline, left into Chestnut, right into Magazine, left into Main, right into Inman, left into Harvard, right into Trowbridge, right into Kirkland, left into Beacon, to North Cambridge. Thence by Elm and Harvard, and left by Main into Medford. Straight on by Forest for about three quarters of a mile, then turn to right, keeping around Spot Pond on the east and north by Wyoming and Pond streets to Franklin, by which (to left) to Stoneham Centre. From here directly north to Reading by better road. After one and three quarters miles turn by right into Franklin street, then left into Haverhill street, through North Reading, three and a half miles beyond turn sharp to left (at old barn marked "1807"), and keep by Salem street into Andover. About twenty-five miles.

Roads in Somerville rough. Between North Reading and Andover, sandy, stony, and as you approach Andover, hilly. But a good rider of Andover says he has ridden from there to Boston, this way, and by direct turnpike, without a dismount.

Mr. Wheeler adds: "The roads are mostly in bad condition this season, and I can hardly give any more description than 'sandy' and 'very dusty.' After being settled by a good rain, I think the route to Worcester would prove an easy and interesting one, and doubt not that it could be run over in about five hours and a half comfortably."

The L. O. W. Meet

THE second annual meet of the League of Ohio Wheelmen, held 28 and 29 August, at Columbus, was a most successful and attractive affair. Rainy weather interfered somewhat with the first day's programme, the parade being postponed to Tuesday morning at 9.30 o'clock; the visiting wheelmen managed, however, to make time pass pleasantly in various ways on Monday, and in the afternoon a business meeting of the association was held in the City Hall, over a hundred members being present. The president, H. B. Hutchinson, occupied the chair, and addressed a congratulatory speech to the members. The reports of the secretaries and treasurer showed an excellent financial and numerical condition of the League, and after some minor business, the constitution previously reported was taken up, and the articles adopted *seriatim*. After the consideration of several matters of general interest, the annual election for officers was held. President Hutchinson positively declined being a candidate for re-election, and the balloting resulted as follows: President, H. S. Livingston of Cincinnati; vice-president, Fred. T. Sholes of Cleveland; secretary and treasurer, D. E. Barnum of Springfield; directors, T. J. Kirkpatrick, of Springfield, C. H. Walbridge of Toledo, J. M. Osborn of Fremont, H. M. Kitchell of Cincinnati, N. E. Chandler of Zanesville, H. B. Hutchinson of Columbus.

The parade Tuesday morning was witnessed by a large number of people, who lined the streets and occupied windows and available points. The procession was a brilliant one in every regard, and was preceded by a squad of mounted policemen, and music was furnished by the barracks band. There were one hundred and twenty-four wheelmen in line. The two divisions of the parade were made up as follows: H. B. Hutchinson, Buckeye Bicycle Club, Columbus, commander, with bugler; Lieut. Cook of the Springfield Club and five aids; Tracy Tress, Buckeye Club; F. T. Brown, Cleveland; Mr. Drew, Boston, Mass.; and W. H. Galway, Cincinnati. The first division was led by the Buckeye Club, fourteen members, followed by Springfield, twenty-three members; Fremont, five members; Cuyahoga Falls, two members; Delaware, three members; Norwalk, two members; and Mt. Vernon, two members. The second division was headed by the Cincinnati Club, sixteen men; followed by the Cleveland Club, fifteen riders; Xenia, with six men; London, with five; Dayton, three; Newark, four; Steubenville, two; Springfield (juvenile), five; Harrisburg, one; Lowell, three; Cadiz, two; Hillsboro', one; New Haven, one; and Washington Court House, one. An account of the races is given elsewhere.

In the evening there was an immense audience assembled to witness the fancy and trick riding and club drills, the participants in former being F. S. Cook of Springfield, E. Barnet of Springfield, and W. H. Wetmore of Cuyahoga Falls; and these performed many very difficult and daring feats with much skill and grace, the latter gentleman, however, being awarded first prize, a Livingstone cyclometer, and Barnet second, a handsome hub lamp. Mr. Wetmore's most popular performance in this exhibition, although not in the list of competitions, was that of coming to a dead stand and then propelling the machine backwards, which he did for a distance of seventy feet, eliciting the wildest applause from the wheelmen. Cincinnati, Springfield, and Cleveland competed in the club drill, eight from each club, and all did excellently well; but the prize, a silk banner, was

awarded to Cincinnati as the most excellent. Mr. Fred. T. Sholes of Cleveland, the gentlemanly and handsome bicycler whom Boston wheelmen will remember as passing a brief time among us last fall, was awarded a nickel-plated hub lamp as the finest appearing wheelman at the meet. The Champion City Club of Springfield carried off the splendid bugle for the largest club attendance, and Mott of Dayton and Collister of Cleveland were awarded medals for positions in the championship race. Subsequently a grand banquet was held, and toasts were responded to by L. A. W. President W. H. Miller, Col. A. A. Pope, Mayor Peters, President Kitchell, and others.

John Shillington Prince

WAS born at Langley Green, England, 27 November, 1857, and is therefore now not quite twenty-five years of age. He is by occupation a brass founder and machinist. He entered into the arena of athletic sports when he was sixteen years of age, becoming readily expert at cricket, rowing, pedestrianism, etc., and of course naturally became an enthusiast in bicycling. His first regular race was with John Keen, the champion, at Smerthwick, when with one hundred and sixty yards allowance he won the first prize (£20) in 2m. 56s. He now claims first honors in one hundred and thirty events, and is the only man who ever won three Wolverhampton handicaps in succession, the fastest being 2m. 46s. at fifty yards. He came to this country the 10th of last September, and sprang into notice three days later at Hingham, by defeating F. S. Rollinson and J. W. Wilson, on which occasion he was thrown from his machine and lost half a lap, but remounted and overtook them, and won the race in handsome style. Since then he has run many races in this country, winning them all easily, except that with John Keen (ten miles) last January in the New England Institute building, his time then being 33m. 5s. and Keen's 33m. 3s. On 22 February on the same track he rode five miles in 16m. 16½s. His best fifty-mile time was also made here, which was 2h. 59m. 15s. Except in his race with Keen, Mr. Prince in none of these events has been pushed to his best efforts, but has generally ridden a waiting race. His last notable event was that of last Saturday, when at the Manhattan Polo Grounds in New York he defeated Mlle. Louise Armaindo, the graceful and plucky female rider, in a twenty-five mile race, he allowing her three miles start. He caught up her handicap at his pleasure, and came in fresh, having been forced at no time in the race. He has ridden but two long-distance races, fifty mile each, winning both; but his staying powers are now likely to be better tested, as W. J. Morgan has formally challenged him to a hundred-mile race for the American championship, and Prince has promptly accepted. The excellent picture accompanying this sketch is kindly loaned by the Boston *Police News*.



L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

HUDSON BI. CLUB. — Additional: Chas. W. Bostwick, Hudson, N. Y.; C. H. Evans, Jr., Hudson, N. Y.

UNATTACHED. — George M. Clapp, Wappinger's Falls, N. Y.

CORRECTIONS. — "Boston Ramblers," published 1 September, A. L. Flocken, 27 Concord street, should be 27 Concord square.

Cycling Mems.

FROM the list of contributors to the *Wheelman*, I should imagine that the morals of the American bicycler were to be well taken care of. All the parsons, including A. S., will shove the quill for it.

THE "Archer up" jockey cap is by far the neatest and jauntiest head-gear for racing I have seen. It is made of silk in the regular jockey cap shape, with a small silk knot at the top. An effort will be made to have them manufactured in this country, as at present they cannot be obtained here unless imported from England.

To go from head to toe in the matter of racing costume, I have at last found a shoemaker who will listen to the advice of others and construct a shoe as desired. I shall be very glad to furnish the man's address to my friends who want a good racing slipper.

THE *Wheel World* says: "A son of Columbia predicts that tricycling in the States will increase at the rate of 10,000 per cent next summer." I devoutly wish this might be true, but fear the present state of trade, the monopoly, and the short-sightedness of dealers will prevent this prediction being fulfilled.

WE will now have an opportunity to compare the capabilities of the tricycle with the bicycle for extended journeys by road, as Mr. A. Nixon, of the London Tricycle Club, will ride from John-o'-Groat's to Land's End, following the route taken by the Hon. Ion Keith-Falconer on his recent famous bicycle ride.

IT is not to be expected that Falconer's time will be beaten on the three-wheeler. although we should not be surprised at a favorable comparative record.

THE *Cyclist* has dropped its 100-mile record for bicycles and passed it over to riders of the tri. English bicyclers must make one hundred and fifty miles to receive mention now.

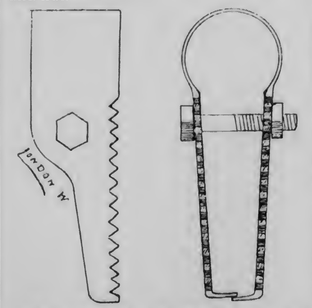
I AM much afraid that a record of this kind would be very meagre in this country, as less than a dozen have covered a hundred miles of road in a day.

THE admission of W. R. Pitman to the ranks of the B. T. C. opens an interesting question of international courtesy. The L. A. W. is recognized by the B. T. C., which is in turn recognized by the L. A. W.

THE B. T. C. adjudges a man an amateur whom the League has virtually called a professional Which shall be authority when both have the same rules and when our leading cyclers are members of both associations?

ALTHOUGH tobacco may be "a lone man's companion, a bachelor's friend, a hungry man's food, a sad man's cordial, a wakeful man's sleep, and a chilly man's fire," it should be discarded by all men in training, if they would arrive at the best results and have what is termed "good wind."

I HAVE had the pleasure of examining and using one of the most recent and neatest adjustable steps yet devised, as will be seen by the accompanying cut. It consists of a strip of steel quite thin in the centre and with ends turned up about a quarter of an inch; this is bent around the backbone and held in place by a bolt and nut.



The edges, as will be seen by the draught, are serrated in the usual manner. On the whole, the step is just what is needed for those who do not wish to have the backbone bored for screw holes. The step, I am told, will be used on the Harvard for 1883.

STURMEY'S "Can't do without It" says that the American Star is obsolete. This may be true of England, but there are places in this country where the Star fills a place which no other machine can.

THE *Tricyclist* says: "One thing was very noticeable among the bank holiday tricyclists: they almost invariably rode hind steerers, and many of these very decent machines. From this we gather that the knowing ones are getting rid of their hind steerers, and the unattached are eagerly snapping them up."

THE holding of a social evening and the formal awarding of prizes after race meetings seems to be very common in England, and might well be copied here. The social element which exists to a large extent among club members is one of the pleasantest features of wheeling.

LONDON W.

CURRENTE CALAMO

WORCESTER again triumphant!

Two hundred wheelmen on dress parade.

WE shall give a full account of the Worcester meet and races next week.

FRANK MOORE of Birmingham scooped 'em all in, and had an easier job of it than his compatriot, Garnie Wolseley, has in the Egyptian event.

R. H. STAHL, lieutenant of the Boston Ramblers, a good rider and coming racer, slipped on some substance one day last week, while riding, and severely injured his wrist.

LOUISVILLE wheelmen are arranging for participation in the programme of the industrial exhibition in that city, 12 September, and will probably have a parade and races.

THE Medford House, in Medford, has recently changed hands, and for the better, wheelmen say. The present proprietor promises to treat bicyclers well, and for a short breakfast run Old Medford is about the right thing,—or for a lunch, say.

CAPT. C. F. HURD of the Medina, N. Y., Bicycle Club, rode from that place to Silver Lake and return, between six o'clock in the morning and ten o'clock in the evening, on Sunday, 20 August, the round distance recording 106½ miles. The route was often hilly and the roads were very dry.

DR. G. F. HARWOOD of Worcester has sent us a sample of his improved step for bicycles, which may be seen at this office by any who will take the trouble to call. It is the best and neatest step we have yet seen, and may readily be substituted for the ordinary style which is furnished with the machine.

IN Orange, N. J., recently, two gentlemen, one on horseback and one a bicycler,

were racing on North Park Street, when the horse shied at a pile of water pipes and ran into the bicycle rider, giving him a bad tumble, cutting him about the head, and dislocating one of his fingers. Dr. Bradshaw, another wheelman, who was passing on his machine, dismounted and rendered medical aid.

THE *Cyclist* asks, editorially: "Why have we no good reasonably priced cyclometers in England? In the American wheel journals we read of the excellence of the 'McDonnell cyclometer,' but here we have to pay a heavy price for an article which, so far as our experience goes, is not very liable to keep in order. A good cyclometer has a wonderful effect in reducing averages when it is in good working order, and leaves no scope for the imagination."

MR. O. E. SMITH, of the Hartford, Conn., Amateur Bicycle Club, while out on a run with his club recently, met with a mishap, by which fourteen spokes were broken out of the front wheel of his bicycle, — a 35-pound Yale; but without repairs he rode it next day some fifteen miles over rough macadam, without further injury of any kind to the wheel or inconvenience to himself, — a fact which speaks volumes for the strength and rigidity of this light wheel.

THE Boston *Globe's* "Bric-a-Bac" collector appropriated President Bates's unique bicycle paraphrase of "Jacques' Soliloquy," first published in the BICYCLING WORLD, and credited it to "Criswell's New Shakespeare." The *Globe* man was too dull to observe that it was far superior in style to the cheap rubbish of Criswell, who, as one critic puts it, "does not even have brains enough to preserve the rhythm of Shakespeare, but chops up his nonsense into lines of all sorts of lengths, very rarely getting two of the right metre together."

IN Swampscott, one day last week, a wagon collided with a bicycle, and the horse's feet getting into the machine made it a complete wreck. The wheelman claimed payment for damages, on the ground that he warned the driver to give him room, which the latter paid no heed to. The driver refused to pay, on the ground that he had as much right to the street as the bicycler; whereupon the Lynn *Bee* thinks "the driver was about right." If the wheelman, however, was on his right side of the road, the driver was wholly wrong and should be made to pay.

THE recent serious road accidents to several of our prominent racing men, and notably to Messrs. Frye and Underwood of the Boston Club, and Mr. Finkler of the San Francisco Club, ought to make wheelmen reflect upon the folly and danger of spurting on the highway. It is seldom that men are seriously hurt on the race track, where the conditions are favorable generally for forcing speed; but the highway is treacherous at the best, and the road surface is ever changing from day to day, so that even familiarity with it is no guaranty of safety in carelessness.

THE farewell dinner tendered the great English flyer, Dr. Herbert L. Cortis, just previous to his departure for Australia, was well attended, a large number of his athletic and bicycling friends and associates being present. The toasts were numerous, and the enthusiasm and good feeling unbounded. The toast to Mr. Cortis himself was proposed by Mr. C. R. Maddox, and was received with wild applause and cheers, as was also the "demon's" response. He sailed in the "Liguria" on the 24 August, the war against Arabi Pasha necessitating the passage by way of Good Hope.

WE regret to learn that James A. R. Underwood of the Boston Bicycle Club, one of the fastest and most promising of amateur racing men in this country, was thrown from his machine while riding near his home in Dorchester one day last week, receiving a compound fracture of his right arm and some cuts and bruises on his face. He was conveyed to the City Hospital, where his hurts are being properly attended to. Mr. Underwood has been enthusiastically training and practising for the Worcester races as well as the forthcoming championship races of his club, both which he must now forego, as well as other attractive bicycling events this season.

THREE Washington wheelmen, Messrs. Allen, Seely, and Hansmann, of the Capital Bicycle Club, recently started from Harper's Ferry for a wheel trip up the Shenandoah Valley. They will visit Luray, Staunton, Weyer's Cave, Lexington, and the Natural Bridge, returning through Maryland by way of Hagerstown and Frederick. The distance travelled by the machines will be about five hundred miles. Allen and Seely ride 52-inch and 56-inch machines, respectively. Hansmann's is a 48-inch 'Xtraordinary. The party also have a small photographic apparatus, which will be a source of great pleasure, not only on their trip, but in the future. Mr. Hansmann is photographer to the expedition.

A PHILADELPHIA paper, speaking of the result of opening Prospect Park to the wheelmen, says: "Bicycles, no longer banished, are on the increase. Here and there a family party, who had come out by steamboat, horse cars, or park train, with prettily dressed children rolling about on the turf, or carrying luncheon to and fro, showed an unmistakable interest in a distant bicycler making fast time on the asphalt. Arriving under their particular poplar-tree, he would swing himself from his saddle, and stabling his "wheel" upon the grass, stand revealed as the *pater-familias*, instead of the boy of seventeen he had passed for on the road. Climbed upon by merry children, and prone on the grass when the music begins again, what a healthy, happy ending for a city man of the business day!"

PROF. FRED. S. ROLLINSON is with his relatives in Chesterfield, Eng., and a copy of the Derbyshire *Times* received contains the following mention, in an account of some races in that vicinity, by which it will be perceived that he has commenced to astonish his countrymen with a display of American fancy riding, and the famous Von Blumen medal: "The most interesting part of the proceedings was the trick riding of Mr. F. Rollinson (son of Councillor S. Rollinson of Chesterfield), who has attained great celebrity in the United States, where he has resided for some years, and who, indeed, holds the championship badge of America, valued at $500. Mr. Rollinson's performances of riding in almost every conceivable position, standing on the saddle, lying on the machine with his feet over the handles and his head resting near the hind wheel, dismounting to pick up his hat from the ground and again regaining the saddle, proved highly interesting, and at the close he received quite an ovation."

☞ WE must again beg the indulgence of those who have favored us with orders for "Sturmey's Indispensable" for 1882, and Cortis's "Principles of Training." We cannot account for the delay, as we are advised that they were all ready for shipment some time since. We shall fill orders immediately on their arrival.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

CHIC, New York. — Letter arrived too late for this issue.

KOL KRON. — Communication received; thanks. Do not receive Monday's *World* now; why?

C. S. GREENBAUM, Laramie, Wy. — We can furnish you with "Sturmey's Indispensable" for 1882 as soon as we receive our invoice, now daily expected, at —— cents, postpaid.

BRAND BROS., New York. — The enamel of the Overman Wheel Company is the same. Write to them about cost. Yes, paint and varnish will answer, although the enamelling is superior.

SUBSCRIBER, Boston, Mass. — 1. Do not think this would make the man a professional, although such action would be hardly commendable. 2. This practice would be reprehensible on the part of both manager and rider, and *should* make the latter a dishonorable professional

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

WANTED. — A 53-inch wheel; any style or make; new or second-hand. Address stating price, and giving full description, CLARENCE H. JENKINS, 1712 West Chestnut street, Louisville, Ky.

FOR SALE. — A 48-inch Standard Columbia, in perfect running order, just repainted; cost $97.50; will take $57.50, with improved cyclometer. Address Post-office Box 749, Hartford, Conn.

FOR SALE. — One 54-inch Expert; half-nickelled, $110; one 56-inch Royal Challenge, half bright, $105; been run about two months, and in first-class condition, but small for owners. Address C. E. FITCHENER, Binghamton, N. Y.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. SEPT. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, $1.50.

E. C. HODGES & CO.,
8 PEMBERTON SQUARE.

MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by J. V. WALDRON & BRO., 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, $3.50; nickelled, $4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

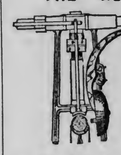
American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN. Worcester. Mass.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

TRICYCLISTS'

INDISPENSABLE ANNUAL

FOR 1882.

Sample copies postpaid, 65 cents. A liberal discount to the trade. Sole agents in the United States for ILIFFE & STURMEY'S publications.

OVERMAN WHEEL COMPANY,

HARTFORD - - - - CONN.

☞ BICYCLISTS' INDISPENSABLE will be ready in a few days.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals: —

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

CORTIS ON TRAINING. — "The Principles of Training for Amateur Athletes, with Special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	15
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	40
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

COLUMBIA BICYCLES.



ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - Manager.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

COLUMBIA BICYCLES.



Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strain. Made solely for and imported by

SAML. T. CLARK & CO. {OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK,} BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.

The strongest, most rigid, and withal the handsomest Bicycle in America.

THE AMERICAN ROADSTER.

The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

THE TYRO ROADSTER.

Strong, serviceable, and economic.

Cabinet Photographs of the above Machines mailed on receipt of five three-cent stamps.

Also **The British, Sp. British and Xtra Challenge Bicycles**, and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps**. Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William K. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10r. Foreign. 7 cents a copy.

BOSTON, 15 SEPTEMBER, 1882.

Volume V. Number 19.

[Vol. V. CONTENTS. No. 19.]

Editorial: Records and Tracks	543	Correspondence: New York Letter; Rejected Votes again	547
Wheel Club Doings: Atlantic; Citizens'; Rutland; Holyoke; Nashua Wheel; Owl Wheeling	543	Cycling Mems.	548
Races: New York; Canton; Worcester; Buffalo; Twenty-Mile Professional Championship of the World; Keen v. Waller; "Facile" Road Race	544	A Card	548
Bostons to the Front! First American Hundred-Mile Club Run	546	John o' Groat's to Land's End	548
The Worcester Meet	547	L. A. W.: Applications	549
		Currente Calamo	549
		Bugle Calls, III.	550
		Wheel Enjoyment	550

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

PREMIER

BICYCLES AND TRICYCLES

ARE IMPORTED INTO THE UNITED STATES BY

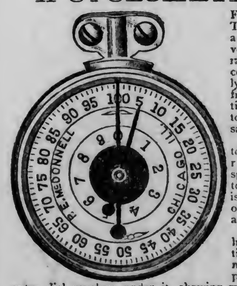
STODDARD, LOVERING & CO. . . . . BOSTON.
FAIRFIELD & TAYLOR . . . . . CHICAGO.
FOSTER & CO. . . . . BALTIMORE.

Agents Wanted in other large Cities.

HILLMAN, HERBERT & COOPER,

COVENTRY, ENGLAND.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.

FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

GOY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

SPRINGFIELD, MASS.,

Wednesday, 20 September, 1882.

GRAND

Bicycle Tournament,

Given under the auspices of

THE SPRINGFIELD BICYCLE CLUB.

(MEMBERS OF THE L. A. W.)

The programme consists of a 20-mile Professional Race for a purse of $500, by J. S. Prince of Boston, the champion of the United States, against Thomas Harrison and James Mellen, who will alternate every five miles.

A five-mile Professional Ladies' Race for a purse of $200.

Also the following Amateur Races, open to all amateurs:—

5-mile Race, 3 Prizes, value		$125 00
*2 " " 3 " "		125 00
*1 " " 3 " "		75 00
½ " Dash, 3 " "		50 00
Slow Race, 100 yards, 3 prizes, value		25 00
1 mile without hands, 3 " "		50 00
½ mile Race, for boys under 15 years of age, 3 prizes, value		20 00

*Best two in three heats.

A handsome gold and silver plated Bicycle Bugle, one of C. W. Hutchins's best, value, $30, will be presented to the club having the largest number of wheelmen in the parade.

In the evening, the following prizes will be contested for:—

Best drilled club of not less than 8 members, 3 prizes, value	$100 00
Best single fancy riding, 3 prizes, value	75 00
" double " " 3 " "	75 00

Continuous Music will be furnished Day and Evening by

C. W. HUTCHINS' BRASS BAND, 22 Pieces,
E. H. LITTLE'S BRASS BAND, 25 Pieces.

Entries Close 15 September.

C. K. FERRY, *Sec'y.*

THE BEACON

PARK COMPANY

OPENED THE

BICYCLE TRACK,

AT BEACON PARK,

ON

Wednesday, 30 August.

THE TRACK WILL BE LET FOR RACES AND TRAINING PURPOSES.

J. S. Prince will be in attendance.

TRAINING TICKETS for the SEASON, $5.00.

ADDRESS

THE BEACON PARK CO.

8 Pemberton Square.

Tickets for training and practice now ready, and books open at the BICYCLING WORLD office for engagement of the track for races, etc.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance	$2.00
Six months "	1.00
Three months "	.60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

☞ Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 15 SEPTEMBER, 1882.

RECORDS AND TRACKS.

IN our issue of 28 July, in an article entitled "Records," we took occasion to state, on what we considered good authority, that bicycle tracks should be measured two feet from the pole, and that times made on horse tracks and other courses measured three or more feet from the curb could not be admitted as records. This elicited from the Louisville *Argus* man a bitter complaint of injustice and selfish purpose on our part to appropriate all records for the East, and so withhold the well earned honors of Charles H. Jenkins from Louisville, who had made on the new track in that city the hitherto best out-door time (not record, as in the matter of *record* no distinction is made between in-door and outdoor riding. In England all the best times are made out-doors, their outdoor tracks being best. In this country, hitherto, the in-door tracks have been best) in America (not England also, as the *Argus* man claims, as it has been many times made by amateurs there inside of three minutes), his time being 3m. 8s., and the track being measured three feet from the pole. Not wishing to do any one, East or West, an injustice, but desiring to keep an accurate record, we have taken the trouble to look up the subject of tracks, and find we have no authorized standard for bicycle paths in this country, nearly all contests having been run on either trotting courses or athletic tracks. Trotting courses, we find, are generally three or four feet from the pole, properly the latter distance, while athletic tracks are eighteen inches, or, if the pole be a fence, two feet. Therefore, unless the L. A. W. and N. A. A. A. A. agree upon a certain standard, we can do no better than accept the English distance, which is three feet from the pole, and allowance should be made for differences in other tracks. This gives the Louisville flyer his outdoor time of 3.08 clear; but if the Buffalo track is equally reliable, not only Mr. Jenkins but Ahl, with his record of 2.58⅝ and 2.58¾, and Gideon and the rest of the fast men, must yield to Mr. Place. Nearly all the best records in this country from one to fifty miles, hitherto, have been made on the two-foot standard.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB fixtures: —

Saturday, 16. Annual twenty-mile club race at Beacon park.

Sunday, 17. Headquarters 9 A. M. Run to Nahant *via* Cambridge, Medford, Malden, Saugus, and Lynn. Dinner at Hood Cottage. Returning same road 2.30 P. M. Headquarters 2 P. M. Run to Malden to meet party returning from Nahant.

Wednesday, 20. Club goes to Springfield for races, etc., particulars to be announced.

Saturday, 23. Headquarters 5 P. M. Run to Cobb's for the night.

Sunday, 24. Leave Cobb's at 9 A. M., run to Downer's Landing *via* Quincy and North Weymouth to dine, returning to Boston at 2.30 P. M.

Wednesday, 27. Headquarters 2 P. M. Run to Beacon park for scrub handicap races.

Associate members are invited to attend the September events.

RUTLAND BI. CLUB. — 16 September. Annual run *via* Salem, Cambridge, Hoosick Falls, and North Adams to Springfield, to attend the tournament of the Springfield Bicycle Club, 20 September. Return route to be decided upon by the club.

BOSTON RAMBLERS. — 17 September. To Canton *via* Milton Hill and return. Start from corner Westland avenue and Chester park at 2 P. M. sharp.

ATLANTIC BI. CLUB. — At a meeting of the Atlantic Bicycle Club of Salem, Mass., held Wednesday, 6 September, the following were elected officers for the ensuing term: President, James S. Safford; captain, Samuel A. Goodhue; subcaptain, Arthur N. Webb; secretary and treasurer, Alden N. Babcock. The club is in a flourishing condition, and has at present twenty members.

CITIZENS' BI. CLUB. — The Citizens' Bicycle Club of New York City was formed 1 June, 1882, and has the following organization: President, Rev. T. McKee Brown; vice-president, Frank A. Ferris; captain, Dr N. M. Beckwith; lieutenant, George E Dunlap; secretary and treasurer, Thomas C. Smith. Box 244.

RUTLAND BI CLUB. — The annual meeting for the election of officers of the Rutland (Vt.) Bicycle Club was held on Monday evening, 4 September. The following were elected: A. S. Marshall, president; F. W. Knapp, captain; C. G. Ross, secretary and treasurer. The annual run or tour of the club has been called to take place on 16 September, when the club intend to make a week's trip, being at Springfield, Mass., on the 20th, to witness the races.

C. G. ROSS, *Sec.*

HOLYOKE BI. CLUB. — The second annual meeting of the Holyoke Bicycle Club was held 1 September, with good attendance. The following were elected officers for the ensuing year: President, Frank Casey; secretary and treasurer, Wm. A. Munn; captain, E. C. Clarke; first lieutenant, J. S. Newton; second lieutenant, W. E. Richmond; club committee, the president, secretary, and Wm. O. Green. It was unanimously voted to attend the Springfield races in full uniform on 20 September. You will please notice that the secretary's address is now W. A. Munn, care of Massachusetts Screw Company, Holyoke, Mass.

JAS. S. NEWTON, *Ex-Sec.*

HOLYOKE, MASS., 5 September, 1882.

NASHUA WHEEL CLUB. — Our Nashua correspondent, "Nashoonon," writes that the club in that city is now the largest in the Granite State, and is in a most flourishing condition, the members being enthusiastic riders, and latterly having developed an active fever for racing. They have appointed a racing committee, consisting of Lieuts. Marsh and Bixby and Bugler Hendrick, with wide authority to act. Bugler Hendrick now holds the club championship, won at Gilman Park, 4 July, the prize being a silver goblet. At the last meeting, Frank B. McKean, son of Ex-Mayor McKean, prominent in New Hampshire politics and Freemasonry, was admitted to membership. At the close of the business meeting, the club adjourned by invitation to partake of the hospitality of member Ramsdell at his residence.

OWL WHEELING CLUB. — Saturday night, 6 September, 1882, eight hungry

wheelmen assembled at 327 Randolph street, Chicago, Ill., where the hostess, Mrs. Jones, had prepared an elegant supper. After the repast the wheelmen repaired to the parlors, where Mr. Miller of the Chicago Bicycle Club called the meeting to order and was immediately elected chairman. The question of name was first decided, and resulted in "The Owl [night riders] Wheeling Club." (You notice, Mr. Editor, the word "wheeling"; got that from the *Cyclist*; new to the United States.) The meeting elected Mr. Miller president, but he declined holding any office, saying he was interested in wheeling generally, and in no particular club; was happy to work wherever he was needed, but did not care for honors. Mr. E. P. Runyon was then elected president, and in a modest way took the chair; Mr. C. C. Reid was elected captain amid great applause (he will make a good one); Mr. F. H. Irish keeps the accounts and money of the club, and is therefore known as secretary and treasurer. Uniform selected was dark-green serge, after the "Ideal" plan. Committees were appointed to form a constitution, to look up the uniform and badge question, and in fact, everything is booming. The club will soon forward their names for membership to the L. A. W. OWL.

RACES

Coming Events.

16 September. Third Annual Twenty-Mile Championship Race of the Boston Bicycle Club on the track at Beacon Park, at 4 o'clock P. M.

19 September. First annual races and tournament of Albany Bicycle Club at Island Park Race Course. Events: ¼-mile dash, 1-mile race, 3-mile race, 5-mile championship race, slow riding one hundred yards, and fancy riding. Gold medals and plate amounting to $150 will be given for prizes.

19 September. Albany, N. Y., championship races of the Albany Bicycle Club. Half-mile, one-mile, three-mile races, fancy and trick riding, and five-mile championship race; 2.30 P. M., Island Park.

22 September. St. Thomas, Ont., Exhibition grounds, two o'clock P. M. St. Thomas Bicycle Club. Open to all amateurs. $155 in prizes. Mile race, best two in three; two-mile race for those who never won a race; five-mile race; hurdle race; club drill, not less than eight members, fifteen minutes; fancy riding. Entries free, to J. S Brierly, secretary.

26, 27, 28 September. Haverhill, Mass., bicycle races in connection with the Essex County fair. W. H. Moody, Lock Box 272.

7 October. Montreal. Bicycle races in connection with fall games of the Montreal Amateur Athletic Association. Championships of Canada. One-mile and five-mile races. Chairman sports committee, Box 1138, Montreal.

NEW YORK, 2 SEPTEMBER. — Scarcely sixty people gathered to witness an exceedingly interesting bicycle race on the grounds of the Manhattan Athletic Club, Saturday afternoon. Five competitors, at the word "go," started on the exhausting journey of four hundred laps on a one-eighth mile track. — W. J. Smith of the Manhattan Athletic Club; A. R. Ives, Brooklyn; Lewis Hamilton, New York Bicycle Club; V. C. Place, Greenville, Pa.; and B. G. Sanford, Ixion Bicycle Club With occasional spurts, they kept steadily up to the thirtieth mile, with Sanford in the lead, Place close behind him, Smith third, with Hamilton and Ives two laps in the rear. Just after finishing the thirtieth mile, Smith was seized with a cramp in his legs, and after being taken down and rubbed, made two more laps. The cramp was then so severe he dropped out of the race, and was assisted to his quarters. After completing forty miles, Ives began to show trouble in his right leg, but bravely kept on for seven laps, when he too was overcome by cramps and was compelled to retire. The other three kept on, and by trying to beat previous records, made the finish of the race quite exciting, Place running two laps ahead of Sanford, who was one in advance of Hamilton.

The following is a summary of the race: Fifty-mile bicycle race on the Manhattan Athletic Club Grounds for medals and a record: —

W. C. Place, ten miles, 41m. 2s.; twenty miles, 1h. 21m. 42s.; thirty miles, 2h. 4m. 47½s.; forty miles,* 2h. 46m. 38s; fifty miles,* 3h. 27m. 11¼s.

W. J. Smith, ten miles, 41m. 2¼s.; twenty miles, 1h. 21m. 41¼s.; thirty miles, 2h. 4m 48s.; withdrew.

B. G. Sanford, ten miles, 41m. 2⅜s.; twenty miles, 1h. 21m. 41⅜s.; thirty miles, 2h. 4m. 47s.; forty miles, 2h. 46m. 38⅜s.; fifty miles, 3h. 28m. 45s.

L. Hamilton, not timed until Smith fell out, leaving him third in the race: forty miles, 2h. 48m. 3s.; fifty miles, 3h. 29m. 28¼s.

Officials: Referee, W. B. Curtis; judges, G. Thomas, E. Mason, F. Jenkins; timers, M. McEwen, C. J. Connell; scorers, F. G. Abbot, G. Brady, J. McMahon, F. G. Bourne, J. M. Young, G. Sucow; clerk of course, F. J. Graham; marshal, G. M. L Sachs.

* Best out-door time in America, either amateur or professional.

CANTON, PA., 4 SEPTEMBER. — The first tournament of the Canton Bicycle Club is over, and we have a grand success to record. The day opened beautifully, — clear, cool, breezy. The visiting wheelmen arrived on the morning train, and after a dinner at the residence of Capt. Davenport, rode to the place of parade. At 1.30, with the Canton Cornet Band leading, the procession of about twenty wheelmen rode down the principal street, and through the public square to the track: first, the Canton Club, led by Capt. Davenport; then the Elmira (N. Y.) Club and unattached riders brought up the rear. Soon after arriving at the track the first race was called, — a quarter-mile dash, in which V. C. Place, Ed. L. Davenport, H Davenport, Harry C. Hersey, Guy Shoemaker, H. C. Spaulding, J. B. Coykenball, and Charles Pine started. Hersey took the pole from Place immediately after starting, but was soon passed by Place, who won in 41¼, with E. L. Davenport second in 43¼ In the next race, a half-mile dash, V. C. Place, Ed. L. Davenport, and three members of the Elmira Club, competed. Place took the pole after starting, and kept away from the others until within a hundred yards of home, when Davenport, who had been at the rear, spurted up and caught him napping. They came in about neck and neck, but Place slightly ahead; time, 1.40¾, with Davenport second in 1.40½. This race caused much excitement, and was the closest of the day. In the mile dash only V. C. Place and J. C. Zimmerman started. Place had it all his own way, and kept a wide space between himself and Zimmerman for the whole distance, running in 3.32½; Zimmerman second in 3.42½. The next race was the second trial for the championship of Canton, Pa., the former one having been won by Capt. Davenport. Fred. Black, A. W. Cook, and Ed. L. Davenport started. Black was allowed to have the lead, also the pole, until near the last quarter, when Davenport passed him easily and won in 3.43½; Black second in 3 46⅜; Cook distanced. The hundred-yards slow race was closely contested by H C. Hersey and Guy Shoemaker; Hersey winning in the remarkable time of 5 49⅛. In the two-mile dash no one could be induced to enter with Mr. Place, so he rode the distance for time. The following is his time for the half-mile, one and a half miles, and two miles: half-mile, 1.41; one mile, 3.23; one and a half-miles, 5.03½; two miles, 6.46½. It was a good performance, and "brought down the house." In the five-mile dash, J. C. Zimmerman, J. B. Coykenball, H. C. Spaulding, Harry Hersey, Ed. L. Davenport, and A. W. Cook started. Place was barred out of this race, but rode to keep the others company. Zimmerman took the lead at the start, and won in 20.51⅛, with Coykenball second in 20.53, Davenport third, Hersey fourth, and Cook fifth. The fancy riding was beautifully done by Hersey and Shoemaker. Louis Brown officiated as judge, and Thurber Brown as timer. This ended the races, and it was voted a grand success. V. C. Place of Greenville, Pa., is a phenomenal rider. He holds he has been riding only ten months. He possesses good wind, good strength, and any amount of nerve. Let me tell you, dear WORLD (in your ear), Place is the coming man on the race track. He is entered for the 50-mile race in New York. Keep your eye on him. In the two-mile dash, his first mile was run in remarkable time for such a track, 3.23. The following visiting wheelmen were present: Louis H. Browne, Charles Pine, Guy Shoemaker, H. C. Spaulding, S. B. Murray, H. C. Hersey, Geo. C. Lingle, T. B. Coykenball. J. C. Zimmerman, and F. B. Nelson, all of the Elmira (N. Y.) Bicycle Club, W. R. Field and V. C. Place of Greenville, Pa., and Thurber A. Brown of Corning, N. Y.

CAPTAIN 2 556

WORCESTER, MASS., 5 SEPTEMBER. — The bicycle races in connection with the New England Fair at Worcester were called soon after three o'clock, and comprised a two-mile, a one-mile, and a half-mile race, each in heats, best two in three, with prizes, three each, of gold, silver, and bronze medals. The first heat of the two-mile race found six starters out of sixteen entries, — W. A. Norton of Natick, George W. Hendee of Springfield, Byron F. Blackinton of Attleboro', J. S. Dean of Boston, J. M. Wattles, Jr., of Canton, and Frank Moore of Birmingham, Eng. The track was the ordinary trotting track, half-mile circuit, and in a bad condition for fast bicycling, being cut and soft in many places. The riders started well, Blackinton taking the lead and the rest well bunched. The inside ground was so covered with tents and booths and vehicles that the eyes of those on the judges' stand could not follow them continuously to note the shifting positions; but as they came down the home stretch and entered on the second lap, the order was as follows: Hendee, Moore, Wattles, Norton, Blackinton, Dean. At the end of the second lap Norton had changed places with Wattles and Dean with Blackinton, who brought up the rear, with wide gaps between all the contestants except Hendee and Moore, the latter holding himself easily in second position. At the end of the third lap Dean had put Wattles behind him, the others as before. The last lap was watched with interest, and as the riders turned the corner into home stretch it was seen that the Englishman was leading without exertion, Hendee second by about six yards, Norton third, a good ways behind, and Dean, Wattles, and Blackinton following, in that order. Time of the winners: Moore, 6m. 51s.; Hendee, 6m. 53s.; Norton, 7m. 4s.

The one-mile race found at scratch J. Q. Hatch of Boston, Will R. Pitman of New York City, A. D. Claflin of Newton, and Moore. At the start all four men were well together for some little distance, with Hatch leading, and they entered the second lap with Hatch in front, Pitman second, and Moore third, with Claflin last, but all close up, and as they passed around the curve they could be seen struggling to shift positions, and an opening between the tents allowed a brief glance toward the quarter-mile point, and showed Moore leading, and Claflin pushing forward to pass the others. All watched eagerly the home turn, and as they came down the stretch it was seen that Moore led Claflin about two yards, with Pitman third, and Hatch distanced. Time, Moore, 3m. 21s; Claflin, 3m. 21⅜s.; Pitman, 3m. 25¼s.

The first heat of the half-mile was contested by Pitman, Wattles, Moore, and H. E. Lombard of Cambridgeport, and as in the other races Moore won easily, with Wattles second, Pitman third, and Lombard far to leeward. Time, Moore, 1m. 35s.; Wattles, 1m. 39¼s.; Pitman, 1m. 40¼s.

Only Moore, Hendee, Norton, and Dean started in the second heat of the two-mile race, which resulted as follows: First lap, Hendee, Moore, Norton, Dean; second and third laps, Hendee, Moore, Dean, Norton; fourth lap, Moore. Hendee, Norton, Dean. In this Hendee made a plucky struggle with Moore for first place, coming down the home stretch, and as they passed under the wire their machines almost lapped. Although some distance behind the leaders, Norton and Dean had a close run for third. Time, Moore, 7m. 20⅜s.; Hendee, 7m. 21s.; Norton, 7m. 24⅞s.

The second heat of the mile race resulted again in victory for Moore, with the others in the same relative positions, — Claflin a close second, Pitman third, and Hatch last. Time, Moore, 3m. 24½s.; Claflin, 3m. 24⅜s.; Pitman, 3m. 29s.

The second heat of the half-mile race closed the events, and resulted as did the first heat. Moore riding a waiting pace. Time, Moore, 1m. 34s.; Wattles, 1m. 38⅜s.; Pitman, 1m. 39s.

Previous to the events a formal protest was entered by his competitors against Mr. Pitman's entering, — this not to prevent his competing, but to secure themselves against any future question as to their amateur standing, Mr. Pitman's amateur standing being as yet unsettled by the continued refusal of the League of American Wheelmen to receive him as such. The officers of the events were as follows: Judges, A. S. Parsons of Cambridgeport, W. T. Brown of Worcester, C. A. Hazlett of Portsmouth; referee, Charles E. Pratt of Boston; scorer, T. C. Orndorff of Worcester.

BUFFALO, N. Y., 6 SEPTEMBER. — The second annual tournament of the Buffalo Bicycle Club was held 6 September at the driving park; and if the track and timing was correct, it developed some remarkably fast riding for out-doors in this country. The following were officers of the course: Judges, Dr. A. G. Coleman of Canandaigua and Preston Andrews of Brooklyn; referee, F. F. Williams of the Buffalo Club; time-keepers, Hiram Hotchkiss and Henry Benson of Buffalo; starter, Capt. J. T. Gard of the Buffalo Club.

The first race was a mile dash for club members only, the first prize a gold medal valued at $15, the second a gold bicycle scarf-pin valued at $8, and the third a King of the Road hub lamp valued at $5.50. There were seven entries, who drew positions in the following order: R. W. Rummell, Charles F. Hotchkiss, John B. Newman, James F. Hedge, John R. Williams, C. S. Butler, Fred. W. Parsons. The send-off was an excellent one. At the turn Parsons pulled in to second place and held it till on the upper turn, when he pushed by Rummell and led at the three-quarter pole by ten feet. Hotchkiss held third to the half, when he was collared and passed by Newman on the turn. It was pretty racing all the way home, the field being well together as the stretch was reached, and each doing his level best. Hedge spurted and raced by the side of Parsons from the distance stand home, the latter passing under the wire first by less than five feet from Hedge, Newman third, Hotchkiss fourth, Rummell fifth, Williams sixth, and Butler last. The time by quarters was 48s., 1m. 38s., 2m. 30s, 3m. 18⅛s.

The three-mile straightaway for the championship of the Buffalo Club brought out but three starters, Messrs. A. W. Smith and Louis Hohl withdrawing. Of those left, Mr. C. K. Alley drew the pole, Mr. Daniel N. Milley second, and Mr. C. B. Woodruff on the outside. At the turn Alley pulled to the front, and at the quarter led by a rod or more from Milley, who rode a very easy race. At the half these positions were unchanged, as they were at the third quarter. Alley was leading by not more than ten feet when he went under the wire in 3m. 19s. The two leaders kept their relative positions unchanged throughout the second mile, gradually leaving Woodruff hopelessly behind. As they went under the wire for the second mile in 6m. 39s., both riders acknowledged the applause by a graceful salute, and then squared away for the final struggle. Milley seemed riding a waiting race until well into the stretch. Then he spurted, but Alley had too great an advantage to be overcome, and at the distance stand Milley gave up the race. Mr. Alley, the champion of the club, when he wheeled back to the stand, was greeted by a round of cheers. Mr. Milley did not lack for admirers, and he at least has the satisfaction of having been honorably defeated. The time by quarters was as follows: —

	¼	½	¾	Mile.
First mile	53	1.39	2.37	3.19
Second mile	4.10	5.07	5.43	6.39
Third mile	7.38¼	8.28¾	9.12½	9.58¾

The prize is the gold medal, valued at $100 The medal is to be contested for at each annual tournament, and to become the property of a member only after being won three times. It was held by Mr. Milley last year.

In the mile-heat race, best two in three, the first prize was a gold medal valued at $20, the second a revolver valued at $12, and the third a cradle spring valued at $7.00. Messrs. C. K. Alley, C. B. Woodruff, D. N. Milley, Charles F. Hotchkiss, and A. W. Smith withdrew, leaving as starters A. J. Rockwood of Buffalo, Barnum of Rochester, C. P. Forbush of Buffalo, R. H. James of Buffalo, V. C. Place of Greenville, Pa., Fred. Westbrook of Brantford, Ont., and John V. Barross of Attica. They drew positions in the order named, and went away in a bunch at the word.

Rockwood set the pace at the turn, and led handily at the quarter in 45s., Barnum a good second, Place third. The latter spurted when into the stretch, and had opened up quite a gap for the lead at the half, in 1m 28⅜s. This he held at the third quarter in 2m. 33s., and came under the wire an easy winner in 3m. ⅛s. (The judges, we believe, gave the time as 3m. 1⅜s.) Barnum was second, Westbrook third, and Forbush a good fourth. It was an exciting struggle from the word. Mr. Place is a strapping six-footer, and propels his wheel with great power and seeming ease.

In the second heat, Place showed a

wonderful burst of speed in the firs quarter and passed all his competitors, winning as he pleased, with Westbrook second, Forbush third, and Barnum fourth. Place was declared the winner of the first prize, Westbrook of the second, Barnum of the third, with Forbush fourth. The time of the second mile by quarters was 44s., 1m. 28s., 2m. 11½s., 2m. 58⅝s.

The slow race brought out seven starters: Smith, Rockwood, and Butler of Buffalo, C. H. Hepinstall of St. Thomas, and V. C. Place of Greenville being drawn. The starters were as follows: John B. Newman of Buffalo, R. H. James of Buffalo, R. A. Punnett of Rochester, Perkins of Rochester, J. R. Williams of Buffalo, Perry Doolittle of Aylmer, Ont., and W. J. Curtis of Rochester. The distance was one hundred yards, but before half of this had been covered only Curtis and Perkins were left. It was nip and tuck between them, Perkins winning in 5m. 42s. by a foot.

It was after six o'clock when the last race of the programme, a two-mile dash open to all amateurs, was called. John V. Barross of Attica, C. A. Hepinstall of St. Thomas, A. J. Rockwood and C. K. Alley of Buffalo, who withdrew, leaving the following starters, who drew positions in the order named: C. H. Smith of Rochester, D. N. Milley of Buffalo, R. H. James of Buffalo, C. B. Woodruff of Buffalo, Perry Doolittle of Aylmer, Ont., and V. C Place of Greenville, Pa.

Smith took the lead at the start, and held it to the quarter, Doolittle second and Place third, the others strung out. These positions were unchanged at the half. Then Doolittle spurted and took the lead, which he held to the three-quarters. Place then showed his staying qualities, and notwithstanding his hard work of the afternoon, went to the front with seeming ease, leading at the wire by a couple of rods from Doolittle. Not once was the Pennsylvanian headed during the next mile, and he won as he pleased. Smith pulled past Doolittle on the last mile, and finished second, while Milley dropped into third place, leaving Doolittle fourth. The time by quarters was as follows: —

	¼	½	¾	*Mile.*
First mile	42	1.32½	2.16½	3.01⅜
Second mile	3.52	4.43	5.51	6.18

THE twenty-mile professional bicycle championship of the world was run on the Belgrave road grounds at Leicester, England, 21 August, and won by C. R. Garrard, Uxbridge, in 1h. 5m. 41s., after a splendid struggle with Howell, Derkinderen, Wood, Waller, Kaye, Warwick, and Edlin. Howell was half a yard and Derkinderen two yards behind.

ON 24 August, John Keen and G. W. Waller raced ten miles at the Recreation grounds, Romford, Keen allowing his opponent half a minute start. The race was an exciting one in the last few miles, the riders alternating positions frequently, and Keen was defeated by half a yard; Waller's time was 35m. 4⅘s.

A ROAD race of twenty-four hours on the road from London to Bath (one hundred miles) and as far on the return as may be within the time, is to take place 30 September, projected by the makers of the Facile safety bicycle, on which machine alone the riders must be mounted.



The Bostons to the Front!

THE FIRST AMERICAN HUNDRED-MILE CLUB RUN SUCCESSFULLY CARRIED OUT.

THERE having been considerable talk this summer about long-distance riding among Eastern wheelmen, the fixture committee of the Boston Bicycle Club arranged for a hundred-mile club run in connection with the Worcester run. The affair had but a few weeks' ventilation before being attempted, so no one had time to train especially for it, and the number of participants was much smaller than it might otherwise have been. However, six club members, four of whom had made the run from Boston to Worcester and back to Northboro' on the two preceding days, were on hand at the appointed time at the Northboro' Hotel, and accompanied by F. J. Philbrick of Portsmouth, C. J. Holland of Medford, E. A. Hemmenway of Dorchester, and W. E. Parmenter of Arlington, as invited guests, got away at 4 38 A. M. The club was represented by Second-Lieut. W. B. Everett as captain for the run, Freelon Morris, T. H. Wakefield, W. H. Edmands, R. M. Diaz, and J. Q. Hatch. The first half-hour, in the dark and over strange roads, was rather risky business; but when day broke, showing a beautiful September morning, the roads seemed to improve, and the back-log of raw eggs and milk beginning to take effect the pace was improved, and South Framingham, fourteen and one eighth miles, was reached at 6 22. Here the party was joined by Mr. C. H. Wilkins of Manchester, N. H., who was unable to leave Worcester the night before, and took an early train thus far.

After a brief stop the saddle was again taken, and South Natick, five and five eighths miles, was reached at 7.08, and a stop made for breakfast at Bailey's Hotel, a popular place with Massachusetts bicyclers. At Natick Mr. Hatch was obliged to leave the party, he having injured himself in the races the day before. The remaining ten devoured a hearty breakfast, and at 8.15 again took to the road. Wellesley, with its sand-papered streets, was passed through at a brisk pace, and the fine road over Needham Plains to Dedham, ten miles, was covered with but one short stop to leave Mr. Diaz, who only joined for part of the ride. Dedham was reached at 9.27, and fifteen minutes taken for lubricating man and wheel. From here the road lay through Readville and Canton Corner to Stoughton, eleven and three fourths miles; only two dismounts for hills were made, the party arriving at 11.10. Fifteen minutes for rest, and to meet Capt. F. H. Johnson of Brockton, who, having heard of the run, had kindly come out to show the roads into his town. Brockton, five and a half miles, was made in forty-five minutes, over sandy and rough roads. One hour and twenty minutes was consumed at the Palmer House for dinner, and leaving Mr. Parmenter to return by train, wheels were again mounted at 1.30 P. M., with forty-seven miles covered and fifty-three more to be ridden. From Brockton to Randolph bad roads were encountered, but no stops made; dinner having put new life in the muscles, the ride was continued without stop through South Braintree and Braintree to Quincy, fourteen miles, the last four being over fine sidewalks, with nothing but overhanging boughs to interfere. Quincy was reached at 3.17, and the eight remaining riders tackled the town pump for thirteen minutes. The road from here lay over Milton Hill, the top of which was made without a single dismount, even the Blue Bell Inn not proving strong enough attraction to induce a stop. Five minutes were used up in taking in the fine harbor view from the top of the hill, and then came the long coast down the other side. Through Milton Lower Mills the party went to Mattapan, and again resorted to the town pump for repairs on the inner man. After an eight-minute stop, Norfolk and Madison streets were ridden to Forest Hills, and South street to West Roxbury village, where for ten minutes gingersnaps were stowed away to prepare for supper. La Grange and Hammond streets, with their hard surfaces and fine hills, were covered at a round pace, and Chestnut Hill reservoir reached at 6 P. M., twenty miles from Quincy, and twenty more to be done. After fifteen minutes' rest, two turns were taken round the reservoir, spurting with horses and coasting the hills to warm up the limbs for the rest of the journey; then to Waltham, through the Newtons, for supper at the Central House, and a stop of forty minutes, when saddles were resumed for the eleven-mile run to the club-house. This was made without dismount, and the one hundred and two and one half miles were completed at 9.30 P. M.

The little party were received with open arms by a large gathering at the rooms, and the largest club run ever called in this country was a thing of the past. The sizes of machines ridden by the returning eight were as follows: Four 56-inch, two 52-inch, and two 50-inch. Below is a summary of distances and time: —

Time consumed, 16 hours 52 minutes; distance covered by seven men, 102½ miles, Mr. Wilkins having ridden 90 miles. Actual running time, 12 hours 6 minutes. For meals and rests, 4 hours 46 minutes. Average distance per hour of running time, 8½ miles.

RUNNING TIME.

Northboro' to South Framingham	1 hour	44 minutes.
South Framingham to South Natick,		38 "
South Natick to Dedham	1 "	2 "
Dedham to Stoughton	1 "	28 "
Stoughton to Brockton		45 "
Brockton to Quincy	1 "	47 "
Quincy to Waltham	3 "	12 "
Waltham to Boston	1 "	30 "
Total	12 hours	6 minutes.

STOPS.

South Framingham		8 minutes.
South Natick	1 hour	7 "
Needham		10 "
Dedham		15 "
Stoughton		15 "
Brockton	1 "	20 "
Quincy		13 "
Milton Hill		5 "
Mattapan		8 "
West Roxbury		10 "
Chestnut Hill		15 "
Waltham		40 "
Total	4 hours	46 minutes.

The distances were taken with two cyclometers, one American, the other English, and these showed a variation at the end of the journey of less than a quarter-mile, and both tallied well with the given distances between towns.

The Worcester Meet.

THE third annual meet and parade of wheelmen at Worcester under the auspices of the Worcester Bicycle and Æolus Wheel Clubs, which was held Tuesday, 5 September, was the most successful, in point of numbers, of the series. During the morning, wheelmen were constantly arriving, either by highway or train, while many had come to the city the day previous, and some even earlier. As in the former years, the local clubs had committees at all points to receive visiting wheelmen and escort them to headquarters at the armory, where were excellent facilities for stowing wheels. A few wheelmen had come all the way from Boston awheel, starting the day before, and others wheeled as far as Marlboro', Northboro', or South Framingham, finishing the journey by rail. Several members of the Boston Club wheeled all the way, as also did Messrs. Hazlett and Philbrick of the Rockingham Club of Portsmouth, N. H., who started with members of the Massachusetts Club, one of whom came through. Secretary E. M. Gilman of the Nashuas wheeled all the way from New Bedford to attend, and members of the Manchester and Nashua Clubs took the highway a large portion of the route from their cities.

Shortly before noon the bugle sounded to mount, and the wheelmen took up the line of march for Salisbury's Grove, where a splendid collation, prepared by direction of the local wheelmen, was partaken of, and after an hour's rest the line was regularly formed in the following order by clubs to proceed to the fair grounds: Worcester Bicycle Club, 14 riders; Boston, 12 riders; Providence, 5; Chelsea, 6; Marlboro', 5; Newton, 7; Leominster, 11; Westboro', 6; Pawtucket, 5; Natick, 11; Holyoke, 2; Æolus Wheel (Worcester), 20; Massachusetts, 12; Boston Ramblers, 10; Portland, 1; Roxbury, 1; Springfield, 10; Clinton, 5; Nashua, 14; Northboro', 6; Manchester (N. H.), 4; Woonsocket, 4; Attleboro', Hopkinton, Wakefield, Marblehead, 1 each; Rockingham (Portsmouth), 2; Argus (Worcester High School), 10. The fair 'grounds were but a short distance, and the procession entered in excellent form in two divisions and circled the track several times, marching and countermarching in close and in open order, and with a precision and uniformity almost general, which won frequent applause from the spectators, many thousands of whom were present. At about half past two o'clock they retired from the track, and, stacking wheels, prepared to witness the races, which were soon after commenced, and are elsewhere described. At the conclusion of the races, about five o'clock, the various clubs began to get together and mounting wheels move homewards, those going by rail being escorted to the station by the local clubs. It is to the credit of the Worcester wheelmen's management that neither of the three great meets held under their auspices have been marked by any unpleasantness, or serious accident of any sort, either in parade or on the race track. The general committee comprised Messrs. Fred. S. Pratt, chairman; Waldo Lincoln Frank P. Kendall, Stephen E. Greene, Chas. H. Bannister, Edward F. Tolman, secretary. Among the prominent visitors from a distance, we noticed ex-League Treasurer Dillwyn Wistar of Philadelphia, Fred. Jenkins of New York and the *Wheel*, and Will R. Pitman of New York.

The officers of the parade were as follows: Captain first division, E. C. Hodges of Boston; captain of second division, C. A. Hazlett of Portsmouth; marshals, A. S. Parsons of Cambridgeport, D. Wistar of Philadelphia, H. E. Ducker of Springfield and S. E. Greene of Worcester. There were no unattached riders, the affair being laid out for an informal gathering of New England clubs, independent of the League or other associations.

CORRESPONDENCE

[*This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.*]

New York Letter.

Editor Bicycling World: — Mr. McClure, editor (to be) of the new periodical, has been here on an official visit, information and recruit gathering; and while we know nothing as yet regarding the magazine, we have no hesitation in pronouncing him a good fellow and capital company, and evidently well fitted for his position as steersman at the wheel. We drink success to the new venture; and should it do half as much for the cause of bicycling as we hope it will, it shall not have lived its life in vain. We need a periodical of this kind; and before the originators of the *Wheelman* started it turning, not one out of the many influential men we number among us has been able to give a successful impetus to such a necessity.....We had Capt. Hill of the New Orleans Club with us at supper there, and took him for a ride afterwards on the Riverside. The night was beautiful, and he said he enjoyed himself, and vowed that our views were elegant when he saw the Hudson winding along below us with the many lights glimmering from the passing boats and steamers; but he is not yet willing to leave the Crescent City and her shell roads, and exchange them for Manhattan, with her fair coronet of hills which Fontaine and Sanford led him against.....Pitman since he has come back has been acting quite peculiarly, and spends most of his time wandering around looking for his shadow, which we suspect strongly he in his spurt (?) forgot at Worcester; he looks thin, weary of life, and mutters from time to time as though talking in his sleep, "But where was Burnam?" some slang expression he has imported probably from his Worcester jaunt, or else from Newton.... Jenkins got back to-day, and is looking well even if he has, as the *Courier* says, had a lop from his side. Rumor has been again busy with his name, and not content with cutting him loose from the jurisdiction of the Cunningham Company and setting him up in business for himself, has even transported him and business bodily to Philadelphia. ...Mr. Hamilton of the New Haven Club has arrived to-day, to participate in the fifty-mile race to-morrow; and as he rides a 60-inch, Doc. and the Citizens have taken him in hand and are going to help him round the many curves of the Manhattan track. We also chronicle the arrival to-day of a Mr Place, from some place in Pennsylvania; he comes well recommended, riding a 58-inch Harvard, with a record at Buffalo of "2.58" pinned to his bar, and says that though a few days after the time of entry, he is going nevertheless into the fifty-mile race to-morrow. What says Secretary Graham? Will Mr. Place enter, or will he leave, trailing his 2.58 at the hub of his little wheel? The echoes of Manhattan answer not as yet; to-morrow will show. ...The New York Club has issued a manifesto calling its members to renewed activity for the fall, which will doubtless bring them out in force as of yore; and when Jenkins breaks up his present quarters, as break he must erelong, they will probably flock with the Lenox, over to Carter's aviary; and then how we will all fly, and what a warbling there will be! Where, oh, where are the Manhattan riders? Will none relieve our anxiety? The absence of Meyer (and bugle) we don't grieve over so much, for our ears are at last recovering; but the others we miss. No more do we see the brown suits pushing at our sides, climbing the hills sometimes before and sometimes behind us; they are fast becoming a memory of the past, and Bourne and Jenkins are the club.

Later, and after the fifty-mile race: — Well, Place it seems was entered, as it turned out, by telegram, about a week before the time set, and consequently his entry was all right, and he has ended by astonishing us all by riding in a winner on the fiftieth mile. You have doubtless heard by this time how all five of the competitors distinguished themselves, Smith and Ives by dropping out, the first on the thirtieth mile and the last on the forty-first (cramps the word); how Place, Sanford, and Hamilton went on to the finish, and came in in the order named and broke the records in close company, — Place first in 3h. 27m. 11¼s.; Sanford second, two laps behind, in 3h. 28m. 45s.; and Hamilton third, one lap behind Sanford, in 3h. 29m. 28¼s. The race was not very largely attended,— due, we think, to its not having been very extensively advertised in local papers; but what the crowd lacked in size they made up in enthusiasm. New York's hopes centered on Ixion's representative Sanford, and well they kept him, with the veteran Pitman's help, to his task of winning second medal. Look out at Springfield, boys, for this man Place; he 's a new man, but he 's a great one, and if he made 2.58 at Buffalo he will probably show a good many riders his little wheel at Springfield. The latest returns here give the following names as booked for Springfield: Beckwith, Oliver, Smith, Fontaine of the Citizens' Club, Egan, Pitman, Sanford, Howard, Smith of Ixion, Jenkins and probably Bourne of Manhattan, Carter, Sterry, and probably Adams and one or two others of the New York Club. We note a two-mile bicycle race handicap at the annual fall games of the Manhattan Athletic Club, at their grounds on 30 September. We 'll all be there, but till then all aboard for Springfield. Selah! CHIC.

NEW YORK, 9 September, 1882.

Rejected Votes Again.

Editor Bicycling World: — I was glad to note Vice-President Parsons's reply in the last WORLD, but it failed to convince me that the committee on rights and privileges was justified in throwing out the votes of the Marblehead Club. He quotes from Rule 21, that "The corresponding secretary shall send to each member of the League a voting blank," and that "These blanks shall be filled out and returned." A good idea; but the blanks sent to Massachusetts members were not sufficiently large to contain the names of ten representatives, consequently some other blank had to be used. The Marblehead members looked over the rules carefully, and finding nothing to conflict with their method of voting, prepared one list of candidates, to which each voter affixed his own signature. Was not that a perfectly legal proceeding? Had our secretary written the voters' names himself, we could have polled a much larger vote (as several of our men were away from town at that time), and we should not have been surprised had our votes been thrown out. But when each member voting signed his own name (which was all that would have been done had each voted on a separate ticket), can it be wondered at that the club did not submit willingly to the committee's decision?

Mr. Parsons says: "We failed to find anything in the rules which would warrant us in counting these names." We failed to find anything which would warrant the committee in rejecting them.

I have now no doubt that the committee wished to conduct the election fairly; but I still think they were in error in casting our votes aside, and I believe every member of the League will agree with me when I say that simple justice demands they should even at this late date be counted. GEESEE.

MARBLEHEAD, MASS., 9 September, 1882.

Cycling Mems.

THE *Cyclist* has "come out" in favor of the words "trike" and "bike," and "triker," and "biker. It claims that there is no slang in the use of these words, which are coined to meet the requirements of a new sport. "Bus" for omnibus, "telegram" for telegraph message, and abbreviations of like sort, are allowed, and used by "Juvenis" even, who insists that "bike" and "trike" are unpardonable vulgarisms.

THE same paper is much exercised over the advertisement of Forepaugh's circus, announcing, in the usual high-sounding style, that Albin has, on his "Alpine wheel," "outstripped in speed the thundering locomotive," and wonders "any paper will print such palpable 'stretches,'" especially in America, where the riders excel on the wheel. No one "here" wonders at anything in a liberally paid advertisement, but many did wonder that the *Cyclist* should print Albin's letter, which contained so many statements lacking crassitude.

THE "Century" run of the Boston Club was a great success, and opens up a new field of sport. The condition of the riders on their return was such that all who saw them will no doubt have a lingering desire to "beat the record." Indeed, it is rumored that the club will indulge in a 120-mile run next month.

ONE of the gentlemen who had completed the distance I met next day, going along at a rate which precluded any idea of stiffness or fatigue.

THE same gentleman has ridden on his bicycle thirty-one consecutive days, having covered over five hundred miles. The shortest day's journey was six miles, and the longest one hundred and two and one half miles. Not a bad record for a business man.

I FOUND "Prex" Pratt at the Bostons' club-house the other day, deep in the mysteries of the "dry-plate process." He had "took" Fred Jenkins and "Juvenis," and was engaged in photographing the interior of the rooms.

Mr. BURT'S Coventry Rotary will be shipped this week. He writes enthusiastically of its capabilities, and seems to anticipate much.

IN answer to a correspondent, who writes for information in regard to this machine, I would say that there is no tendency to twist the central dropped tube of the No. 1, which is quite as stiff as No. 2, and is easier for a bicycler to propel, as the motion is the same. The gearing interferes with its use by a lady, and on this account No. 2 is to be preferred, although not quite so easy nor as fast as No. 1. In fact, the fastest two miles on record was made on a Coventry Rotary No. 2, by Lowndes, in 6m. 41s., — most remarkable time for a tri.

IN regard to the recent League elections, and the throwing out of ballots, Mr. Parsons labors under a wrong impression in supposing that the discussion which has taken place, and the evident desire to have the matter more fully explained, are "attacks" by "disappointed members."

BY the way, what is to be done in cases where there was a tie vote? I have heard of no new elections being ordered. Also, in case of declinations, Mr. Fourdrinier of Massachusetts having declined to serve as representative? It seems as though something ought to be done immediately, unless it has been decided to wait until the next election.

THE remarks made at Worcester about Mr. Moore, the winner of six straight heats, were mean and contemptible, and unworthy of any liberal-minded person. Mr. Moore is a recognized amateur in England, and is by this time, I presume, a member of the League. It therefore seems very small in anybody to question the propriety of his entering the Worcester or any other races.

I, FOR one, am glad that he took all the races, as it will wake the American bicycler up, and convince him that we are still behind the times in things bicyclical. Mr. Moore rode square races, and gave every one a chance. Mr. Moore naturally feels somewhat indignant, but has the good sense to put the blame where it belongs. LONDON W.

A Card.

Editor Bicycling World: — I note in your issue of 8 September, under "Cycling Mems." of "London W.," a remark of his relative to the admission of Will R. Pitman to the B. T. C., but fail to see (and I embody in my expression of opinion the known opinions of many another New York rider) why, if an organized recognized athletic club should see fit to receive him as a member, and if the N. A. A. A. should admit his claims, the L. A. and London W.'s should not lay prejudice aside and do likewise. Prejudice, I say, for it is now almost universally admitted, here at any rate, that it is this and this alone that leaves him in the cold. CHIC.

NEW YORK, 9 September, 1882.

ALFRED NIXON of the London Tricycle Club, left John o' Groat's 16 August, to ride to Land's End on a Premier double-driving tricycle, taking the course followed by Keith-Falconer in his famous journey in the reverse direction. He reached his destination on the 30th, coving nine hundred and ninety-five miles in thirteen days, twenty-three hours, fifty-five minutes.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

MARIETTA BI. CLUB. — Additional: S. H. Libhart, Marietta, Pa.

UNATTACHED. — Wm. R. Barnum, 8 Garden park, Rochester, N. Y.; Ellis B. Freatman, 3 Saratoga avenue, Rochester, N. Y.; W. K. Sinclair, Laramie City, Wyoming Ter.; Fred. H. Newton, 159 Chestnut street, Holyoke, Mass.; Jas. S. Newton, 214 Elm street, Holyoke, Mass.; Wm. A. Munn, 69 Newton street, Holyoke, Mass.

CORRECTION. — The name of Omar W. Wittemore, Arlington, Mass., published 1 September, should be Omar W. Whittemore.

CURRENTE CALAMO

"THE next station is Springfield!"

THE Marblehead Club took in the Swampscott fire for its last week's regular run.

WORCESTER is over, but then there 's Springfield, and it does look as if all the prominent racing men are going to be there.

THE Lawrence wheelmen recently received and entertained the Marbleheaders by an excursion in boats up the Merrimac to a picnic in the groves.

THE members of the Lawrence Bicycle Club will be the guests of the Marblehead wheelmen at the Essex County meet in the latter town Monday next.

THE Champion City Bicycle Club of Springfield, Ohio, has four riders who ride 56-inch wheels. They are President Crothers, Messrs. Shepherd, Gunn, and Thompson.

W. R. PITMAN won third position in the mile and half-mile events at Worcester. What did the judges do with the protest against him? and did they award him third prizes?

CARPENTER, of the Columbia Bicycle Club of Attleboro', is entered for the Springfield events. Harry Tufts, also, the excellent amateur trick rider, with other Attleboro' boys, will attend.

MR. FRED. C. HAND of Scranton, Pa, one of the most enthusiastic and live wheelmen in the Keystone State, will be in this vicinity next week, on his way to attend the Springfield tournament.

THE rumor to the effect that the Champion City Bicycle Club would resign from the League of Ohio Wheelmen, on account of dissatisfaction at the recent meet held in Columbus, is incorrect.

A THIEF recently stole a horse and carriage in Melrose, but the theft being discovered in good time, a young bicycler mounted his wheel and pursued, overtaking him and securing his arrest.

THE *Bicycling News* has added the sub-title, "*and Tricycling Gazette*," and the *Bicycling Times* has changed its sub to "*Tricycling Record*," which changes indicate the rapidly increasing popularity of the three-wheeler.

THE racing of the Boston Bicycle Club at Beacon Park to-morrow afternoon bids fair to be very interesting, and there will doubtless be a good attendance. We advise all who can spare the time to be there. The twenty-mile contest is called at four o'clock.

WE are pleased to announce that Mr. Prince's illness is not so severe as at first feared. However, he is far from in good condition, and it looks as though Morgan has a golden opportunity to meet the champion in the hundred mile-race to be held in October.

OUR San Francisco correspondent writes us that our advertising and noticing of "Walker's Pocket Camera" has awakened much interest there in amateur photography, and many of the wheelmen invariably take the apparatus along now when off for a run into the country.

MR. WILL ROSE recently started from Danville, Ill., on a wheel trip to the Pacific Coast. He wrote us from Princeton in that State, under date of 4 September, that up to that time he had found the roads rough and muddy. He had a pleasant stop among the wheelmen of Peoria.

The Champion City Bicycle Club of Springfield, Ohio, turned out twenty-three uniformed men at the State meet held at Columbus recently, and took the first prize of a silver buglet for the largest and best appearing club. Cincinnati came next with seventeen men, and Cleveland with sixteen.

THE Champion City Bicycle Club of Springfield, Ohio, with the wives of the married members and the young lady friends of the single members, will give a grand banquet at the Lagonda House some time soon; and during the winter will present a light opera like "Pinafore" or "Mascot," and call it the Bicycle Opera. The club has many fine male voices, and the ladies are said to be splendid local singers.

YELLOW SPRINGS seems to be the favorite short run for the C. C. of Springfield, Ohio. The Springs is a popular and fashionable watering-place, and is situated between Springfield and Xenia, just nine miles from either point. The regular running time is fifty minutes, but two of the riders claim to have covered it in thirty-seven minutes and fifty seconds. Even the Xenia and Cincinnati men make frequent trips to this delightful resort.

THE Rockingham Bicycle Club of Portsmouth, N. H., have invited the New Hampshire wheelmen to a two-days' meet at Portsmouth, 17 and 18 September. A run along the excellent roads by the sea through Newcastle, Rye, and Hampton will be made on the 17th. A parade, marine bicycle race, and complimentary dinner at the Rockingham House will take place on the 18th. Chief Consul Hazlett has called a meeting of the L. A. W. members on the 19th to form a State league.

FRANK MOORE, the young English flyer who is so gallantly winning glory and medals from our own racing men, shows what proper training will do. Personally, he appears to be a modest, good-natured man, and he races fairly and with a determination to win; and we have no sympathy with those small minds who occasionally are heard to carp at his success because he is a foreigner. We wish, sincerely, that some of our men might beat him; but as long as he shows himself the best man, it is as mean as it is useless to whine about it.

"PAPA" WESTON, returning from the Harrogate meet, when a few miles out from Birmingham, was met by two members of the Coventry Club, riding a Harvard Tandem tricycle, they having come to meet him and offer him one of their places to ride to Coventry. The genial Frank at once surrendered his bicycle to one of them, and took the latter's seat on the tri, and although a green hand at tricycle riding, he and his companion made the distance, twelve miles, in seventy minutes, running time, up hill and down, and he was much pleased with the machine and the motion.

LIBERAL advertising, and the value of the prizes offered by the Springfield Bicycle Club, have attracted national attention, and not only the racing men but the clubs are preparing to be represented in that city in large numbers. If it is as successful as a gathering as the Worcester meet, it cannot fail to satisfy, not only the local wheelman, but all who attend. V. C. Place, the 2m. 58⅘s. man, and winner of the New York fifty-mile race, is expected to be there, and it may be that he is the man to prevent the Springfield medals going the way of the Worcester jewels.

MESSRS. F. C. PENFIELD and WILLIAM LEE HOWARD of Hartford, Conn., well known as veteran wheelmen, have had a "tramp abroad" this summer. They started from Innsbruck, Austria,

and took a southwesterly course for Lake Como, their route taking them through the wildest part of the Tyrol, and traversing the soil of three countries, — Austria, Italy, and Switzerland, — making a distance of two hundred and forty miles. They ascended the famous Ortler Mountain, and for three days were on the glacier level. They have been made honorary members of the Austrian and Italian Alpine clubs for their accomplishment.

"Long Joe" of Philadelphia, "which has been asleep," writes us to say that she "waketh up," and intends to have the biggest meet of wheelmen ever held in this country, on the 26th of October next, on the occasion of the bicentennial of the settlement of the city. A committee of arrangements has been appointed, and Harold R. Lewis of the Philadelphia Club has been chosen commander A new half-mile track is being constructed for the races, and the wheelmen expect to have unobstructed use of the park roads, all carriages being excluded from the route of parade, by order of the park commissioners. All wheelmen, L. A. W. or L. O. W., and the great unattached, are invited.

Consul Wilkins of Manchester, N. H., who has been doing Worcester and the fine Massachusetts roads during the past week, being the ninety-mile man in the "Century" run of the Boston Club returned home last Sunday. He spent Saturday night in Chelsea with Capt. Whiting of the Chelsea Club, and on the summons of the captain eight members of the Chelsea Club assembled Sunday morning at nine o'clock to escort the visitor as far as Middleton, eighteen miles, where members of the Lawrence Club were expected to meet him. The run to Middleton was a pleasant one, except that the last few miles of the road was rough and soft in spots. At Middleton Capt. Currier and three others of the Lawrence Club were met; and after a pleasant stop of half an hour at the farmhouse of Col. J. W. Wellman, who, with the ladies of his household, treated the bicyclers with generous courtesy and an abundance of excellent milk and the freedom of his apple orchard, the Chelseans bade Mr. Wilkins and his new escort good by, and returned home by way of Peabody, Lynn, Saugus, and Malden, their round trip covering forty-one and a half miles. They took dinner at Baldwin's Hotel in Peabody, where they were treated to good victuals and cordial courtesy at a reasonable charge and we advise wheelmen who may chance to be in that vicinity, hungry or thirsty, to give the hotel a call. Mr Wilkins and the Lawrence men continued their journey to Lawrence over four miles of very good road, but the rest of the route was bad until they reached North Andover, when a long sidewalk with excellent coast favored them, and at Lawrence they were welcomed by a lot more of the boys, and took dinner at the Franklin House, which will probably be made the League hotel of that city. Mr. Wilkins concluded his journey home by train.

Bugle Calls. III.

Bugler, while our line is creeping
Through the shady valley,
Wake the echoes from the hillside,
Blow our 'cycling rally.

"Ho, lads; yo ho, lads; on we go!
Ho, lads; yo ho, lads; bugler, blow!"
Ta-ra-la ta-ra-la, ta-ra-la-ra,
Ta-ra-la, ta-ra-la, ta-ra-la-ra.

Now we 're sweeping by the river,
There 's the "Crescents'" shell;
See the oars bending, flashing, —
How they make them tell!
Hail the coxswain. "Hallo, Hardy,
Where 's your boasted might?
Here we are, we 're running by you:
Adieu, old man; good night."

"Yo ho, lads, yo ho! let them row, row, row,
But they 're far, far behind us, and on we go."
Ta-ra-la, ta-ra-la, ta-ra-la-ra,
Ta-ra-la, ta-ra-la, ta-ra-la-ra.

Ninon Neckar.

Wheel Enjoyment.

The *Cyclist*, in a recent editorial, says truly that "What 'pleasure on wheels' consists of cannot be defined, as a general thing; for whereas some are not satisfied unless they are training or racing upon the cinder path, others are in the height of their glory when training, whilst others again do not even do that, but content themselves with 'pottering about' around home of an evening."

In these remarks lies, to a great extent, the secret of the success of the bicycle as an adjunct to pleasure. It appeals for support to at least three kinds of men. For the man who is fond of excitement, competition, and speed, who takes pleasure in training and racing, no form of athletic exercise will "fill the bill" so well as bicycling; and to the person fond of the pleasures of the road, of seeing nature either in its pristine or cultivated beauty, the bicycle affords a most enjoyable method of travelling from place to place where roads will permit. Not only is touring on the bicycle or tricycle pleasurable from the method of conveying one's self, but the exercise is so physically healthful and mentally invigorating that mind and body become harmonious to enjoy and appreciate; whilst to the young man (it usually is the young man) who enjoys his wheel in "pottering about," the bicycle is unsurpassed. It affords an opportunity to display to advantage any charms which nature may have endowed him with, and is an easy and exhilarating way to stroll about among friends and familiar scenes. We have personally tried all three ways of enjoyment, as well as many others, and pronounce without hesitation that touring affords the greatest "pleasure on wheels." We are not familiar enough, as yet, with the enjoyments and capabilities of the tricycle, to add, as the *Cyclist* does, that "The tricycle is the preferable machine to its more elegant and lighter *confrere*," although we must confess to a yearning also towards the three wheels, of which so much is being said and written.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

Bicycles for sale. — One 54-inch Manchester Excelsior, entirely new, built by Robertson of Manchester, Eng.; ball bearings to both wheels; a great bargain; price $100 cash; one 50-inch Andrews, built by Andrews of Birmingham, Eng.; ball bearings to both wheels, nearly new, only ridden about six times; price $90 cash. WM. OLIVER, 141 East 129th street, New York City.

For sale. — A 50-inch Harvard, full-nickelled, new this season, used very little, and in first-class condition; too small for owner; will be sold for $115. G. W. ALEXANDER, Port Huron, Mich.

For sale. — A 52-inch Harvard Roadster, burnished, $55; a 52-inch Standard Columbia half-nickelled, $65; a 52-inch Standard Columbia, painted, $60; all in good condition. A. J. KOLP, Scranton, Pa.

52-inch Harvard. — Bright spokes; painted (black and gold) felloes; rest nickelled; rubber handles; Hill & Tolman's alarm; cradle spring; ball bearings to both wheels; bought in May last; used but little; in first class condition. Owner will sell cheap for cash, or exchange for first-class tricycle. H. B. McCREARY, Utica, N. Y.

Bicycle sundries, cheap. — Rat-trap ball pedals, cost $10, price $5.00; rubber bar ball pedals, nickel-plated, cost $11, price $5.00; parallel pedals, nickel-plated, cost $5.00, price $2.50; Spurrier's takeabout for luggage, $2.00; Stormont alarm, double, $1.00, cost $2.50; Dearlove hub lamps, new, $2.00 and $3.00; photographs of L. A. W. Meet at Boston, mounted, $1.50, cost $2.00; English head lamp, $1.50; Cooper's hub lamp, double-nickelled, $3. All warranted English, and in perfect order. L. H. JOHNSON, Orange, N. J.

54-inch Standard Columbia for sale. — Full-nickelled; ball bearings on front wheel; suspension saddle, etc., complete; in excellent order. Address E. E. LINDEMUTH, 826 Market street, Philadelphia.

JUST OUT!!!

THE

"INDISPENSABLE"

BICYCLISTS' HANDBOOK,

For 1882.

BY HENRY STURMEY.

CONTAINS

Complete Analysis of the Modern Bicycle, with fully Illustrated Descriptions of

All the Latest Novelties in Bicycle Construction. Fully detailed descriptions of all the Bicycles in the Market, with illustrations of all the Leading Makes. Exhaustive Chapter on Peculiar Bicycles, with Illustrations of each. Hints on Selection and Purchase of Machines. Comparative view of Prices and Weights. Illustrated Addenda revised to date. Directory to Manufacturers. Indices of Novelties and Obsolete Parts, etc., etc., etc.

Price, 50 cents. By mail, 55 cents.

E. C. HODGES & CO.

8 Pemberton Square, Room 12 - - Boston, Mass.



Exact Size.

Wheelmen's League Badges of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small diamonds, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. Lamson, Portland, Me.

THE NEW WILKINSON BICYCLE,

With Steel Spokes and Rubber Tire, Direct Spokes, Adjustable Bearings, etc., etc.

48-Inch Wheel.....$55.00
50 " " 60.00

EVERY ONE WARRANTED.

Send for Special Price-List.

THE JOHN WILKINSON CO.

77 State Street, Chicago, Ill.

MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

St. Louis, Mo. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

Estabrook & Eaton's Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

Bicycle leggins. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

Lamson's luggage carrier, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

The perfection cyclometer is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

To dealers. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. Hart, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

Western Toy Co., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

W. W. Stall. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

The bicycler's riding suspensory affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

Philip T. Dodge, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

Bicyclers' handy hook. — To fasten trousers at bottom; neat, strong, phable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

Rintelman's adjustable bicycle saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, $3.50; nickelled, $4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

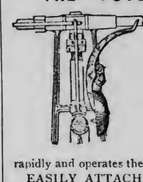
American and English Bicycles and Tricycles

Repaired, Nickel-Plated, and Painted. Estimates given if desired.

HARRY D. HEDGER, Machinist,

28 1-2 Piedmont Street, off Church Street, opposite the Boston and Providence Depot. Late with the Pope Mfg. Co., Boston, Mass. Bicycles stored by the day, week, or month.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,

SALEM, MASS.

TRICYCLING INDISPENSABLE ANNUAL for 1882.

Postpaid, 65 cents.

INDISPENSABLE BICYCLISTS' HANDBOOK

(14th Thousand) FOR 1882. Postpaid, 55 cents.

"PRINCIPLES OF TRAINING." By H. L. CORTIS, showing how to make **20 miles in 59m. 20s.**

Postpaid, 43 cents.

The above three books mailed to one address for $1.50. Orders from the trade solicited, and a liberal discount offered by the sole United States Agents and Publishers,

OVERMAN WHEEL COMPANY,

Hartford, Conn.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals: —

Le Sport Velocipedique. — Weekly. J. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

Tricycling Journal. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

Tricyclists' indispensable for 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it: how to select it: statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C HODGES & CO.

Cyclist & wheel world annual. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, post-paid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

The tricyclist's vade mecum. — A complete guide to tricycling Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at Bicycling World office.

Cortis on training. — "The Principles of Training for Amateur Athletes, with Special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the Bicycling World office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

The Best and most Comfortable. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values comfort can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	15
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	40
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

COLUMBIA



BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - - Manager.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

COLUMBIA



BICYCLES.

Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strain. Made solely for and imported by

SAML. T. CLARK & CO. {OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK,} BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.

The strongest, most rigid, and withal the handsomest Bicycle in America.

THE AMERICAN ROADSTER.

The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

THE TYRO ROADSTER.

Strong, serviceable, and economic.

Cabinet Photographs of the above Machines mailed on receipt of five three-cent stamps.

Also **The British, Sp. British and Xtra Challenge Bicycles,** and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Bugiets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 22 SEPTEMBER, 1882.

Volume V. Number 20.

[Vol. V. CONTENTS. No. 20.]

Louisville Races	554
Editorial: Bicycle Bells	555
Wheel Club Doings: Sacramento; Montreal; Chicago	555
Races: Boston, 13 September; Boston Bicycle Club; Notes	555
Correspondence: What is the League Doing? The League; Small Clubs; Inventive Progress; Transportation; Ixionics; Cycling Mems.; Construction of Machines	557
The L. N. H. W.	560
L. A. W.: Applications	561
Tricycling; The Victor; Victa Harvard; Notes	561
Currente Calamo	561
To my Wheel	562

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

PREMIER

BICYCLES AND TRICYCLES

ARE IMPORTED INTO THE UNITED STATES BY

STODDARD, LOVERING & CO. . . . . BOSTON.
FAIRFIELD & TAYLOR . . . . . CHICAGO.
FOSTER & CO. . . . . BALTIMORE.

Agents Wanted in other large Cities.

HILLMAN, HERBERT & COOPER,

COVENTRY, ENGLAND.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.
FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

GOY, the Athletic Outfitter, 21 and 22 Leadenhal Street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

WORLD JOB PRINT,
A. BASSETT, MANAGER,
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

SPRINGFIELD, MASS.,
Wednesday, 20 September, 1882.

GRAND
Bicycle Tournament,

Given under the auspices of
THE SPRINGFIELD BICYCLE CLUB.
(MEMBERS OF THE L. A. W.)

The programme consists of a 20-mile Professional Race for a purse of $500, by J. S. Prince of Boston, the champion of the United States, against Thomas Harrison and James Mellen, who will alternate every five miles.

A five-mile Professional Ladies' Race for a purse of $200.

Also the following Amateur Races, open to all amateurs:—

5-mile Race, 3 Prizes, value		$125 00
*2 " " 3 " "		125 00
*1 " " 3 " "		75 00
½ " Dash, 3 " "		50 00
Slow Race, 100 yards, 3 prizes, value		25 00
1 mile without hands, 3 " "		50 00
¼ mile Race, for boys under 15 years of age, 3 prizes, value		20 00

*Best two in three heats.

A handsome gold and silver plated Bicycle Bugle, one of C. W. Hutchins's best, value, $80, will be presented to the club having the largest number of wheelmen in the parade.

In the evening, the following prizes will be contested for:—

Best drilled club of not less than 8 members, 3 prizes, value	$100 00
Best single fancy riding, 3 prizes, value	75 00
" double " " 3 " "	75 00

Continuous Music will be furnished Day and Evening by

C. W. HUTCHINS' BRASS BAND, 22 Pieces,
E. H. LITTLE'S BRASS BAND, 25 Pieces.

Entries Close 15 September.
C. K. FERRY, *Sec'y.*

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 50-inch Standard Columbia bicycle, in perfect condition; price $60 cash. Address LOCK-BOX 236, Olean, Cattaraugus County, N. Y.

FOR SALE.—A 50-inch Standard Columbia, in perfect running order; price $60, with saddle-bag and tools; only reason for selling, too small for owner. Address W. E. HIBBARD, 189 Main street, Hartford, Conn.

FOR SALE.—A 50-inch Timberlake, ball bearings to front wheel, King of the Road lamp, and all accessories; just imported from England. Address G. SUTTON, 156 Sumner street, East Boston, where it can be seen after 6 P. M.

FOR SALE.—A 52-inch half-nickelled Expert, as good as new, $110; a 56-inch half-bright Royal Challenge, first-rate condition, $105. For information, address C. E. TITCHENER, Binghamton, N. Y.

FOR SALE.—53-inch D. H. F. Premier Balls to both wheels; all bright finish; weighs about 46 lbs. First-class order. Address M. F. Richards, 50 Summit street, Toledo, Ohio.



The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates:—

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1105 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 205 N. 5th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

☞ Personal letters to Mr E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 22 SEPTEMBER, 1882.

BICYCLE BELLS.

THOUGH not compelled by law to carry bells, the riders of this country, to a great extent, appreciate the advantage of some sort of instrument to warn drivers and pedestrians of their otherwise silent approach. The habit of many riders of using a loud gong bell on every possible occasion cannot be recommended, as it appears to the unoffending citizen as if the bicycle alone had the right of way, or that it is such an unstable and dangerous vehicle as to require favors from all to have an existence. For the same reason we discourage the loud and startling cries often uttered to warn pedestrians at crossings to allow the "little tin god on wheels" to pass. No thoughtful, intelligent, or gentlemanly 'cycler will ever do anything to cause riders of the wheel to be considered a discourteous class, or bring them into public disfavor. We have found that if one rides carefully, and at a lawful pace, there is little need of any warning in ordinary cases, although for night riding a constantly ringing bell, in addition to a lamp, is not to be despised. In England, where the by-laws of "local government boards" require bells to be carried, the most common in use is an ordinary spherical or sleigh bell, which is fastened to the step, axle, or handle bar of the machine. The latter place is the most popular and convenient, as the bell in this case can at any time be silenced or removed altogether and placed in the pocket. This is very convenient on a long journey, as the continual jingling is to many riders very annoying. Challis's stop-bell is deservedly popular, and is similar to that we have mentioned, but is usually larger and more melodious. This bell is provided with a spring socket in one of the holes, so that the bell can be silenced at any time by forcing the ball into this hole with a cord and rubber spring, with which it is provided. It is attached to the handle bar by means of a strap or bracket; the latter being preferred, as it increases the vibration and places the bell in the best possible position for emitting sound. The Facile stop-bell is similar to the latter, but is barrel-shaped instead of spherical. It is the latest introduction of this class, and is well spoken of.

In the matter of gongs, our own country has furnished whatever is required, and we have no need, fortunately, to call upon England for our supply of this part of the bicycle. The American "Automatic Alarm" seems to meet every requirement, and is a general favorite with those that use them. The alarm is produced by pressing a little wheel on the front tire by means of a lever provided for the purpose, and is continuous while the pressure is on. The ordinary gong bell is so familiar to all riders that no description is necessary. The latter class of bells or gongs are the most popular in this country. The ordinary spherical bell, however, is very convenient, as it can be removed at any time, and can be obtained of any harness dealer. It should be provided with a small strap, about four inches long, to secure it to the handle bar.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[*Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.*]

BOSTON BI. CLUB fixtures:—

Saturday, 23. Headquarters 5 P. M. Run to Cobb's for the night.

Sunday, 24. Leave Cobb's at 9 A. M., run to Downer's Landing *viâ* Quincy and North Weymouth to dine, returning to Boston at 2.30 P. M.

Wednesday, 27. Headquarters 2 P. M. Run to Beacon park for scrub handicap races.

Associate members are invited to attend the September events.

30 September. New York, Manhattan Athletic Club games. Two-mile bicycle handicap, L. E. Myer,s 8th avenue and 50th street.

MASSACHUSETTS BI. CLUB.

Wednesdays and Saturdays of September and October, at 4 o'clock P. M., regular club runs.

26 September, moonlight run and supper at Woodland Park Hotel, starting from headquarters, at 6 o'clock P. M.

SACRAMENTO BI. CLUB.—A bicycle club was formed in Sacramento, Cal., 24 August, with the following organization: President, Douglas Lindley; captain, R. R. Flint; lieutenants, E. B. Carroll and H. A. Marvin; secretary and treasurer, R. H. Hawley; bugler, A. Scheld.

MONTREAL BI. CLUB.—*Ed. Bicycling World:*—I submit my usual monthly report of our proceedings: Mileage for August is 205 miles; number of rides, 9; attendance, 58; average, say 6. The five highest individual scores are: J. A. Muirhead, 395 miles; H. S. Tibbs, 369½ miles; J. Trotter, 334½ miles; H. Joyce, 242½ miles; J. H. Low, 230½ miles. A 3-mile race was contested at the Caledonia sports, on the Montreal Lacrosse Grounds, on 5 August; F. C. Holden, J. H. Low, and A. T. Lane taking first, second, and third places respectively.

THE CLUB DAWG.

MONTREAL, 11 September, 1882.

CHICAGO BI. CLUB.—At the regular business meeting of the Chicago Bicycle Club, Grand Pacific Hotel, Chicago, 12th inst., fifteen members present, it was voted to change the uniform from gray to a darker color, black being in favor. Definite action was delayed until the subject could be examined into further. The resignation of Ex-Capt. Blinn was presented and laid on the table. An invitation to attend races at Waukegan, Ill., 27 September, was accepted, and thirteen members agreed to go. The race will be under the auspices of the Chicago Bicycle Club. A committee was appointed to look up suitable headquarters.

RACES

Coming Events.

26, 27, 28 September. Haverhill, Mass., bicycle races in connection with the Essex County fair. W. H. Moody, Lock Box 272.

30 September. New York. Two-mile bicycle handicap, under the auspices of the Manhattan Athletic Club.

7 October. Montreal. Bicycle races in connection with fall games of the Montreal Amateur Athletic Association. Championships of Canada. One-mile and five-mile races. Chairman sports committee, Box 1138, Montreal.

21 October. Stenton, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket

Club games. Percy C. Madina, 201 Walnut Place, Place, Philadelphia.

26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

BOSTON, 16 SEPTEMBER. — ANNUAL TWENTY-MILE CHAMPIONSHIP RACE OF THE BOSTON BICYCLE CLUB. — The third annual twenty-mile contest for the gold medal and championship of the Boston Bicycle Club was held at Beacon Park, Boston, last Saturday, and proved both interesting and successful. The medal was won in 1880 by J. S. Dean, and last year W. W. Stall took charge of it, making time which has hitherto been the best out-door for that distance, — 1h. 23m. 5s. In addition to the prize and honors to the first in this race, the club offered silver medals to the first three making the distance inside of 1h. 25m. The field officers were: Judges, A. L Woodman and H. B. Colby of the Boston Club, and F. W. Whiting of the Chelsea Club; scorers, C. W. Fourdrinier and S. N. Turner of the Boston Club; timer, L. R. Harrison of the Boston Club; starter, Capt. E. C. Hodges of the Boston Club; clerk of course, J. S. Dean of the Boston Club.

The track was in good condition, but a very strong wind was blowing, — at times almost a gale, — which rendered very fast time impossible. There were eight entries, but Messrs. J. S. Dean and W. B. Everett withdrew, and the following faced the starter: W. H. Edmands, F. H. Childs, F. Morris, C. L. Clark, B. L. Knapp, L. T. Frye. This was the first appearance of Mr. Frye upon the race path since his serious road accident last May, and he was welcomed cordially, and his riding was watched with much interest. At the sound of the pistol all got off well, Clark taking the lead, and completed the lap in the following order: Clark, Edmands, Frye, Knapp, Childs, Morris. Then Frye took the lead and maintained the position throughout the race, riding in his usual fine form and continually increasing his lead. On the third lap, Clark fell back to third place, and Morris, who now began to show his mettle, was rapidly overhauling all those between himself and Frye, and on the completion of the second mile ranked No. 2, with Edmands, Clark, Childs, and Knapp following in that order, which remained unchanged to the end, except that Clark withdrew at three miles and a quarter, Knapp at thirteen miles, and Childs at fourteen and three quarters. Meanwhile the other three clung to the path despite the discouraging effect of the high wind, each desiring to beat the club record or at least win a standard medal. The timers knew already that Frye would beat Stall's time if he met with no mishap, and Morris also was showing wonderful endurance and constantly increasing his lead on Edmands. The riders were now being urged and encouraged by the spectators, and Capt. A. D. Claflin of the Newton Club went on to pace for Frye, assisting him materially, while Clark of the Bostons again took the track to help Edmands, whose chances for securing a medal began to look slim; Morris, however, being now not only sure of his medal, but also sure to beat Stall's time. Frye completed his race a mile and a quarter ahead of Morris, and the latter came in about the same distance ahead of Edmands, who also won a medal by four and a half seconds inside of the standard time. The times taken were as follows: —

	5 miles.	10 miles.	15 miles.	20 miles.
Frye	18.28	37.41	56.55½	1.15.31½
Morris	....	40.19½	1.00.15½	1.21.12½
Edmands	....	....	....	1.24.55½

The championship medal must be won three times to become the permanent property of the winner. The machines ridden by the winners were: Frye, a 58-inch Yale racing machine; Morris, a 52-inch Yale roadster; Edmands, a 56-inch British Challenge. Frye and Morris both beat the best out-door time, although the record is much lower, C. D. Vesey of Surrey, England, making it at the American Institute Rink in New York in 1h. 15m. 4s.

BOSTON, 13 SEPTEMBER. — EXCELLENT RACING AT BEACON PARK. AMATEUR RECORDS AGAIN BROKEN. — On Wednesday afternoon of last week occurred at Beacon Park an amateur and a professional race, both which events were unusually interesting, and the former especially notable as reducing the time records of from six to ten miles inclusive. The affair was rather hastily gotten up and was insufficiently announced, so that, although the weather was exceptionally fine, there were but few spectators, — say sixty in all. The events began about half past four o'clock with the amateur race, the distance being ten miles, and the starters Frank Moore of Birmingham, England, J. S. Dean of Boston, A. D. Claflin of Newton, E. M. Bent of Framingham, and J. Hewitt of Boston. Moore gave his competitors each one minute start and these got off well, Claflin soon after taking the lead and completing the first lap in the following order: Claflin, Dean, Bent, Hewitt; and soon after the word was given Moore, who started after them in handsome style. The mile finished in the same order, but with Hewitt a long fourth and Moore rapidly overhauling him, which he did before the next half was scored. Dean at the same time pulling in front of Claflin, who after maintaining second place to the end of the two and a half miles again fell back and yielded to Bent, Hewitt having in the mean time retired. At this point Moore also changed, making a fine spurt and taking first position. The order now was, and continued to the seventh mile, as follows: Moore, Dean, Bent, Claflin; but here Bent in the third lap made a splendid struggle with Dean and led him for a short distance, but at the end of the mile fell out. Claflin also retired before finishing the next half-mile, leaving only Moore and Dean on the track, the latter pluckily continuing, although somewhat troubled with a lameness in the back from which he had been suffering several days. Moore had taken up his handicap in the third mile and secured the race, but desiring to make a record he kept up his speed to the finish. His times at the end of each mile were as follows: one mile, 3m. 8½s.; two miles, 6m. 27s.; three miles, 9m. 48s.; four miles, 13m. 7s.; five miles, 16m. 30s.; six miles, 19m. 54s.; seven miles, 23m. 20s.; eight miles, 25m. 48s.; nine miles, 30m. 15½s.; ten miles, 33m. 34s. The third mile beats all American out-door time, and the sixth, seventh, eighth, ninth, and tenth *all* previous American amateur records for those distances. Dean's time for the ten miles was 37m. 42s.

The professional race was for five miles, J. S. Prince allowing his competitors, J. E. Mellen and Thomas Harrison, forty seconds start. This race was interesting, although no very fast times were made, Prince having the usual easy job. Harrison led for three laps and took Mellen's place to the end of the two and a quarter miles, when Prince overtook him and began rapidly to catch up Mellen's allowance also, but as usual, when he came up with his adversary's rear wheel he held there until the last lap, and on the home stretch the two came down neck and neck, Mellen making a gallant effort to keep the front, but without avail, Prince crossing the line a winner by two fifths of a second. Times: Prince, 3.13½; 6.35; 10.02; 13.24½; 17.01. Mellen, 3.26½; 6.52½; 10.26; 14.02½; 17.41⅘. Harrison's time for ten miles, 18.26. Judges: Arthur Cunningham, C. L. Frye, J. M. Kean. Timers: E. C. Hodges, J. A. Cobb. Scorers: Louis R. Harrison, J. A. Cobb.

MR. J. S. DEAN of the Boston Bicycle Club retires from the race path from this time forth, by the advice of his physician.

WE understand that Frank Moore made a practice mile one day last week at Beacon Park, Boston, in 2m. 56s.

HAD Frye been in proper training he would undoubtedly have beaten the twenty-mile record, Saturday, at Beacon Park, notwithstanding the high wind and an out-door track.

THE New York *Clipper* raises the question of V. C. Place's amateurship, he having been matched to race fifty miles against the pacing horse Ben Hamilton, 23 August, for an announced stake of $2,000, — the race, however, not taking place. Mr. Place denies that the match was made with his knowledge and consent, and claims that he refused it when proposed to him.

THE racing programme of the Massachusetts Bicycle Club, announced last spring for the present season, having been interrupted through unsuitable track conditions, will, now that the embarrassments have been removed by the track at Beacon Park having been put in order, be resumed with the following events: On Saturday, 23 September.

at 3.30 P. M., at Beacon Park, one of a series of five-mile straightaway races for the club championship and a silver cup; the second of the one-mile series, to be run in heats, best two in three, for a gold medal; the second of the two-mile series, best two in three heats, for a gold medal. The one-mile medal is now held by R. P. Ahl, and that for the two-mile is held by Mr. A. D. Claflin, who also holds the championship cup. Two race meetings to be held in October will conclude the series.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

"What is the League Doing?"

Editor Bicycling World: — The columns of the WORLD have been haunted of late by critical remarks on the subject of the League and its management. Sometimes they have been marked by a spirit of fairness, but often they have been distrustful and almost abusive in tone. The official organ has witnessed these attacks with amazing serenity, evidently resolved to wait and see how well the League's defences were constructed to withstand such a fire; and its confidence is not misplaced. Undoubtedly the League is safe and able to hold its position; therefore no need of any champion to the rescue.

Few promises have been ventured lately for the future of the only national association in America declaring allegiance to the cause of bicycling. To have to record a perceptible faltering in the ranks of this great body of wheelmen seems particular strange at this time, when everything points to a strong tide of popular favor in behalf of our chosen sport. Sagacious ones do not forget, however, that like enterprises in the old country have prospered only after serious discouragements. The history of English bicycling associations affords no little ground for alarm during the present crisis.

I think that the apathetic condition of League matters, dating from the last Annual Meet, is the natural result of a combination of circumstances. It followed the eventful proceedings of 30 May, as a lull succeeds the tempest, and the quiescent stage was further prolonged by a passive awaiting State election returns. But, perhaps, most of all, the phenomenal dry weather has been ruinous to League enthusiasm, as it has to bicycling in general over the eastern part of the country.

Now that the various clubs are bracing up for the fall campaign, it is time for the mouthpiece of the League to assert its authority, and labor to stimulate its lagging energies to vitality. I believe there is plenty of vitality lying dormant in the organization, only needing an *encouraging* shake to wake it up to action. The executive department is now well officered, and now claims the co-operation of the subordinate posts. Let the WORLD do its part in urging upon the State boards the importance of bestirring themselves promptly before winter set in. Insist upon a report from every State in the Union for publication in your columns, showing progress made in consular work.

I am aware that Massachusetts is looked to for example, and I will not hesitate to render account of the work laid out for this season. The State is being closely canvassed by its representatives for a proper selection of consuls. By the last of next week it is hoped that a large portion of the appointments will be made. Every consul is to be provided with League route slips, and he will be required to furnish accurate information to the chief consul as to the roads and hotels in his neighborhood. After a time it is purposed to embody these reports into map form, each map to represent a small fragment of the State, and upon a sufficiently large scale to indicate the various characteristics of each road. Such charts are now easily reproduced from pen drawings by photo-electro processes. An important duty of consuls will be the locating of guide-boards at advantageous points, and also of influencing resident wheelmen to contribute these signs.

Besides the routine of supervising consuls, assigning League hotels, and laboring to regulate railroad transportation charges, the board of officers have in hand the subject of State meets, races, and excursions under League auspices. A two-days' run over some of the finest routes in the State will offer an attraction to League members next month.

Now that old Massachusetts is marching to the front, let the other States fall in and unite in making a respectable showing. I have no doubt that such items of intelligence will be read with interest. FRED. S. PRATT,

Massachusetts Chief Consul L. A. W.

The League.

"MILFORD? Milford? It seems to me I have heard of that town before," says a gentleman to a citizen of that place, who was extolling it. So one might say of the L. A. W.; but if asked what it really is, and what it has done, he would have to be blessed with a powerful imagination to give an intelligent answer. I am not a member of the L. A. W., and so I can look at and discuss the matter in a sort of a disinterested way. Lest some reader may say I am disgruntled, I will remark I am not, for the simple reason that after being a member for two years, I failed to see the least benefit that I or my club derived from it, and hence I have nothing to be disgruntled about. It is claimed that membership in the L. A. W. will entitle one to consideration and attention from wheelmen all over the country. Were I a League member and happened to be in San Francisco, I should as soon think of saying to a wheelman there, "I am a citizen of the United States," as to say "I am a member of the L. A. W." Should a man say he was a member of any of a dozen clubs in New England that I can mention, it would entitle him to more consideration. For instance, I know of a case where twenty members of the L. A. W. protested against the admission of a candidate, but it was counted of no consequence. There are many persons to-day who are members of the L. A. W., who are scarcely recognized by the majority of wheelmen in their own towns, and who have been black-balled by their local clubs. The only qualification for membership is a negative one, and is simply that the candidate shall not be objected to; and I ween it would not make much difference if he was. One of the peculiarities of the above fact is that any attempt to explain it away only makes it the more obvious. This must naturally be the fault of organizations of a national character, where local preferences have no weight with the great head centre. Of course I do not mean to intimate that the L. A. W. is not a highly respectable organization, for we all know that it is. What I do say, however, is that membership in the L. A. W. is of itself no certificate of respectability. Can any one dispute for a moment the fact that the two hundred riders assembled at Worcester last week would average up better than the same number of men who were simply members of the L. A. W.? Ergo, what club wheelmen need more than anything (except perhaps rain) is leagues of clubs and not leagues of wheelmen; say from five to six leagues, one made up of the New England States, and the rest from other parts of the country. These smaller leagues could get down to business and amount to something: issue maps, guides, make wheel matters boom, and give club wheeling the character it will need for the next few years. Do not feel hurt, unattached wheelmen, at this article, but form yourselves into clubs and join these leagues, which, sooner or later, are coming. Perhaps a grand parade of these six leagues once in three years or so would not overshadow any L. A. W. meet of the past or future; I think it would. So long.

ÆOLUS.

Small Clubs.

Editor Bicycling World: — Several cities can indorse your correspondent "Fad" in this matter. Baltimore had a club last year, the chief object of which was to buy machines from the local agent. One man tried to run it to suit himself, and at a club meeting he blackballed a proposed member whom he feared might get too popular and interfere with his business. The result was that the club expired quietly, and was never heard of again. The same element is too evident in our present club, and the members fully appreciate "Fad's" idea that there must be stronger ties than the mere ownership of a "bike"

to make a club. The club being "owned" as it were by an agent, and run to suit his interests in selling machines, keeps it aloof from others, and renders the clubs jealous of each other. We can offer this advice to all clubs: "Never allow a bicycle agent to hold any office in your club, or to manage its finances.' We have between thirty and forty members now, but the club is not what it should be, and we often half envy our little rival, with its ten members, no dues, no expenses, no club-rooms, no badge, and the only qualification being that members must attend every drill and practice run, and that their social standing be such that no member would be ashamed to take them to see his best girl. There is some satisfaction in the feeling that you can walk down street with the men you have been out riding with, but few of the general run of club members can do it. It makes things run more smoothly. If the club hire a hall ten miles from town, in some suburb, and give a dance, they can all go, they can all introduce their lady friends to each other, and feel that they are among congenial company. If the average bicycle club were to give a dance, how many members would care to have their lady friends meet all the other members as *their* friends? The neglect of this element leads to much trouble. If you think a club mate socially beneath you, you don't care to have him call at your house and ask you to go for a ride, and if you snub him he hates you, and there is dissension at once. By all means, smaller and more select clubs. M. B. C.

BALTIMORE, 26 August, 1882.

Inventive Progress.

Editor Bicycling World: — Boat racing was first practised in heavy, serviceable boats, which would not compare favorably with the elegant Whiteballs of to-day. Step by step, wooden, then iron outriggers were introduced, and the boats were built narrower. Spoon oars next came. A single scull weighing fifty or sixty pounds was thought to be a light boat. In course of time the weight was reduced to thirty pounds, the width to eleven inches, and the length increased to thirty feet. The following improvements are American: The sliding seat, with a motion of about eight inches, was invented by Walter Brown. His patent a good one too, has not yet expired, and still no royalties have ever been collected. Though this short length of slide became common in England, the long slide as well as the swinging pin were accepted by English oarsmen only after Hanlan's victories in that country. The windsail or windgauge and leg-o'-mutton bladed oars are productions of American genius. The weight has been reduced to twenty-two pounds by American builders, and paper has been successfully used as a material for planking shells.

Excepting accessories and parts of the bicycle not under the control of the monopoly, can we show that our copies in the bicycle line equal the English patterns? G. M. F.

The Champion City Club.

Editor Bicycling World: — I notice in the last issue of the WORLD an article from "Falstaff" concerning the Champion City Club, at which I am not a litttle surprised. He says "The sensation of the week has been the very bad manner in which that *highly moral and righteous* club, the Champion City of Springfield, have acted since the Columbus meet; . . . that they have about decided to withdraw from the L. O. W.; . . . that the general feeling in regard to the Champion City's action is quite severe," etc.

It would be interesting to us to know what action he has reference to, and how he obtained his information. True, a little item appeared in one of our local papers some time since, intimating dissatisfaction on our part; but such statement was without any authority from our club, and does not in the least express our views. "Falstaff" should know fully whereof he speaks before crediting us with some action which has never occurred, and certainly has a tendency to create a feeling toward us among wheelmen which we very much regret. We refuse to father any such sentiment, and wish to cast our verdict with the many that have gone up from all parts of the State that the late meet was a very pleasant and successful one, and largely because of the earnest efforts of our friends, the Buckeyes of Columbus.

B.

SPRINGFIELD, OHIO, 12 September, 1882.

Transportation.

Editor Bicycling World: — I should be glad to see the above word adopted as a standing head in your paper; both because the interesting facts which are supplied nearly every week concerning the subject by your various correspondents would be more easily referred to if regularly grouped together in a particular column or page, and also because it would be of great benefit to tourists if you would prefix to this column an "honor list" of the railroad and steamboat lines whose managers have issued formal orders for the carrying of bicycles as baggage, and a "black list" of those lines upon which extortionate charges have been made. Only a little space would be required to keep this information standing in fine type, and the sight of it each week would encourage each touring bicycler to add his mite to it just as fast as experience afforded him the opportunity. Furthermore, the exhibition of such a statement to railroad managers would help to convince them of the policy of having their roads appear on the creditable side of this weekly announcement to the bicycling public. It is only fair that each road which carries bicycles free should be freely advertised, so that, other things being equal, a tourist may be attracted to the region through which it runs, in preference to a region traversed by a road which will impose upon him whenever he is obliged to seek its assistance for a few miles. So too in the case of rival lines between two definite competing points: the offer to carry bicycles free is a perfectly legitimate bid for wheelmen's patronage, and ought to be remembered even when no wheel needs transportation.

According to your Cadiz correspondent, the example of the Baltimore and Ohio road has been followed by the Pittsburg, Columbus, Cincinnati and St. Louis Railroad Company (extending through Chicago). If there are any other similarly important lines which have also issued orders favoring the recognition of bicycles as baggage, let their names be known. I note with pleasure, too, the case of the Alleghany Central road, "extending from Olean, N. Y., sixty miles to the south end of the Genesee Valley road."

Doubtless, on a majority of the short railroad lines in this country a tourist can get his wheel carried without paying anything beyond his fare as a passenger, because the baggage-men on such lines are generally a good-natured set of men and their cars are rarely crowded. But there are only a few of these roads which have issued formal orders to their baggagemen to give a civil reception to bicyclers; and these few deserve to be well advertised.

The programme which the Springfield Bicycle Club have been good enough to send me, concerning their annual meet and tournament of 20 September, may serve as a fair pretext for some advice to the managers of other such meetings as to their duty concerning this matter of transportation. The circular in question says that the road from the North "will reduce its rate to two cents per mile and carry wheels free." This is well, but it would have been better to insert in the circular the official notice of the head baggage-man to his subordinates; then, with that formal authority in his pocket-book ready to exhibit, no wheelman could have any trouble. Of the east and west road (Boston and Albany), the circular prints a list of reduced rates for round-trip tickets, and says "regular tariff for wheels," without telling what that tariff is, — a serious omission. Of the two roads from the south the deceptive statement is made: "Discount of twenty-five per cent made from regular rates, in case twenty-five or more tickets are purchased from any one station," — deceptive, because there is no station from which twenty-five wheelmen are likely to embark. Since nothing whatever is said about wheels, the implication is that a regular or irregular tariff will be exacted against them.

Now, I insist that the managers of all affairs of this sort which are designed to attract bicyclers from a distance (and I ask the special attention of those Philadelphians who are organizing a wheel parade for their city's bicentennial show of 28 October) ought to seek from the transportation agents, as the very first of all concessions, an agreement to carry wheels free of charge. If "reduced rates" can be secured in addition to this, well and good; but this should be secured anyhow. It is a matter of principle. It is a thing to be insisted upon at all hazards.

The railroad rates themselves are generally reasonable enough. I rarely see any reason for grumbling at them. If I want to go to Philadelphia, I am satisfied to pay what other people pay for going there. But I don't like to be swindled; and the thought that a baggage-man who groans and tugs over a hundred-pound trunk as a matter of course, will probably "strike" me for a quarter or half a dollar for sheltering a forty-pound bicycle that causes him no trouble, is a thought which tends to keep me at home. Hence, if I get an invitation to a Philadelphia parade, and with it an official circular addressed to all baggage-men on the line of road I wish to travel by, ordering them to take my bicycle without charge, that tendency of mind is changed. The invitation seems much more attractive than a statement of reduced rates would be.

In the case of a "tournament," railroad managers should be made to see that as it is "the wheels" which draw the crowd, the wheels ought not to be repressed by taxation, — even aside from the fact of their recognition on ordinary occasions as quasi-baggage. And it is because their special exemption from tax at "tournament" seasons will tend to their more general recognition as baggage on ordinary occasions, that I urge committee-men to do their full duty in this matter, reduced rates or no reduced rates.

There seems to me nothing unreasonable in a railroad making definite charges for transportation for a long distance, say one hundred miles or more; but for anything less than twenty-five miles, I think no charge ought to be made. It is the petty swindle — the command to pay as much for your wheel as your own fare costs — that makes a man angry. But if any railroads are willing to take a wheel as baggage for several hundred miles (*e.g.*, the Baltimore and Ohio), I say it is a creditable bid for bicyclers' patronage; and I hope the BICYCLING WORLD will see the propriety of advertising such liberal policy just as widely as possible.

KOL KRON.

WASHINGTON SQUARE, N. Y., 1 September, 1882.

Ixionics.

THINK of the magnitude and strength of our noble pa time if machines cost us $80 instead of $150 from the start!

OUR wheels receive much harder usage than in England, and so wear out faster; hence it would be safe to say that it costs a man twice as much to be a 'cycler in America as in Europe.

A HARVARD man who was riding behind a Light Yale man on a country trip, the other day, informed him that his rear wheel sprung out eight inches in crossing a badly washed gully. On examination the wheel was found to be in its proper place. Query: Is not a highly tempered steel backbone of some considerable elasticity better for rough roading than a perfectly rigid one, to lessen both the vibration and the strain on the head?

THE favorite tricycle seat for our fair riders in Jersey is the L. and B. pan seat. Will "London W." kindly say what pattern of skirt he would use — beg his pardon, would *have* used for the saddle?

"SMITH" (now you know) has about concluded to try a Coventry Convertible. Jones says it is n't consistent with the hymeneal vow, "till death do us part," and besides the "blarsted thing" has too much tendency to double up and squeeze one's (twos) knuckles in a very unloving fashion.

BY the way, none of the National Association prizes for the June championships have been distributed yet. Winners of the "record" console themselves with the reflection that "procrastination is the thief of time." Trust their amicable arrangements with the League have not infused into their veins the essence of do-nothingism that so sadly infects the latter organization.

ALSO that our unfortunate flyers who have been banging themselves up on the road had a better excuse than coat-tails.

I HEARD a remark at the Manhattan Athletic Club fifty-mile race the other day that contained a wholesome truth for our would-be prize winners. A couple of young Murray-hillers were watching the riders about the time Smith got into trouble, and left the winner in considerable doubt.

First gilded youth — "Who 's going to win this race now?"

Second ditto — "Why, that rustic from Oshkosh, every time, you bet."

First g. y. — "But, demmit, look at his form —"

Second ditto (interrupting) — "Oh, hang his form; he 's got nine hours of sleep every night steady, to back him up."

THE result of the race fully upheld this youth's judgment. Mr. Place's mount was a H. F. H. full roadster fully two sizes too small for him, and fitted with that Yankee abomination, the Burleigh saddle. He ate peaches and drank ginger ale *ad lib. en route*, but won hands down notwithstanding these indiscretions. The time was slow for such a perfect track and day, — some eighteen minutes behind the record. However, as everybody trailed Smith until he stopped, and no contestant knew himself to be a fifty-mile man, the result was satisfactory.

"SHADOW" HAMILTON on his 62 inch Yale made as pretty a picture as has ever been my lot to see on the cinder path. The latent power in his slim calves came out when one of the racers, Sandford, I believe, undertook to pass him. His immense wheel fairly leaped forward.

IXION.

Cycling Mems.

"CHIC" calls me to task for my remarks *in re* Pitman. If "Chic" will peruse the paragraph referred to in his "card," he will find that I expressed no opinion that will warrant his statement that I am "prejudiced" against Mr. P. As a matter of fact, my thoughts when I wrote the "mem." referred to were entirely in sympathy with the B. T. C., and my idea of courtesy was that the L. A. W. would be obliged to recognize Mr. Pitman's claims to amateurship. If I had been prejudiced against Mr. Pitman, I should have objected to his admission to the B. T. C., as I knew his application for membership was to be sent to England. Mr. Pitman will inform "Chic" that I gave him advice a few months ago which will secure his recognition as an amateur, if he follows it. I have always had kindly feelings toward Mr. Pitman ever since the spring of 1878, when he held for me the first bicycle I ever straddled. "Chic," I trust, will acknowledge that he has been a "little too previous" in this matter, and did not read carefully enough the "Cycling Mems." of "London W."

"GEESEE" has, I think, the best of the argument in the matter of the rejected votes, as I fail to see how the vote of the secretary of the Worcester Club could be counted, and not the votes of the Marblehead Club. Both are on a par, as both signed their names.

WHAT 'cyclist has not been troubled with the discomforts of clothing wet with perspiration after a hard run, when the cold, clammy garments suggest chills and colds, with their attendant evils? To avoid these annoyances, the costume should be made of serge or flannel, with waistbands and pockets of thin flannel. A suit constructed in this way, and worn with woolen underclothing, will be found comfortable and healthy. Linen or cotton is an abomination, and as such should be discarded by all engaging in athletic exercises. The jacket should fit snugly, as indeed should all the clothing of the 'cyclist; as even if the underclothing is damp, the danger of catching cold is not so great, because the spaces left by loose-fitting garments allow them to grow cold. The tricycler can easily carry a woollen jersey to put on during stops, or in the evening when the air is cooler. When touring, the clothing should be thoroughly dried and warmed each night, in order that they may be fit for wearing in the morning. Avoid all cheap clothing, as it is poor economy in the end; and a 'cyclist in cheap and ill-fitting garments is a sight well calculated to draw tears from a stone.

THERE is considerable complaint made of the Coventry Convertible, — not enough attention paid to the details of construction; faults the makers of the Coventry Convertible are not alone guilty of, I fancy. The tires on the steering wheels of trikes are constantly coming off, being a source of great annoyance. Hancock's tire, I should think, would obviate this

difficulty, as the corrugated surface allows the cement a better chance to "grip." The most satisfactory method of securing the tire is to have it vulcanized on the felloe. The only objection to the latter method is that in case a spoke is broken or other repairs needed requiring removal of the tire, the expense and difficulty is much increased, the removal of the tire necessitating its destruction.

In conversation the other day with a visiting bicycler, I asked him if he belonged to any club. His reply that "No, he was an amateur" was highly suggestive of ignorance of its subject, at least. But this gentleman is not the only one who has not the faintest conception of what constitutes a professional, as a well-known dealer announced to my astonishment that Mr. Place could not be a "pro," because he had ridden only ten months, — his idea being that it was necessary to have trained and engaged in the sport for a considerable length of time in order to be a professional. It is a question in my mind whether in such cases as these ignorance is all it is cracked up to be I like bliss as much as any one, but when it approaches stupidity I had rather be excused.

LONDON W.

Construction of Machines.

Editor Bicycling World: — Much has been said on this head; but as progression is the word, we must not remain satisfied with our attained knowledge. All mechanically inclined bicyclers begin to undertake "improvements," as they call them, from the word go. I have seen one of the smartest and most accomplished (mechanically) scientific men in government employ, whose name is well known by all, commence to make improvements, as he called them, on the bicycle at the time of learning; and by no argument could he be persuaded that they were entirely uncalled-for, until experience had opened his eyes and taught him bicycle common-sense.

Bicycles are entirely unlike any other class of machinery, and no matter how good a mechanic a person may be, he cannot possibly understand the art and process of manufacturing a machine without having practical experience to open the way. For example, every machinist on seeing a bicycle thinks he can produce one to equal anything ever built; but we hardly need say that a "home-made" can be selected by its general appearance every time, and that none ever equalled a Harvard or much more a Yale, however minute they were in their plans. A perfect bicycle is rarer than truth, and will probably continue to be so as long as our riders will part with their ducats for anything less.

In this country we have no machine now manufactured which may be called perfect, or nearly so; no reason may be assigned for this which should satisfy the bicycling men of America. The monopoly restrict our manufacturers practically from going into the manufacture of bicycles, and consequently England still leads the van with her grand array of perfect machines. Were our manufacturers permitted to compete for the market in this country, how quickly would we have the result in perfection of American-made bicycles! There is not a backbone made in America which will compare with the backbones put in fair makes of English machines. They are made by different process, and there is no plant in America which will make a seamless drawn steel backbone of fifteen or sixteen gauge equal to those used by Bayliss, Thomas & Co., Singer & Co., the Surrey Machine Company, and all other first-class makers in England, and simply because it is claimed that it will cost $25,000 or $30,000 to put in the proper plant; and the backbones cannot be produced without, so our manufacturers are obliged to use a stock which, although the nearest approach to it, is totally unlike the proper article; and to avoid accident, replacement, etc., they are made of extraordinary thickness and weight, thus handicapping the rider on the start with a dead drag on his back, which will be a veritable "old man of the sea" to him.

This is a fair sample of the style in which business is done here; the object is not to perfect the bicycle, but to make the most money possible while the market is in the hands of the monopoly. I often think of the argument advanced, and correctly too, in regard to the difference between the old bone-shaker and the bicycle,—that they are *totally different machines*, and should not be confounded: the effect of one, injury; the other, an increase of health. If there is such a radical difference, why should an old patent applied to a velocipede, and intended to be used for such purpose, be unearthed eventually after the complete failure and downfall of the old bone-shaker, and applied to a totally different machine, thus hindering the development of a great industry which promises to benefit the health and pockets of the great American public? Why? I say; and I call on every bicycler in America to take the question to himself and answer it by seeking an escape from the dilemma, the way of which is plain.

Let us have a free market here, and our monopolists will be forced to place themselves on a reasonable basis; otherwise their profits will be reduced in the same way as would those of any firm which attempted to force an article of unpopular pattern at the same price, simply because it could be manufactured more cheaply than the styles called for.

There is no reason why our American bicycles cannot be made to compete successfully with English, taking into consideration our facilities and mechanical skill and invention; but the fact stands apparent that we are left, and only because one firm has bluffed the public into the idea that they have the sole right to control the bicycle business of America. The Pope Manufacturing Company may say, "We have built up the bicycle trade of America," etc.; but I venture to assert that the fact that 300,000 bicycles are now in use in England alone, which have come into use spontaneously within twelve years, is sufficient to argue the success of the bicycle as its own apostle in America.

There are estimated to be 12,000 machines in America. Presuming that the Pope Manufacturing Company had built no machines, and merely received royalties, this would give them $120,000 clear for their slight investment; and I know they have built some thousands of new ones on which their profits could not be less than $30 each, say: —

8,000 machines at $30 each,	$240 000
4,000 " " 10 each,	40,000
	$280,000

I draw it mildly, and only undertake to show our friends what they are subscribing to the support of those who claim to be "advancing the interests of bicycling," etc. Few persons but would be willing to advance the interests of anything at that rate.

Now, gentlemen, the remedy is before you: let us endeavor to remit the duty on bicycles, and this can only be done by most strenuous efforts. "*E pluribus Unum.*" MECH.

The L. N. H. W.

In response to a call by Chief Consul C. A. Hazlett, a meet of New Hampshire wheelmen was held Sunday and Monday of this week, at Portsmouth. On Sunday, the Rockingham Club of Portsmouth and visiting wheelmen, in all about twenty-seven, made a pleasant run along the New Hampshire shore, visiting many places of interest. On Monday forenoon a parade of the wheelmen through the principal streets of Portsmouth was taken. At noon there were two scrub races on marine bicycles, the first being participated in by President Philbrick and Capt. Hazlett of the Rockingham Club, and the second by Capt. Gilman and Secretary Gilman of the Nashuas, both with about even results. In the afternoon the home club gave a complimentary dinner at the Rockingham House, at which were present, as special guests, his Honor Mayor Treat of Portsmouth, and W. E. Gilman of the BICYCLING WORLD. After the usual post prandial speeches, Chief Consul Hazlett called the assembly to order, a State League of American Wheelmen was temporarily organized as follows: Secretary and Treasurer, C. H. Wilkins of Manchester; committee to prepare a constitution and rules, C. A. Hazlett of Portsmouth, E. M. Gilman of Nashua, and the secretary. It was voted that the BICYCLING WORLD be the official organ of the State League, which is to be styled "the League of New Hampshire Wheelmen," and will admit to membership only such wheelmen of the State as are members of the National League. This is the first State League to organize under the national L. A. W.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

CLEVELAND BI. CLUB. — Additional: W. H. Wetmore, Cuyahoga Falls, Ohio.

DETROIT BI. CLUB. — Additional: W. C. James, 170 Clinton street, Detroit, Mich.

ZANESVILLE BI. CLUB. — Additional: David Kapper, Zanesville, Ohio.

BOSTON RAMBLERS. — Additional: A. W. Fisher, 55 Bedford street; F. E. Bryant, 55 Bedford street, — both of Boston, Mass.

CINCINNATI WANDERERS. — Additional: Edward Landy, corner 4th and Plum streets; C. L. Harrison, Grandin road, E. Walnut Hills; George Burroughs, Woodburn avenue, E. Walnut Hills, — all of Cincinnati, Ohio.

PIONEER BI. CLUB. — Additional: Naboth E. Lindquist, Menekaune; Benj. C. Hoag, Marinette, — both of Marinette County, Wis.

MASSILLON BI. CLUB. — C. M. Russell, Frank A. Brown, Frank E. Williams, H. B. Coleman, A. H. Coleman, Jas. R. Dunn, Edwin L. Arnold, J. J. Pitts, Wm. K. Warwick, and H. C. Brown, — all of Massillon, Ohio.

UNATTACHED. — Frederick McOwen, 905 Holly street, West Philadelphia, Pa.; Frank Lamkin, 18 East Main street, Norwalk, Ohio; L. M. Early, Ripley, Ohio; W. B. Evans, Ripley, Ohio; Clarence March, 399 State street, Chicago, Ill.; W. A. Hurlbutt, Stamford Conn.; William Wardrop, care Ernest R. Shipton, Salisbury, England.

TRICYCLING

The Victor Tricycle.

A WASHINGTON correspondent writes us under date of 13 September: "We were visited this week by Mr. A. H. Overman of Hartford, Conn., the maker of the Victor tricycle. He had a sample machine with him, which was considered by all who saw it here to be a step ahead of anything of the kind they had seen; the finish was very fine, and fully as good as the best English make. The following is a description of it: Double-driving, front steerer (front wheel almost in front of the right-hand wheel, which leaves an open front). Driving wheels 50-inch, driving gear similar to the American Star; double-tire brake operated by a handle somewhat like the Rob Roy brake; adjustable celluloid handles; a very easy cradle spring upon which is fitted is a saddle, parallel bearings to large wheels, and cones or balls to small wheel, to be coated with Harrington's enamel; it runs very easily. Mr. Overman expects to have them ready for the market early in the spring; and prospects are bright, for quite a good many are coming to Washington."

Victa Harvard.

MR. WESTON, after an examination of the various makes of tricycles, has decided to bring to this country the Victa Excelsior, or as it will be known here, the Victa Harvard. It is the latest introduction of Bayliss, Thomas & Co., and is made in the usual workmanlike manner of that firm. The following description or specifications will explain fully its construction: Two 46-inch and one 18-inch wheel; driving wheels, 46-inch running level; ⅞ and $\frac{13}{16}$ red rubbers; crescent rims; sixty and twenty-four No. 11 butended direct spokes; bell-metal links; ball bearings to all wheels; Stanley rudder head; rack and pinion steering; spade handle; pear-shaped purchase handle; double-cranked pedal shaft, running in ball bearings; rubber pedals on plian bearings; Excelsior driving wheel and Stanley's patent double driving gear; lever strap brake; adjustable seat rod; adjustable elliptical spring saddle; foot rests on frame; weight, ninety-five pounds; width, thirty-six inches. The frame is a weldless steel loop, the sides of which run up and forwards to hold the handles. The machine is a double-driving front steerer, and we can see no reason why it should not become a popular machine, constructed as it is on an improved plan, and after several years' experience.

JOHN M. FAIRFIELD of Chicago has just returned from an extensive tour in England, and brings with him two sample tricycles, a National and Premier, which are being sampled by Chicago wheelmen. Ex-Capt. Blinn has been converted from a bicycler to a tricycler, believing the tricycle more practical for general use. Mr. Fairfield has ordered a dozen tricycles of the former make, and thinks that for general use they are superior to the two-wheeler. Mr. Fairfield made a journey of over two hundred miles on a Premier tricycle in England, in company with Mr. Cooper who rode a bicycle, and manifests a decided preference for the three-wheeled vehicle for road use, as he could go about as fast, mount steeper hills, at the end of the day's journey would not feel so tired, and on the next day would be more free from the effects of the previous day's trip.

THE Pope Manufacturing Company will bring out a tricycle next season. It will be constructed on the general plan of the "National," manufactured by the Birmingham Small Arms Company, but with some modifications, and will be fitted with differential driving gear, ball bearings all round, and will be double driving. The price will be a trifle less than an imported machine will cost the purchaser.

ON 22 August, Mr. John Hawkins, Jr., and wife rode a sociable tricycle 113 miles to London within 21½ hours, their actual riding time being 14½ hours. On the 24th they left London and reached Walsall, their destination, in 23¼ hours, the distance being 120 miles, and their riding time being 16½ hours. The roads were heavy and they had to encounter a strong side wind, besides several severe showers during the night riding.

COMPLETE detailed reports of Mr. Alfred Nixon's now famous tricycle ride from John o' Groat's to Land's End show that he actually rode one thousand and seven miles within thirteen days, twenty-three hours, and fifty-five minutes.

CURRENTE CALAMO

L. A. W. PRESIDENT MILLER'S little daughter rides a tricycle.

CHIEF CONSUL HAZLETT and the New Hampshire wheelmen have made a good start.

CAPT. C. H. IMHOFF of the Lincoln (Neb.) Bicycle Club has been visiting in Boston during the past week.

The wheelmen at Beacon Park last Saturday were glad to see League champion Lewis T. Frye on the race track once more.

THE Boston Ramblers rode to Canton yesterday afternoon, stopped at Cobb's for lunch, and came back by the light (?) of the new moon.

FRANK MOORE, the young English amateur one-mile and twenty-five-mile champion, will return to England the latter part of this month.

ONE of our expert bicycling clergymen, the Rev. S. H. Day of South Abington, recently rode from that town to Boston, and return, the same day, a distance of nearly fifty miles.

CAPT. FRANK ESCOTT and Secretary W. C. Marvin, of the Grand Rapids (Mich.) Bicycle Club, have been on a wheeling tour through Michigan, Canada, and New York State this summer.

IN connection with some sports at Park Garden, Providence, last Saturday, was a two-mile bicycle race for three prizes (two cups and a medal), the winners being J. M. Magoon, F. Binford, F. G. Pope.

THE hundred-mile race between Prince and Morgan is to be run at the opening of the Casino in Boston in November. The championship point has been dropped and Morgan will receive a mile handicap. The stakes will be $500 a side.

H. C. WITMER, editor of *Latest News*,

Juda, Wis., and R. D. Evans of Monroe, Wis., have been wheeling from Juda to Springfield, Ill., a distance of two hundred miles. They averaged about forty-five miles travel daily, and give interesting accounts of the trip.

WILL ROSE, wheeling towards the Pacific slope, writes us latest from Rock Island, Ill., and is probably well on toward St Joseph by this time. Bad roads have been a great drawback thus far, and it is hardly probable they will improve farther west.

WE were in error recently in stating that League consular appointments of last year held over until new appointments were made. The term expired 30 May. The chief consul will make appointments on the recommendation of the State representatives.

FIVE Columbus (O.) wheelmen recently attempted a day's run of one hundred miles, but a high wind and bad road conditions caused them to shorten it to seventy-five miles, a most creditable performance. Another wheelman of that city recently made an eighty-mile run in one day.

MR. A. H. GARDNER of Milford, Mass., while riding down-hill one day last week, with another young man on the step of his bicycle, fell, breaking his left arm at the elbow. Only a short time ago he had a fall, landing in such a way as to run the tip of an oil can clear through the fleshy part of his hand.

CAPT. F. W. KNAPP of the Rutland Bicycle Club writes from his city that he recently wheeled to Clarendon Springs to visit President Hawley and Mr. Bates, of the Capital Bicycle Club of Washington, and afterwards, with them, made a run to Castleton, and thence returned to Rutland, a round trip of thirty miles.

CHARLES SPANGLER, captain; B. Lindemuth, Victor M. Haldeman, Clayton Musser, John Libhart, Benton Hipple, and J. Witmer, of the Marietta (Pa.) Club, and Lemuel Mills, Frederick Achery, C. B. Longenecker, and W. F. Gorrecht of the Lancaster (Pa.) Club made a run to York to dinner, and return, recently, having a most enjoyable time.

THE eight crack riders of the Rochester Bicycle Club, who, under the leadership of Dr. A. G. Coleman of Canandaigua, are on their way to Topeka, Kan., stopped over in Chicago a day, and enjoyed the hospitality of the Chicago Club. In the evening they gave an exhibition of fancy riding on the smooth tiles in the rotunda of the Grand Pacific Hotel.

THE Philadelphia wheelmen are making arrangements on a grand scale for their great meet and races in connection with the bicentennial celebration. We have received several communications from different correspondents concerning it, which we have not space to publish in full. The committee comprised the best known and most energetic members of the several clubs of the Quaker City.

As we go to press, neither the "Indispensables" nor "Cortis on Training" have come to us. The English publishers seem to have no appreciation of the word "hurry," and the delay is as uncalled for as it is provoking. The books are in the custom-house, but as no invoice was sent they cannot be taken out. We hope to get them out in a few days, and have no doubt but that we shall be able to ship them this week.

LACK of space last week obliged us to omit mention of the fancy riding and club drill exhibitions of the Buffalo Bicycle Club tournament, all of which was excellent. The participants were C. H. Hepinstall of St. Thomas, Ont., Perry Doolittle of Aylmer, Ont., W. J. Curtis, Smith, and R. A. Punnett of Rochester, N. Y., and the Rochester eight. Their performances were enthusiastically applauded. There were sixty-four riders in the street parade.

OUR esteemed contemporary, the *Wheel*, announces that on and after 4 October it will be published weekly, with its former well-known and enthusiastic editor, Fred. Jenkins, once more publicly at the front, and Chas. E. Pratt as editorial contributor. We believe that with its more frequent appearance it will accomplish still more for the advancement of American wheeling than before, and cordially wish it success as indicating the rapidly growing interest in our pastime.

THROUGH the efforts of the Bicycle Union, a good legal point has been secured for cyclists during the past month; the driver and guard of the Brighton coach, prosecuted for obstructing the highway and assaulting bicyclers, having been convicted and fined. The fines were small, but they suffice to establish the status and right of way of wheelmen on the public road. Since the act for which he was convicted occurred, the same coach was overturned by the horses shying at a tricycle, and the same driver got a broken arm; and this may have had something to do with the court's leniency.

THE Washington bicyclers, Messrs. Allen, Hansmann, and Seely have returned from their three-weeks' tour in the Shenandoah Valley. After visiting Luray Cave and the Natural Bridge, they rode home through Staunton, Winchester, Martinsburg, Hagerstown, Frederick, and Ellicott City. The number of miles ridden was four hundred and fifty. The longest run on any one day was fifty miles exactly, and the fastest riding was ten consecutive miles in fifty minutes, and the distance of twenty-two miles between Winchester and Martinsburg was run in two and a quarter hours. The outfit of the party was very complete, and the photographing apparatus was used on many occasions. The bicycles returned in good condition, and the riders are greatly benefited by their trip.

THAT excellent little pocket English monthly magazine, *Cyclos*, in addition to its regular road maps, always contains much that is useful and instructive to wheelmen. The issue for September slightly turns its attention to American matters, and speaking of the BICYCLING WORLD'S action in regard to the reduction of imports on foreign wheels, it suggests that English manufacturers ought to assist the movement with capital and by every other means; and after comparing the home cost of an English machine with the high price demanded for it when it reaches our shores, adds: "And it would not be at all strange if the manufacture of bicycles and tricycles were commenced on a large scale in the United States. It is not too much to look forward, in the no distant future, when the tables will be turned on us and the English markets become flooded with American machines. Coventry, the principal seat of manufacture, has lost the watch trade; let it be careful not to lose the bicycle and tricycle trade, which promises to become far greater than ever the watch trade was. What manufacturers should do would be to form themselves into a union, and by a united effort overthrow the stumbling-block to the progress of our sport in America, and likewise to the sale of their machines. Many persons in America, if it were not for the enormous cost, would indulge in the luxury of either a bicycle or a tricycle. We have this fact stated several times, and on the very best authority; but where the public can afford and are willing to pay £20, they do not care to risk nearly £40 on what really, after all, is only an experiment. We have had our say, and trust that we shall be the means of drawing the attention of English manufacturers to the importance of the subject, and that they will be 'up and doing.'"

To My Wheel.

O GLEAMING mesh of steel, to me
Thou art indeed a mystery.
Thy lofty perch I stride, content,
While people gaze in wonderment,
And poets chant in roundelays
Thine airy form and bird-like ways.

How fleetly dost thou bowl along —
All quiet save the merry gong —
Past field and wood and lake and brook,
Through shady dell, by cosy nook.

The bee drones in the waving grass,
Nor stops his humming as we pass;
The daisy nods in modest glee,
The bird sings gayly in the tree, —
All nature smiles in gladness bright,
While on we wing in rapid flight.

Wherever fancy turns we glide, —
Through dusty town, by ocean's side;
With light and joyous feelings rife,
Thou seem'st a very thing of life.

Thy potent charm around me cast
Binds me to thine allurements fast.
Ah, wheel! such is thy magic spell,
Resistance is impossible.

GEESBE.

MARBLEHEAD, MASS., 8 August, 1882.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, $1.50.

E. C. HODGES & CO.,
8 PEMBERTON SQUARE.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 15, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

W. W. STALL. — Sole Agent of the Cunningham Co for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

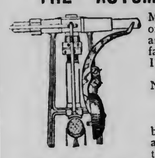
PINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, $3.50; nickelled, $4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

BICYCLE REPAIRING,
NICKEL PLATING AND PAINTING.

HARRY D. HEDGER,
28 1-2 Piedmont Street - - - BOSTON.

Rubber Handles for the Expert Columbia and British Challenge. Best English Cement, $1.25 per pound.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN. Worcester. Mass.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

TRICYCLING INDISPENSABLE ANNUAL for 1882.
Postpaid, 65 cents.

INDISPENSABLE BICYCLISTS' HANDBOOK
(14th Thousand) FOR 1882. Postpaid, 55 cents.

"PRINCIPLES OF TRAINING." By H. L. CORTIS, showing how to make **20 miles** in **59m. 20½s.**
Postpaid, 43 cents.

The above three books mailed to one address for $1.50. Orders from the trade solicited, and a liberal discount offered by the sole United States Agents and Publishers,

OVERMAN WHEEL COMPANY,
Hartford, Conn.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, $2.25; six months, $1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, $4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 100 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

CORTIS ON TRAINING. — "The Principles of Training for Amateur Athletes, with Special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $4.00. Nickel Plated, $5.25.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1. bound in cloth	$2 00
" " " 2, " " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	15
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	40
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00

COLUMBIA BICYCLES.

ON EASY TERMS

OF PAYMENT OR INSTALMENTS.

Send for Circular to

I. P. LORD & CO., 48 Union Street, Boston.

C. H. ROBINSON - - - - Manager.

FURNITURE AND CARPETS SOLD ON WEEKLY OR MONTHLY PAYMENTS.

COLUMBIA BICYCLES.

Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strain. Made solely for and imported by

SAML. T. CLARK & CO. {OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK,} BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.

The strongest, most rigid, and withal the handsomest Bicycle in America.

THE AMERICAN ROADSTER.

The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

THE TYRO ROADSTER.

Strong, serviceable, and economic.

Cabinet Photographs of the above Machines mailed on receipt of five three-cent stamps.

Also **The British, Sp. British and Xtra Challenge Bicycles,** and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer fo'ding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William K. Gilman, Editor. H. O. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 29 SEPTEMBER, 1882.

Volume V. Number 21.

[VOL. V. CONTENTS. No. 21.]

Editorial: The League	567	L. E. C. W.	571
Wheel Club Doings: Pennsylvania	568	Cycling Mems.	573
Races: Coming Events; Baltimore; Smithville; Albany; Springfield; Burlington; Newton Highlands; Tonawanda; Leicester, Eng.; Notes	568	Currente Calamo	573
Correspondence: The Philadelphia Meet; Manchester; Portsmouth; Another Sensible Railroad; New York Letter; Poughkeepsie; Haverhill Notes	570	Books and Pages: The London Graphic; The Century; St. Nicholas; Art Exhibit of Fashion. Notes, Queries, etc.	574

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES AND TRICYCLES.

Sole Agents for the United States for

SINGER & CO., COVENTRY.

SCHUYLER & DUANE,

189 BROADWAY . . . . NEW YORK,

Sole U. S. Agents for

THE COVENTRY MACHINISTS' CO., LD.

THE "AMERICAN CLUB" BICYCLE.

THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods

A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,

OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.

London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines. Harrington's Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags,** etc., Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

PREMIER

BICYCLES AND TRICYCLES

ARE IMPORTED INTO THE UNITED STATES BY

STODDARD, LOVERING & CO. . . . . BOSTON.
FAIRFIELD & TAYLOR . . . . . CHICAGO.
FOSTER & CO. . . . . BALTIMORE.

Agents Wanted in other large Cities.

HILLMAN, HERBERT & COOPER,

COVENTRY, ENGLAND.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2¼ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.
FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

JOY, the Athletic Outfitter, 21 and 22 Leadenhal J street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

WORLD JOB PRINT,
A. BASSETT, MANAGER.
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

THE BEACON
PARK COMPANY
OPENED THE
BICYCLE TRACK,
AT BEACON PARK,
ON
Wednesday, 30 August.

THE TRACK WILL BE LET FOR RACES AND TRAINING PURPOSES.

J. S. Prince will be in attendance.

TRAINING TICKETS for the SEASON, $5.00.

ADDRESS
THE BEACON PARK CO.
8 Pemberton Square.

Tickets for training and practice now ready, and books open at the BICYCLING WORLD office for engagement of the track for races, etc.

PHILADELPHIA, PA.,
THURSDAY, 26 October, 1882,
GRAND BICYCLE MEET
In Fairmount Park, at 10 o'clock A. M.
RACES AT 3 O'CLOCK P. M.

SANCTIONED BY THE L. A. W.

PROGRAMME as follows:—

One Mile in heats, open to all amateurs.
Two-Mile Handicap, 200 yards limit. Open to all amateurs.
One-Mile Race for novices, open to all never having won a first prize.
Half-Mile dash, L. A. W. men only.
Five-Mile Handicap, all amateurs.
Competitive Club Drill in club squads of eight.
Best Fancy Riding (single).
Send entrance fee ($1.00, returnable to starter) to GEO. D. GIDEON, 2023 Ridge Avenue. Entries close 20 October.
A general invitation is extended to wheelmen to participate in the meet and parade.

H. A. BLAKISTON, Sec.,
3905 Chestnut St.

THERE was a young fellow named Moore,
Who came to America's shore,
To get our gold medals;
He made fly the pedals,
And wiped with our riders the floor.

In a mile-without-hands race a batch
Of bicyclers started from scratch;
A gold medal to catch
Inspired the match,
And the jewel was gobbled by Hatch.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 205 N. 5th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

☞ Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 29 SEPTEMBER, 1882.

THE LEAGUE.

As recorded in our last issue, the members of the League of American Wheelmen in New Hampshire have organized a State league for more prompt and efficient local action than can well be exercised by the more bulky and virtually distant national body. This accords with what we have repeatedly urged during the past year as a necessity of our immense territorial area. The League of Ohio Wheelmen was an outcome of this need, but it started on an independent basis in that it did not limit membership to L. A. W. members. Several times previous to the last L. A. W. Meet we called the attention of the body to the advisability of incorporating some provision for State leagues in the constitution, but the nearest approach to it made in the revision was the clause instituting State chief consuls and representatives. This was intended to meet the requirement, and may do so if the State officers evince a proper amount of energy. The communication from Massachusetts Chief Consul F. S. Pratt, published last week, indicates that a vigorous effort to accomplish something tangible is now being made in this State, and we hopefully anticipate the best results; and we also trust that other States will speedily follow the example of Massachusetts and New Hampshire and organize for local work. Referring to the freedom with which we have admitted to our columns communications commendatory, critical, and animadvertive of the League. Consul Pratt says the official organ has witnessed these latter with "amazing serenity." Well, we have; but hardly, however, with the apathy evinced by the League itself during the past twelve months. If we have refrained from commenting in recent issues on these communications, it was not from a lack of interest, but rather because the proper officials have failed to supply us with information concerning the League, either positive or negative. We know no more what the League at large is doing than the most recently admitted member knows. If chief consuls or other State officials are doing anything to further the interests of the League in their respective sections; if they are taking any measures to secure free transportation of passengers' bicycles on the railroads; to lay out routes for the convenience of tourists; to direct riders to good public houses; to locate guide-boards or danger signs, — they are carrying on the work with a degree of modesty more injudicious than commendable. We are earnest and have been enthusiastic in our support of the League, and still firmly believe in its almost unlimited possibilities for the protection and advancement of wheelmen's interests. We confess to a strong feeling that much vigorous work is needed to realize the objects for which the League was established; but two years have elapsed and no system of consuls is found, and no proper means are provided of knowing the names and addresses of the few who have been appointed; we find no hotels named as headquarters; no sign-boards guide the ever-increasing number of its touring members; railroads are as exorbitant in their charges as if no League with its vast membership was in existence; it has in no way made its influence felt on the outside community as a power to be respected through practical demonstration; neither has "the best legal knowledge" been "at the command of any member whose rights have been threatened," although it has not been without opportunities to fulfil its promises in this respect. These are some of the reasons why the "organ" has so serenely refrained from commenting on the criticisms and complaints of its correspondents, while admitting their communications to its columns. We trusted that those officials who knew best why these things were would themselves come forward and explain. They could not have more keenly and painfully felt the force of these criticisms than we; or they, knowing better than we, would have rallied to the League's defence with the best reasons they could adduce. The BICYCLING WORLD is the "official organ," or as Consul Pratt styles it, the "mouthpiece of the League"; but it cannot speak without inspiration, and inspiration must be imparted by knowledge. If the executive board, or consuls, or representatives are doing anything worthy of record, or have any information of value to wheelmen, they should impart it through our columns; or in the absence of such information, we must continue to bear the growls of malcontents with "serenity," if not with approval. Consul Pratt has begun right, not only in taking steps to make his department a working one, but also in publicly announcing in outline his plans and expectations; and we sincerely trust that similar communications will soon be forthcoming from other chief consuls. Be assured they and the League will have our heartiest support as "official organ." We desire to see the organization become as influential as its promise; as potent as its assumption; as useful as it is expected to be: but these conditions can be reached only by hard and earnest work. The work must, of course, be largely gratuitous, but on this account need not lack earnestness. It matters not who guides the helm, so it be guided well. Meanwhile we shall continue to admit criticism of it and of its official conduct to our columns, and shall ourselves criticise, but with the kindliest feelings and with a desire to aid by suggestions

and advice all who show a disposition to work for it, and through it for the interests of the wheelmen.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

MASSACHUSETTS BI. CLUB.

Wednesdays and Saturdays of September and October, at 4 o'clock P. M., regular club runs.

26 September, moonlight run and supper at Woodland Park Hotel, starting from headquarters, at 6 o'clock P. M.

PENNSYLVANIA BI. CLUB. — *Editor Bicycling World:* — We have been working along pretty quietly since the organization of our club, for most of our members believe in taking things coolly and fixing them on a solid basis. Thus it was only a few nights ago that we decided on our uniform, and even this has been left partially open, in that the having of it is not made compulsory before the first of next year, so that any minor amendment can be settled at our annual meeting in November. Our uniform is as follows, and a right handsome one it will be too, especially on our 56 and 58 men: Dark-brown corduroy suit of a fine cord quality; polo cap of same material to match suit, with detachable droop peak; dark-brown stockings; celluloid collar and cuffs; and black shoes. Our club colors are blue and old gold, and our badge is a complete bicycle in miniature, with "Penn'a Club" inserted among the spokes of driving wheel. At present we are hunting up a suitable club-room, and our efforts, I think, will soon be rewarded by success. Our idea is to get a location close on the park limits, in West Philadelphia. Our members at present number fourteen, and we have to enlist others yet, so that "Pensey" will not make a very bad show at our big meet in October. On the above occasion the Pennsylvania Bicycle Club will turn out in white shirts, — of course I do not mean that we will limit our costume to only a shirt, but that will be the distinguishing feature in our dress. Our officers are as follows: President, E. W. Aaron; secretary, A. H. MacOwen; treasurer, W. H. O'Keefe; captain, C. M. Miller; sub-captain, J. L. Roberts. I believe our constitution calls for a bugler, but we have the dire misfortune not to number among us a single "Puffing Billy"; consequently we will be under the necessity of drawing lots for this office, and then, the result being known, the club will have to pay the fortunate man's tuition in the Philadelphia Conservatory of Music. Our average size for wheels is 54-inch.

ARTHUR H. MACOWEN, *Sec.*

RACES

Coming Events.

26, 27, 28 September. Haverhill, Mass., bicycle races in connection with the Essex County fair. W. H. Moody, Lock Box 272.

30 September. New York. Two-mile bicycle handicap, under the auspices of the Manhattan Athletic Club.

5 October. Keytesville, Mo. Bicycle races in connection with the Chariton District Fair, for gold and silver medals. W. E. Hill, president.

7 October. Montreal. Bicycle races in connection with fall games of the Montreal Amateur Athletic Association. Championships of Canada. One-mile and five-mile races. Chairman sports committee, Box 1138, Montreal.

21 October. Stenton, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket Club games. Percy C. Madina, 201 Walnut Place, Place, Philadelphia.

26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

BALTIMORE. — SEPTEMBER. — MARYLAND BI. CLUB. — RACE MEETING. — The first annual races of our club are over. The races were held on the third day of the Baltimore Oriole. The weather opened beautifully, and promised to give us a chance to fill the reserved seats. By 2.30 there were in Newington Park fully 2,000 people, the majority of them ladies. The bright sky and sun, the green field stretching a quarter of a mile in each direction, bounded by a 12-foot track, and in its centre the stacked machines all nickelled and bright as silver, and the grouping of the wheelmen in their handsome uniforms, the immense grand stand, on which were seated the famous beauties of Baltimore, in their variously hued dresses, made it a sight which will be impressed upon many of the 'cyclers present. By the time the races were started, a brisk wind was blowing down the stretch, which made the racers exert their limbs a little to get away; but coming in, they had the advantage of it, which brought them in at a stirring pace. The track, which was of dead rock, was four laps to the mile, and nearly circular. The officials were as follows: Referee, Edward A. Griffith, president of the Maryland Bicycle Club; judges, Leland Howard of the Capital Bicycle Club, Washington, J. D. Iglehart, Baltimore Athletic Club, and Lieut. Harry E. Brown of the Maryland Bicycle Club; timers, L. Stone King, E. H. Bennett, of the Maryland Bicycle Club; clerk of the course, E. F. LeCato, secretary of the Maryland Bicycle Club, assisted by Ernest Price; starter, Albert Trego, captain Maryland Bicycle Club. Previous to the beginning of the races, the Capital Bicycle Club of Washington, — twenty-eight men, officered by Capt. E. H. Fowler, Sub-Capt. John T. Loomis, and Junior Sub-Capt S. P. Hollingsworth, — mounted upon their bicycles, paraded over the grounds and course. Their splendid appearance and graceful movements elicited great applause, and formed a fitting prelude to the sports. The first race was half-mile heats, open to club members only; first prize, Maryland Bicycle Club badge, value $25; second prize, nickelled "King of the Road" lamp. The starters in the first heat were Arthur Harrison, J. D. Lord, Jr., and A. B. Bruce. Harrison won in 1m. 44¼s. The second heat, between E. F. LeCato and Jere W. Lord, was won by Lord in 1m. 40¼s., LeCato's time being 1m. 42⅜s. The second race was a two-mile dash open to all amateurs; first prize, medal, value $25; second prize, medal, value $12. The starters were J. A. Ulman of Baltimore, J. J. Barrill of New York, A. G. Powell of Philadelphia, V. C. Place of Greenville, Pa., and Arthur Boehm of Baltimore. Barrill led on the first lap, but his saddle slipped after passing the scratch, and he stopped. Place then took the lead and held it to the end, winning in 7m. 5⅛s., Powell second in 7m. 20⅜s. The third and final heat of the half-mile race, between Jere. W. Lord and Arthur B. Harrison, winner of the first and second heats, was won, after a remarkably close and exciting contest, by Lord in 1m. 39⅛s., Harrison finishing in 1m. 39⅛s. The fourth race was a one-mile handicap, open to club members only; first prize, medal, valued at $35; second prize, nickelled Æolus ball pedals. A. B. Harrison and E. F. LeCato started from the scratch, J. D. Lord fifty and Charles T. Stran one hundred yards start. Stran, who is a fine young rider, maintained his lead to the finish, and won in 3m. 32⅛s., Harrison second. The fifth race was a three-mile dash, open to all amateurs; first prize, medal valued at $35; second prize, medal valued at $18; time heats. The starters were J. J. Barrill, V. C. Place, A. G. Powell, and Rex Smith of Washington. Barrill led in the first lap, but was overhauled in the second turn by Place, who won the race in 10m. 44⅛s., Powell second in 11m. 21s. The sixth and last race was a five-mile contest for the championship of the Maryland Bicycle Club, the champion's trophy being valued at $65, souvenir valued at $15 to the second man. The starters were J. D. Lord, Jr., Arthur B. Harrison, J. Day Flack, and E. F. LeCato. Le Cato went out after the first mile, and Lord retired on his seventh round, leaving the race to Harrison and Flack, who finished respectively in 19m. 17s. and 19m. 26s. The time was good, though the race, on account of its length and the presence of only two contestants on the track, was the least interesting of the series. At the conclusion of the contests, Messrs. Rex Smith and V. C. Place gave an exhibition of fancy riding, Mr. Smith performing some very difficult feats.

At the close of the races, the Maryland and Capital Bicycle Clubs formed in line and rode to the club-house, where a lunch was served. I understand from Place he is going to Springfield. I certainly wish him success, for he is a good racer, and a tip-top fellow in every respect. Our club was exactly six months old on the day of our races, and we can congratulate ourselves that they were a success in every respect.

MARY LAND.

SMITHVILLE, N. J., 2 SEPTEMBER. — A one-mile bicycle race in heats was contested at Ridgway Park, 2 September, for a $20 medal, by E. F. Burns of Smithville, and W. J. Smith of Bristol, England. The first heat was won by Smith in 3m. 21s., and the second and third heats, and the medal were won by Burns in 3m. 19s. and 3m. 23s., respectively. Smith rode a 54-inch crank machine, weighing but twenty-nine pounds, and Burns rode a 48-inch American Star.

ALBANY, N. Y., 19 SEPTEMBER. — The first annual races of the Albany Club were held at Island Park, 19 September; and despite the strong wind and condition of the track, an enjoyable time was had. Fully five hundred people witnessed the sports. The first event, a half-mile dash in heats, was won by W. W. Cole in 1.34. The second race, one-mile in heats, was captured by Henry Gallien, Jr, in 3 56. The three-mile race was won by J. G. Burch, Jr., in 13.03; F. B. Hubbard second, 13.04½. For the above races handsome gold medals were given. Fancy and trick riding was then given by the members, and the prize, a gold and silver card receiver, was awarded to Mr. Burch. The final event, a five mile race for club championship, completed the programme, and was won by Capt. A. H. Scattergood in 22 38¾. The medal for this race is perfect in workmanship, and design. It consists of a miniature bicycle surrounded by a hammered gold circle, below which are sprays of leaves in colored gold. Above is a diminutive hub lamp set with a diamond, and a monogram composed of the letters "A. Bi. C.," the whole suspended from a scroll. Capt. Scattergood is to be congratulated for having won such a beautiful prize. The judges were Marion Randolph, Henry Russell, and Chas. Piepenbrink; scorer, E. S. Bettleheim; timer, John Mack FIFTY-INCH.

SPRINGFIELD, MASS., 20 SEPTEMBER. — THE GRAND BICYCLE TOURNAMENT. — RECORDS AGAIN ALTERED. — THE GREATEST BICYCLE EVENT OF THE SEASON. — The grand bicycle tournament held 20 September in Springfield, under the auspices of the Springfield Bicycle Club, was by far the most notable and successful event of its kind yet occurring in this country. The preparations for it were begun early in the season, and the club was as prompt in announcing the event as it was liberal in its arrangements, circulars and invitations having been freely distributed throughout the country, not only announcing an attractive programme of races, but offering a valuable and varied list of prizes. In addition to this, the tournament was liberally and thoroughly advertised in the bicycling and general sporting press of the country, so that the affair had a national reputation long before its occurrence, and engaged the interested attention of racing wheelmen everywhere; the result of which was the drawing together of many of the fastest riders for competition and from sections quite distant.

During the day preceding many bicyclers arrived, and on the morning of the event the city began to present a most animated appearance, not only by the presence of the large number of wheelmen but through the interest of the citizens themselves, who thronged the main thoroughfares to witness the arrivals and secure positions for observation; and when at about half past one o'clock the line of parade was formed to proceed to Hampden Park, the sidewalks were densely lined with enthusiastic spectators, and most of the stores were closed, and business was suspended during the afternoon, the people who could all moving to the park. At this place the grand stand and the general stand were speedily filled, and thousands were lining the course or grouped about the grounds, there being within the enclosure when the races commenced between twelve and thirteen thousand spectators. The parade was in two divisions, each preceded by a brass band of about twenty-five pieces, and there were full two hundred wheelmen in line, representing wheelmen and clubs, besides the home club, from Attleboro', New Haven, Conn., New York, Rutland, Vt., Brockton, Boston, Chicopee, Greenfield, Meriden, Conn., Glastonbury, Conn., Pawtucket, R. I., Mt. Vernon, N. Y., West Springfield, Worcester, Natick, Holyoke, Marblehead, Wilbraham, Easthampton, Northampton, Arlington, Glenn's Falls, N. Y., Waltham, Pittsfield, Mittineague, Newton, and other places. There were several tricycles in the procession, among which we noticed a Harvard and a Victor (Overman's); and six American Star bicycles added a novel effect.

The Park track was in fine condition. It is a fine clay road, one mile in circuit, broad, and well sheltered from the wind, although on this occasion there was but little breeze, and the sun was just sufficiently clouded without imparting gloom to the day. As usual, there was a little delay in starting the races, it being considerably past two o'clock. The starters in the mile race were: Will. R. Pitman of New York City; Frank Moore, Birmingham, England; W. A Norton, Natick; C. W. Clark, Waltham; V. C. Place, Greenville, Pa.; G. M. Hendee, Springfield; J. G Knowlton, Easthampton; J. W. Wattles, Jr., Boston; L. W. Morse, Attleboro'. The men got off well together, but Hendee slightly leading. At the half-mile Moore took second place and hugged Hendee's heels until on the home stretch, when he spurted to the front with seeming ease: and both men, now well in advance of the others, came home in fine form. Moore passing the wire in 2m. 54⅜s., Hendee in 2m 55s., and Norton third in 3m. 14s. Moore, Hendee, Norton, Morse, and Clark, only, contested the second heat, which was ridden in about the same order of tactics and results, the winners' times being: Moore, 2m. 57⅛s.; Hendee, 2m. 57½s.; Norton, 3m. 7⅛s.

The two-mile race brought to the scratch Moore, Morse, Norton, Place, B. G. Sanford of New York City, H. D. Clark of Mount Carmel, Conn., and H. J. Hall of New York City. Place took the lead, the rest well bunched; but Moore soon took second place, and before the half-mile was made, they were all strung along the track at various distances, the Englishman rapidly overtaking Place, and before the mile was made he had settled himself comfortably into his usual position just back of the leader's rear wheel. Place's first mile was made in 3m. 2¼s. The two leaders were now fair in advance of the others, and widening the gap until they passed under the wire, Moore first, having, after a gallant contest on the part of the Pennsylvanian, passed the latter on the home stretch, Clark a fair third. Time: Moore, 6m. 14s.; Place, 6m. 14⅛s.; Clark, 6m. 47¾s. Morse, Norton, Hall, withdrew from the second heat, and the other four came in in about the same relative order and with the same result, except that Moore led the first mile in 3m 19⅛s. Time: Moore, 6m 21⅛s.; Place, 6m 23⅛s; Clark. 6m. 30⅛s.

Pitman, Clark of Waltham, A P. Curtis of Marlboro', J. Q. Hatch of Northboro', Hendee, Knowlton, and Wattles contested the half-mile dash, which was won by Hendee in 1m. 24⅜s.; Hatch second in 1m. 29⅜s.; Pitman third in 1m. 31⅜s. The best American half-mile time on record was that of A. G. Powell of Philadelphia, 19 September, 1881, the time being the same as Hendee's, 1m. 24⅜s.; but although Mr. Powell's performance is properly certified to and his time no doubt correct, yet inasmuch as it was a scrub and not regularly announced race, with regularly entered competitors, Mr. Hendee's time will have to take precedence as record time.

The half-mile dash for boys was entered for by Atty Hanks, Oscar Gengerbach, Chas P. Adams, F. H. Walcott, and George Nash of Springfield, and H. Y. Smith of New York City. They made a very pretty race, the winners and times being as follows: Smith first, 1m. 43⅜s; Adams second, 1m. 49⅛s.; Hanks third, 1m. 59s.

No female competitor appearing against Mlle. Louise Armaindo in the five-mile ladies' race, her manager, Mr. T. W. Eck, went on the track against her, Louise allowing him a half-mile start. This handicap she overhauled without much effort, riding in her usual good form and winning in 20m. 55⅛s., the following being her times by miles: First, 3m. 46⅛s.; second, 4m. 50⅜s.; third, 4m. ⅜s.; fourth, 4m. 2½s.; fifth, 4m. 15s.

In the five-mile amateur, the following competitors appeared: Moore, Morse, Norton, Place, Sanford, and A. D. Claflin of Newton. In this race the judges insisted on Moore allowing all others thirty seconds' start, although we cannot see by what authority any race, after being announced and entered for as a scratch race, can be changed to a handicap without the consent of all the competitors. However, it made the race more interesting and occasioned the breaking of the five-mile record, an event which would

not else have resulted. Place took the lead soon after the start and made a good gap behind him, the others well bunched. Claflin, however, soon began to draw out of the crowd and took a good second position, and by the time the Englishman was given the word to go the whole were well strung out, with Place increasing his lead as if bent on getting such a start that Moore could not overtake him. Vain expectation, however; for the trained Briton had no sooner got his pedals well at work than he let himself out with a determined action that began rapidly to overhaul those immediately in front, and one after another in quick succession had a chance to study his form and style until before the second mile was completed, Claflin, who was making excellent time also, had but a very short lead, and when the three passed under the wire to begin the fourth mile the order was, — Place, Moore, Claflin, and the rest anywhere in the rear distance. No one now doubted the Englishman's success, and he was cheered and applauded frequently for his speed and pluck. He soon was seen close behind the Pennsylvanian, whose pace he then took for the rest of the race until nearing the home stretch, when he put forth his final magnificent spurt, to which Place gallantly responded, and the two came down the stretch for some distance almost neck and neck, but with Moore perceptibly gaining, and with such a tremendous final effort that he passed under the wire about two seconds ahead of Place, who was nearly a minute and a half ahead of Claflin. The full time from the commencement of the race to Moore's passing the wire was 16m. 17¾s., from which deducting the 30 seconds with which he was handicapped, leaves Moore's actual time 15m 47¾s. Place's time was 16m. 19⅜s., and Claflin's was 17m. 57½s. The American record, held by G. D. Gideon of Philadelphia, and won in the Institute Fair building, Boston, last spring, was 16m. 10⅜s.

The one-mile race without the use of hands proved remarkably interesting, and was won by J. Q. Hatch, with Geo. M. Hendee and H. W. Tufts of Attleboro' good second and third, respectively. Time: Hatch, 3m. 28¾s.; Hendee, 3m. 35⅞s.; Tufts. 3m. 36½s.

A twenty-mile professional race was both novel and exciting, J. S. Prince matching himself against J. E. Mellen and Thomas Harrison, and allowing them to alternate every five miles while he rode the whole distance. Harrison took the track against him first, Mellen doing the second five miles, then Harrison coming on again, and Mellen running the final five. The throng enthusiastically cheered each alternate as he took the path against the champion; but it was easily seen by those familiar with the men that Prince had the race easily, neither of his competitors being anywhere near his match. The excitement and enthusiasm continued to increase, however, and on the last mile it was perfectly wild and tumultuous, and especially when on turning into the home stretch, where Prince spurted magnificently past Mellen, and as he came down the course increasing his lead, the roaring applause of the spectators became deafening. He passed under the wire several seconds ahead; but as the figures will show, he was not particularly pushed by his competitors. His five-mile times were as follows: Five miles, 17m. 8s.; ten miles, 33m. 59½s.; fifteen miles, 51m. 18s.; twenty miles, 1h. 8m. 10½s.

The American records broken were the one-mile amateur, made by R. P. Ahl in the Institute building at Boston, 8 April, which was 2m. 58⅝s.; the two miles of A. D. Claflin at the same place and date, which was 6m. 21½s.; and the five-mile record of G. D. Gideon in the same place, 6 April, which was 16m. 10¾s.

The track officials were as follows: Judges, E. F. Tolman of Worcester, C. R Percival of Boston, and T. S. Rust of Meriden, Conn.; timers, O. W. Whipple, J. S. Dean, and H. C. Norton; scorer, F. H. Johnson of Brockton.

At the Coffey County Fair in Burlington, Kan., last week, a half-mile bicycle race in heats, best two in three, for a silver cup, and the State championship, was won by C. L. Severy of Emporia, in 1m. 37½s. There are to be bicycle races at the Lyon County Fair, also, and the young riders are in training for them.

A HALF-MILE scrub race is reported as taking place at Newton Highlands last Monday, 25 September, and the following times are given, the accuracy of which we have less doubt about than we have of the length of the track: F. M. Williams, 1m. 22s.; R. Richardson, 1m. 25s.; E. S. May. 1m. 27s. The average age of the riders was sixteen years.

BICYCLE races were to take place yesterday at Haverhill, Mass., Troy, N. Y., and Spring Valley, N. Y. The Waverly, N. J., races were postponed from the 22d to the 26th.

14 SEPTEMBER, at the Tonawanda Valley fair, held in Attica, N. Y., there was a bicycle race of one mile for five prizes, value aggregating $62 50, the first of which was won by F. Westbrook of Brantford, Ontario; time not given.

At Leicester, England, on the Aylestone Grounds, 9 September, F. Wood won a five-mile race over R. Howell, the one-mile professional champion, in the record-breaking time of 14m. 42⅘s.

PRINCE'S next race will be a ten-mile at Attleboro', next Thursday, against Mellen, the latter to have one minute start.

TRICYCLES are doing some fast work lately on the English paths. At Exeter, 2 September, W. H. Cashley won a three-mile handicap from scratch in 12m. 28½s., also a mile handicap in 3m 31⅗s, on a Coventry Rotary.

FIFTEEN members of the Chicago Bicycle Club, "Steno" says, were entered for the Waukegan races Wednesday, the 27th. The track is a half-mile of well-rolled sand and clay. Two prizes were offered for each of three races, five, three, and one mile, and in addition the members and local dealers offered extra prizes for slow and fancy riding and a quarter-mile dash.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The Philadelphia Meet.

Editor Bicycling World: — It is worthy of notice that but little *news* has been furnished to the WORLD from the City of Brotherly Love. Yet much has been done here to aid in establishing the rights of wheelmen and popularizing the "Prince of Vehicles." We have had our meets, races, and tilts with turnpike companies, etc., in all of which we have so far been successful. We are now undergoing the agonies endured by the Boston men who had charge of the first annual L. A. W. Meet. We too are preparing for a grand meet during the bicentennial celebration, and we are determined to make it a success. We shall parade in Fairmount Park, and take our visitors through its most picturesque portions, and at the end of the route we shall have a series of races, which will be open to all amateurs, after which a dinner at Belmont. The various railroad companies will reduce their rates, so that an opportunity is thus offered to wheelmen to visit Philadelphia at a light expense, and under circumstances which will render such a visit particularly enjoyable. There will be no more novel feature of the bicentennial celebration than our meet, and the striking example of progress made in vehicles, as presented by the bicycle, will be commented on by the historian when the meet shall have become a part of the history of this grand old commonwealth. H. B. H.

PHILADELPHIA, 22 September, 1882.

Manchester to Portsmouth.

OUR roads, which disappeared in a cloud of dust last July, have been returned to us since the late rains; and encouraged by that fact, the writer wheeled to Portsmouth to attend the New Hampshire meet. The run to Hampton, thirty-six miles, was made in five hours, including all stops, except one forty-five minutes for breakfast. The direct road would be from Exeter to Portsmouth, fourteen miles. I went to Hampton to meet the Rockinghams for dinner Now the roads: To Lake Massabesic, four miles good, no unridable hills. Through Auburn, one and a half miles of sandy hills, and three and a half of good and bad, the bad feature being frequent short, steep, sandy hills. In Raymond, eight miles of excellent roads, with no unridable hills, and some good coasts. Through Epping to Exeter, twelve miles, fair to good; a little sandy near East Epping, but quite level. Exeter to Hampton, seven miles, level and good riding. Hampton to Portsmouth, eleven miles, fair and level. A side run was made to the Sea View House, in Rye, seven miles, and return, *via* Little Boar's Head, over fine level roads, giving me a total of sixty miles for the day. SCRIBE.

MANCHESTER, N. H., 18 September, 1882.

Another Sensible Railroad.

Editor Bicycling World: — Taking the hint from your columns, I recently wrote to the general manager of the Grand Trunk Railway of Canada, requesting that the extra baggage rate charged on bicycles be discontinued. I am pleased to say that the suggestion was favorably considered. I have received a letter from the assistant manager stating that hereafter bicycles will be checked free the same as ordinary baggage, except that they must go at owner's risk. As the Grand Trunk has just absorbed the Great Western Railway of Canada, and now operates over 2,000 miles of line, it will be seen that this is an important concession, and should have much influence in procuring the same favor from other leading lines. Bicyclists everywhere should press this question on the railroad magnates, and free carriage would soon be universally accorded.

W. J. MCINTOSH,
Captain London Bicycle Club.

LONDON, ONT., 20 September, 1882.

New York Letter.

Editor Bicycling World: — Riding the past week has not been very brisk, and while the club-men are drifting back to town, and you see their familiar faces on every side, they have not as yet commenced their regular fall riding, but come back with minds predisposed to hang around the club-rooms for a few days before venturing forth; and things are rendered worse, too, by the assistance given them in their loitering by the abetting presence of those who have been riding continuously for some time past The week has been full of wrangle and debate, and the appearance of the *Clipper* article on the 50-mile race has set the storm afresh, and made men's tongues to wag faster than the pedals of a racing 46-inch. The pros and cons have been discussed and rediscussed, but Place has kept quiet until within the last day or two, when out he comes with an explanation, to effect that he was not a party in any way to the proposed race with the horse "Ben Hamilton," as stated in the *Clipper;* that the bet was made by a friend of his, and the forfeit money put up before he was consulted at all; that *then* they came to him, stated what they were doing, asked his concurrence in the little scheme, which he refused instanter, as injudicious in the extreme, and hurtful to his standing as a member of the League, to say nothing of the aspects of the case from a racing view. This is *his* statement of the case in point. He seems to have passed scathless, as far as protests are concerned, through all the Buffalo and Baltimore events, in addition to the 50-mile here, and now he laughs away the *Clipper's* paragraph from Springfield's track. Well, time will tell, and we will see what action will be taken there by the racing men generally, and if what Buffalo forgets, and New York ignores entirely, will prove an eye-sore at Springfield. He has entered, too, for the Waverly, N. J., races on the 22d inst.; so have a number of New-Yorkers, Thompson, Pitman, Davison, and Sanford: and Springfield's action in the premises will probably find an echo at Waverly. .... Doc. Beckwith has put 7½-inch cranks on his 1000605th-inch machine, and even now his knees strike the air before his very eyes, and he is considering seriously the advisability of running them (the cranks, not the knees) clear down to the tire. All he needs is Fullerton's attachment. And by the way, if we are to believe all Fullerton says (and we have seen people that talk less), the days of Col. Pope's monopoly are numbered. The new attachment is to revolutionize bicycling with every revolution of the wheel. Gone are the good old days when muscle pushed the wheel and wind won the race; the day of science and the cog is near at hand. (?).... Fred. C. Hand, League consul from Scranton, Pa., arrived here to-day (17th) on his vacation; leaves for Boston to-night, and says he will meet us at Springfield (*née* Philippi). We had his company at the Polo Grounds to-day, where he acted as referee for a scrub mile handicap, which the boys indulged in as a sort of preliminary to the 20th. Oliver, while trying a spurt in same, fell, and Pitman, being close behind, ran over him and was thrown, and both were badly bruised.....Speaking of accidents, Mr. Schuyler (of Schuyler & Duane), the veteran wheelman, while taking a spin with some friends, was run into by a drunken driver, resulting in a serious header, which rendered him insensible for quite a while His friends, however, escaped, and took the damages out of the driver's hide. Mr. Schuyler then had the man arrested, and when brought before the justice was informed by his Honor that as the only sober moments of the culprit were spent in jail, a prosecution would be useless. Fred. Jenkins, I hear, leaves the business shortly, and intends devoting his whole energies to editing the *Wheel*, in which in the past we have seen so many evidences of his ability and fitness..... Club runs, of late, have been very scarce, the only one that turns out regularly and in force being the Manhattan. Half the club assembles at 79l, and, after a short drill before the earthworks thrown up around the place, starts for the night rendezvous at 72d street. Beautiful, with their glimmering lights, they look, as off they go in single file, Jenkins first, Jenkins second. Jenkins third, etc., etc.; 72d street is reached, the call is sounded, and forth from the darkness glides Bourne, in company front, and down along the Riverside they roll. The Jenkins half at 79l sprained its wrist the other day, — we are afraid to suggest "header," for Fred is a "power," and his strong breath protects him; and so now the Bourne half travels alone on its own good looks. At least, we surmise so, for sometimes, skirting the wall of the Riverside, we see far down a will-o'-the-wisp of a light above a wheel searching the depths below, like any Valkyra of old, for the wandering ghosts of the famed Manhattan riders lost long ago in headers over the famous wall close by Mount Tom and Charlie Howard's stamping ground, under the dense shadow of the convent's roof, and stretching down to the old stone house renowned in Manhattan archives. Peace to their ashes; but though "*Roi est mort*," still "*Vive le roi*," and *our* "eagle will still fly to Memphis." CHIC.

NEW YORK, 17 September, 1882.

Poughkeepsie.

Editor Bicycling World: — The riding hereabouts has been so fine for the past few weeks that we have had only time to enjoy it, and none to spare for writing about it. Since my last communication two bicyclers have retired from our ranks, Messrs. Baright and Westervelt. We are sorry to lose them, as they are both good riders and pleasant, genial companions; but their business relations made it impossible for them to spare the time necessary to keep themselves in riding trim, so they reluctantly sold their machines and bid farewell to the sport, for the present at least.....Messrs. Schwartz and Emans returned highly pleased with Boston, and the attentions which some of the riders there showed them. Schwartz learned how the Boston men coast: he crosses his feet and leans back, and he tried to make your correspondent here believe that some of the most expert Boston riders were able to not only coast on the level, but also up hills, if they were *not too steep*. Your correspondent tried it, but struck a stone, and his foot (which is not as small as some) struck on the wheel and came near buckling the same. After that he did not try any Boston coasting. Schwartz himself allows that our roads are hardly up to that kind of work yet; still, it 's a good thing to know.....We have some funny riders in this town. One of them, who has been riding two seasons, called on me a few weeks since and said, "Well, George, I 've been taking a good long ride. I made up my mind that I would take one good long one, and see how it would affect me; so I mounted in front of my boarding-house, and rode plump out to Vassar College, and after *resting* awhile, remounted and rode plump home again. I was pretty tired, and made up my mind that the next time I took a *long* ride, I would use a *long-distance saddle*." Now, the distance from his

house to the college is about two miles, over a road as level as a floor, so you can imagine what a *slayer* he must be.....The bicycle race in connection with the fair of the Dutchess County Agricultural Society was run yesterday (29 September). On account of the poor condition of the track, and evident disregard for the comfort and safety of the bicyclers on the part of the officers of the society last year, there was only one entry from Poughkeepsie this season. The entries were as follows: James H. Ostrander of Poughkeepsie, H. Bostwick of Pine Plains, and George Ham of Washington. Bostwick won the first and third heats and the race, Ostrander the second, and Ham withdrew on second heat. The best time was on last heat, which Bostwick made in 3m. 48s. This year the track was in good condition. T. H. Ransom acted as judge,

"For he is a judge, and a good judge too."

This race not having been sanctioned by the L. A. W., or run according to League rules, or anything of the kind, I suppose the gentlemen who participated are "professionals;" [Not a bit of it. They are simply barred out of League races.—EDITOR.] and from what I can hear, I think they are *rather proud of it*. Ostrander was formerly a League member, but I understand his name has been stricken from the roll on account of non-payment of dues. The other two are not members of the League. Ostrander got $10 for his share. [This makes him professional.—EDITOR.] The winner of the first has his choice of the money or a badge. I have not heard which he decided to take. To illustrate the "eternal ignorance" of the country newspaper man in relation to bicycles, I would state that the Poughkeepsie *Daily News*, in its report of the race, said, "The last heat was the fastest time on record for a mile heat." Your correspondent called the editor's attention to the fact that American riders were doing miles every day inside of three minutes, when he appeared to be thunderstruck, and said he would immediately write an article correcting the statement. Now, he will probably get as far from the truth in this last as in the previous article, so we are quite anxious to hear what next he will get off.....There is considerable interest felt in tricycles hereabouts and your correspondent thinks if either of the agents had enterprise enough to bring one into town, and let the public see what can be done with it, we would have several owned here next season. G. W. H.

POUGHKEEPSIE, N. Y., 21 September, 1882.

Haverhill Notes.

BY invitation, members of the Bicycle Clubs of Lawrence and Haverhill were the guests of the Marblehead Bicycle Club the day and night before the L. E. C. W. meet at that place. The "wicked five," in fact several wicked fives, met us at Salem and escorted us to their "Cottage by the Sea" (on the Neck), sat us down to a chowder "with fixin's," prepared by J. R. Schoff, and told us to enjoy ourselves. We did, most emphatically, and kept on doing so all the afternoon and evening. Come bedtime, the two "old 'uns" (wanting a good night's rest) accepted the very kind invitation of the married man of the club, and enjoyed the sleep of the just under his roof-tree. The rest of the boys slept when "Joey B." would let them,—which was seldom, for he was the Macbeth of the crowd, and most effectually murdered sleep. We all had a royal time; and when the Marblehead boys come our way, why, 'ware snakes!...The League Meet was a success. Three goods made it so: the day, the boys, and the dinner.....What can be got to fill the place of the cradle spring? It is getting itself disliked on account of breakage. Two broke under their riders at the League Meet, for no perceptible reason whatever. One of the riders has had three, and the other two break under them. The dealers, so far, have replaced them; but our trust is gone, and our cry now is for something as comfortable and more trustworthy.....Here is another conundrum. Why don't the makers use a little more care in constructing the McDonnell cyclometer? The writer knows of at least half a dozen that have had to be exchanged on account of some slight fault. Are we to lose faith in that also? Example: 50, 52, and 53 rode from Salem *via* Swampscott, Lynn, Malden, Melrose, and Wakefield to Reading. 52 and 53 registered twenty-three miles and some odd hundredths, neither exactly alike; but poor 50 had only eighteen miles to his credit, and yet up to 750 miles his cyclometer had worked correctly.....Some more: Eight weeks ago 52 sent his money for a perfection hub lamp: result, no lamp or money, and a curious bicycler.....Still another: Why cannot the manufacturers put more stiffening into their ball and parallel pedal pins? Why are all these things thus?. ...I see in your last issue the Burley saddle is called a "Yankee abomination." "Heaven save the mark!" we want more of them. ...I speak with authority when I say that J. P. Burbank has given up for the present the idea of issuing a *Wheelman's Monthly*, but the *Annual* will be on hand as usual.....Mr. Phillips of the *Wheelman* was expected at the L. E. C. W. Meet; but work must have overpowered him, for he was conspicuous by his absence. "869."

HAVERHILL, MASS., 23 September, 1882.

THE following reached us the other day at the rate of about sixty miles an hour, from our San Francisco correspondent: "Struck the nail on the head this trip. Enthused a Mr. S. Smith, the Sergent of the Golden Gate Park policy, almost to a point of explosion. The infatuation of the sport has possessed him. Gave him the second lesson this morning. Advancement slow, but sure. He speaks of procuring one. J. C. Quinn, one of our members who rides in the southern part of this county, ran off the sea wall a couple of weeks ago. Tide high; clothes wet; bath-house lost a quarter. Q. likes free salt water. Longshoremen convulsed with laughter. Expert fishermen called upon for their services. Bicycle recovered from the deep waters. Expenses $10. No more such swims indulged in since. Country once more perfectly safe."

"CHIC," our New York correspondent, writes: "I am rather surprised at some of 'Ixion's' remarks in his 'Ixionics' in last week's WORLD, one especially where he makes the time some eighteen minutes below the record for out-door time. Sanford also is somewhat 'riled' at his saying that he (Sanford) (not Sandford) tried to pass Hamilton; the boot was most decidedly on the other leg, as Sanford was ahead of him all the way through. Still we don't like to carp too much, and 'Ixion' doubtless, after a little refreshment of memory, will do well enough."

DOCTOR COLEMAN, of Canandaigua, N. Y., and the Rochester wheelmen, after fulfilling their Topeka, Kan., engagement, received complimentary excursion tickets over the A. T. & S. F. Railroad, and went to Santa Fe, N. M., stopping at various points of interest on the way.

L. E. C. W.

Editor Bicycling World: — Monday, 18 September, the League of Essex County Wheelmen held its third meet of the season at Marblehead. Members were present from Salem, Lawrence, Beverly, Lynn, Haverhill, Ipswich, and Newburyport, in all fifty-five. About ten o'clock the bugler called "To saddle," and the League, under Commander Faulkner, assisted by Chief Marshal Schoff, paraded through the principal streets of the town, stopping at Abbot Hall to be photographed, and then out to Marblehead Neck to the cottage of the Marblehead Bicycle Club for refreshments. A stop of about an hour was here made, and then we wheeled on to Salem, and at a little after two o'clock sat down to dinner at the Essex House, which finished the day's run. The meet was a complete success, both socially and in a business point of view, and all were ready to come again.

At a meeting of the officers held the same day, it was voted to omit the race meeting for this season; the obstacles being lack of time, funds, and a proper track. In its place a meet (the last of the season) will be held in Beverly, 13 October, Executive Whitney of that place being appointed to make all necessary arrangements. A committee, with full powers, was appointed to procure a badge for the League. The committee on rules reported further revision of the constitution and rules; and on their adoption the list of officers, constitution, and rules will be printed in book form, and distributed among the members. Our membership list is now over the hundred. J. F. ADAMS, *Sec.*

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins,—provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

Cycling Mems.

IF "Ixion" will refer to the WORLD of 11 August, he will find out what "Dot" wears when riding a tricycle fitted with a saddle. My experience with skirts has been limited, so I can offer no original suggestions, but for "Ixion's" sake I will investigate.

THE question of saddle *vs.* seat depends on vertical *vs.* the thrusting action. The former seems to place the rider in the most natural position for power and comfort. If it is adopted, the use of the saddle is necessary. I wish "Ixion" would give me his opinion in regard to it.

MR. NIXON, whose tricycle road record is the best, seems to believe in the vertical action, as he rode a Premier with a saddle.

ONE great objection to the pan seat is the constant tendency to slip forward, especially when descending hills, requiring considerable pressure on the handles to keep from slipping off entirely.

I SAW Mr. Melvil Dui, of the Alpha Tri. Club, with a companion, bowling along on a Coventry Convertible the other day, at a good tidy pace. I wished I was off my bi., bike, bice, bicycle, or whatever you call it, and occupying the place of his friend.

NOT long ago considerable discussion took place *in re* the "proper size" of a bicycle. I have since then made a few experiments, and am decidedly of the opinion that for safety, comfort, and speed, one should ride a machine as small as possible without any tendency to cramp the legs.

ANY one who has seen Prince and Moore ride must have observed that they don't agree with "F." and other correspondents of the WORLD who advocate a wheel as large as one can bestride. I can ride a 59-inch and follow the pedals; but in a race, or on an all-day trip, I should be sadly left. I find a 55 or 56 just the thing.

I ARRIVE at this conclusion after several experiments. I should like to hear from other riders who have tested the matter.

I AM sorry Claflin does not do better, as he is a careful trainer and a good rider. He seems to lack his old dash, which I think is owing to his riding too large a machine.

IN the last issue, by a typographical error, the WORLD stated that the Victa Harvard has "Stanley's" when it should have read "Starley's" double-driving gear.

AFTER using rat-trap pedals for over a year, I tried rubber bars for a change, but would not use them constantly until ready to get a premium on my accident policy.

I HAVE never slipped or lost my pedal since using the rat-traps, which, with a long handle bar (say twenty-eight inches) gives me complete control of my wheel on hills and rutty roads.

THE Bicycle Touring Club shows a steadily increasing membership, which now numbers over 6,300. The immense popularity and influence of this club is forcibly illustrated by the fact that hotels which have had their certificates of appointment taken away refuse to take down the B. T. C. sign.

I HAD the pleasure of a chat with Mr. Overman, at Springfield, who showed me samples of Harrington's enamel, and subjected it to tests which would have chipped paint and scratched nickel, but had no effect whatever on the enamel.

THE expense of enamelling a machine is only $10, and as it will last an indefinite length of time, and is very economical.

NEXT machine I have, which I hope will be a tricycle, will be covered with it.

I FIND no one who objects to the "monopoly" the Pope Manufacturing Company has in paying the bills in the Central Park case. Although of course this company undertook to defend the arrested bicyclers from motives of trade policy, we must give it credit for whatever benefits bicycling generally receives from the result. I am informed that an appeal has been taken, and await anxiously the issue, trusting the decision of the higher courts will be favorable to the cause of wheeling.

LONDON W.

CURRENTE CALAMO

FRANK MOORE sailed last Saturday for England.

THE fliers at the Springfield races got Moore than they bargained for.

SOME of the Columbus wheelmen are talking up a trip to Indianapolis.

NEARLY 13,000 people witnessed the Springfield races in Hampden Park.

CAPT. H. R. LEWIS of the Philadelphia Bicycle Club was in Boston last week.

GIDEON has retired from the race path for the present by the advice of his physician.

THE Columbia Bicycle Club of Attleboro' took first prize for club drill at Springfield.

THE English bicycling papers, like many prominent bicyclers, have become decidedly amphicyclic.

LOUISE was looking nicely at Springfield, and her excellent riding on the track won her lots of admirers.

HARRY W. TUFTS of Attleboro' took first prize and C. S. Howard, Boston, second prize for fancy riding at Springfield.

MUCH of the Springfield success was due to Mr. Ducker's energy, although he was ably seconded by the other members of his club.

THE most reliable accounts of bicycling events in Boston and vicinity given by the daily papers are published in the Boston *Advertiser*.

OUR bicyclers need not be ashamed to be beaten by Moore, for the man that can beat Moore can beat 'most anybody, Cortis only excepted.

CAPT. HENRY R. BRYAN of the Hudson (N. Y.) Bicycle Club made us a pleasant call last week. He was also present at Springfield.

WILL R. PITMAN got a fall at Springfield, and was severely but not seriously bruised on the thigh, and will refrain from path competitions at present.

FRED. S. ROLLINSON sailed in the "Abyssinia," from Liverpool, the 16th inst., and by the time we go to press will probably have arrived in New York.

CHARLIE BENNETT, an English flyer, weighing about one hundred and sixty pounds, has just got a 54-inch Rudge machine weighing twenty-three pounds.

MOORE takes home the one, two, five, six, seven, eight, nine, and sixteen mile record; above five miles the record was taken from C. D. Vesey, Surrey, England.

JOHN C. SPIERS, a popular member of the Æolus Bicycle Club of Worcester, was married Thursday, 21 September, but does not abandon the wheel, however.

MOORE hardly knew what to do with his stock of medals and silverware, won at Springfield and other races here, and he will exhibit them at 'ome with no little pride.

A NEW tug-boat just built in New York for service in Hartford harbor (?) has been named the "George W. Smith," for the captain's son, a well-known Hartford bicycler.

BILLY BERNHARDT says: It is a fact, a melancholy fact, that if Bunny Edmands had waited for his pace maker in

the Boston Club races he would not have captured a medal.

THE value of the amateur prizes in the Springfield races aggregated $472.50, and the twenty-mile professional and women's races were for purses of $500 and $200 respectively.

A BICYCLE club has been formed in Rome, Italy, under the name of the Veloce Club de Rome. Mr. Eugene Vians, editor of the *Rivista degla Sports*, the official organ of the club, is president.

REPRESENTATIVE CLARK has become a fixture at the Boston and Albany Railroad office. That 's right, Charles: get the transportation rates reduced and we will re-elect you next year.

WILL ROSE, the California-bound wheelman, is still pushing toward the Rocky Mountains, a foretaste of which he got in crossing the Iowa hills. His last letter dates from Council Bluffs, and Nebraska was the next world he was about to conquer.

THE Philadelphia Club, whose vote for League officers was thrown out by the committee, has appealed from its action to the board of officers, and the case will come up at the fall meeting, at which time the correspondence between the parties will be submitted.

THE Massachusetts Charitable Mechanics Association building on Huntington avenue, Boston, has been engaged by parties, to be devoted to bicycling, roller skating, and lawn tennis, during the coming winter months, and will be opened some time in November.

AN amusing mishap occurred in one of the races at Springfield, Pitman getting quite a severe fall, and before he could rise, Norton, riding a Yale Invincible close behind him, rode right over the prostrate New Yorker without getting dismounted, and continued the race.

IT was a pretty sight to see Moore start away in the five-mile handicap, and it was evident he meant to win; but Place, with a proper mount and training, would have given him a good pull. Hendee is also a handsome rider, lacking only training and experience to match the British flier.

WE often hear wheelmen complain of the loosening of pedal and head-spindle nuts, no matter how tightly they seem to be screwed up. The defect may generally be remedied by slightly oiling the face of the washer, which comes in contact with the nut, by which at least another full turn of the latter may be given.

SECRETARY THOMAS C. SMITH of the Citizens' Bicycle Club of New York writes us that that club contemplates a visit to Boston, 10 October, on a three-days' run. Now here 's a chance for the Boston clubs to exercise a courteous hospitality to one of the most popular and active clubs in the national metropolis, by getting up a grand accompanying run for their benefit.

J. M. FAIRFIELD of the Chicago Bicycle Club, and Dr. Pruyne the president, recently toured Chicago on Premier and National tricycles, and the latter gentleman was so well pleased that he has offered his bicycle for sale and ordered a three-wheeler, and Mr. Blinn also has an idea of making the same change.

AMONG the well-known wheelmen at the Springfield tournament we noticed, besides those participating in the races, Capt. Scattergood of the Albany Bicycle Club, Capt. Egan of the Ixion Club, Capt. Bourne of the Manhattans, Mr. A. H. Overman, Fred. C. Hand of Scranton, Pa., Capt. Marsden of the New Haven Club, C. W. Sewall, formerly captain of the Waltham Club, and Rev. S. H. Day of Abington, Mass.

MR. J. HAWKINS, whose ride on a sociable with his wife we recorded last week, has just performed the remarkable feat of riding a tricycle one hundred and ninety-one miles in half a minute inside of twenty-four hours, the riding time being about nineteen hours, an average of over ten miles an hour. The machine ridden was an Excelsior, 46-inch driver geared up to 56-inch, ball bearings all over, and weighing fifty-five pounds.

WE understand that the League racing committee are contemplating having only the mile event run at the October race meeting. This we think will be very unwise. As the rules provide for but one race meeting a year, that meeting should be made a grand tournament of most interesting events. Better postpone it to the latter part of the month and arrange a good series of races, and announce them thoroughly by special circular and through the daily and sporting press.

THE machines ridden in the fifty-mile tricycle road race proved a confirmation of our recent remarks in favor of lightness in construction. The Coventry Rotary which carried the winner over the course in 3h. 47m. 40s. weighed but forty-eight and a half pounds; and notwithstanding the immense strain Lowndes must have put upon it to drive it at the rate of over thirteen miles an hour for fifty miles, it sustained no injury in any way. Marriot's Humber weighed but fifty-two pounds, and he was only three minutes behind Lowndes.

THE meeting of the board of officers of the L. A. W. will be held in Boston, on Friday, 13 October. The place of meeting will be announced, but will probably be at the Hotel Vendome. A race for the one-mile League championship, now held by Lewis T. Frye, will take place at Beacon Park the same day or the day following.

BOOKS AND PAGES

THE CENTURY. — With the October number closes the *Century's* first year; and so well has it retained all the best features of *Scribner's*, while adding to itself new ones during the past twelve months, that the latter title seems almost, like that of the *Galaxy*, to have belonged to another decade, and is half forgotten. Among the more notable of many interesting and valuable articles in the number is one by Frank B. Carpenter, "How Lincoln was Nominated" with two striking portraits accompanying. Smalley contributes a third paper on the "New Northwest," and there is a finely illustrated and readable paper describing "Life in a Mexican Street." Other illustrated articles are "A Georgia Corn-shucking," "The Corcoran Gallery of Art," "The Gibraltar of America" (Quebec), "Negotiations for the Obelisk," and Leland's "Handiwork in Public Schools." Besides the ending of Howells's "Modern Instance," and the continuation of Mrs. Burnett's serial, there is a fascinating short story entitled "Five Hundred Dollars," and poems by Lanier, Boyesen, Mrs. Burnett, and others, and the usual interesting editorials and topics in the regular departments. A very attractive list of articles and stories is announced for the next year.

ST. NICHOLAS for October closes Vol. IX. of this charming monthly for youth; and notwithstanding past excellences, many new attractions are promised for the succeeding volume. For October, we find attraction enough, however, in both stories and embellishments, and the latter are many of them what boys would call "simply immense." Mrs. Dodge's "Donald and Dorothy" is concluded, but there are several complete stories of unusual interest for older young people of either sex, while the usual amount of instructive articles, poems, puzzles, etc., are nicely filled in, and will be read and listened to eagerly.

WE have received, through the courtesy of Messrs. Fairfield & Taylor of Chicago, Parker & Tilton's "Art Exhibit of Fashion," a large and handsome quarto pamphlet of illustrated advertising; and it is one of the finest works of the kind we have ever seen, — the letterpress, the designs, and the engraving all being excellent, while in addition to the advertisements and business illustrations, there is much to interest and instruct the eye and the mind in the form of essays, poems, and pictures on general subjects. We notice that both Fairfield & Taylor and John Wilkinson have their announcements conspicuously displayed therein, and the former have availed themselves of Mr. H. D. Nichols's beautiful series of sketches, "Touring among the Wisconsin Lakes," of which we have previously spoken. Published by Parker & Tilton, Chicago.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

INFORMATION WANTED. — F. Alcott Pratt of Concord, Mass., would like information of the roads between his town and New Bedford. Cannot Capt. Gilman of the Nashua Club tell him something about it? There are no good pocket road maps of Eastern Massachusetts published, except for a radius of twenty miles around Boston.

A. H. F., Boston. — No; it would not be feasible to publish the addresses of *all* the secretaries in the country, and a local list for Boston would give the paper a sectional character. The consul of a town is the proper person to apply to for information.

G. W. H., Poughkeepsie, N. Y. — The rear-wheel bearings of the machine are not intended to be accessible. The manufacturers are the proper parties to apply to for the information you seek.

J. E. F., Richmond, Ind — For the expense of importing a machine from England, reckon about $7.50 to the pound sterling on the original cost. This will include duties (35 per cent), fees, freight, etc.

C. S. GREENBAUM, Laramie, Wy. — We can furnish you with "Sturmey's Indispensable" for 1882 as soon as we receive our invoice, now daily expected, at 55 cents, postpaid.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 54-inch full-nickelled Harvard, Excelsior cyclometer, H. & T. bell, rubber handles, Cambridge M. I. P. bag; ridden 400 miles. Price $125. Address H. R. BRYAN, Hudson, N. Y.

FOR SALE. — A 52-inch Expert Columbia, full nickel plated, used but little; price $120. Address W. H. REED, 295 George street, Cincinnati, Ohio.

FOR SALE. — One 44-inch Standard Columbia Bicycle, half nickel-plated, cone bearings, almost new, and in good order; cost $95, will take $30. Also, one 52-inch Standard Columbia, parallel bearings, just been nickel-plated, and in good order, almost as good as new; cost $112.50, will sell for $55. Those are real bargains, and must be sold as I am now going out of the

FOR SALE. — A 52-inch Premier, 64 and 20 direct-butted spokes in G. M., solid detachable forks, detachable cranks, inch tire, Hillman's long-centred head, front bearings parallel, back cone, rims and *insides* of forks painted, rest burnished, perfectly new, warranted exactly as represented; may be safely ordered from this advertisement; price $90. JULIUS WILCOX, 63 Murray street, New York (address only).

MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. T. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

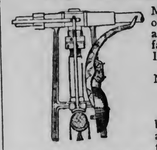
THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington. D. C. 518 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, $3.50; nickelled, $4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN. Worcester. Mass.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and unmediate attention.

A. J. PHILBRICK & CO.,
SALEM, MASS.

TRICYCLING INDISPENSABLE ANNUAL for 1882.
Postpaid, 65 cents.

INDISPENSABLE BICYCLISTS' HANDBOOK
(14th Thousand) FOR 1882. Postpaid, 55 cents.

"PRINCIPLES OF TRAINING," By H. L. CORTIS, showing how to make 20 miles in 59m. 20½s.
Postpaid, 43 cents.

The above three books mailed to one address for $1.50. Orders from the trade solicited, and a liberal discount offered by the sole United States Agents and Publishers,

OVERMAN WHEEL COMPANY,
Hartford, Conn.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.



The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,
H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals: —

LE SPORT VELOCIPEDIQUE. — Weekly. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, $2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmey, gives accounts of all bicycles in the market, latest novelties and improvements, in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING. — "The Principles of Training for Amateur Athletes, with Special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

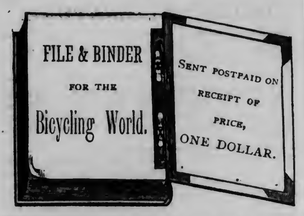
BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named: —

Bicycling World, Vol. 1, bound in cloth	$2 00
" " " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	15
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	60
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	40
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	$2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	2 00
Tricycling Journal, London, England (weekly)	



Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, $1.50.

E. C. HODGES & CO.,
8 PEMBERTON SQUARE.

BICYCLE REPAIRING,
NICKEL PLATING AND PAINTING.

HARRY D. HEDGER,
28 1-2 Piedmont Street - - - BOSTON.

Rubber Handles for the Expert Columbia and British Challenge. Best English Cement, $1.25 per pound.

Bound Volumes of Vol. 4,
BICYCLING WORLD
Are ready for delivery. The Index is ready, and will be sent to subscribers on application.



Patented in England and the United States.

BURLEY'S
ADJUSTABLE SKELETON SADDLE,
WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $3.50. Nickel Plated, $4.75.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strain. Made solely for and imported by

SAML. T. CLARK & CO. {OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK,} BALTIMORE, MD.

THE AMERICAN SANSPAREIL
ROADSTER.
The strongest, most rigid, and withal the handsomest Bicycle in America.

THE AMERICAN
ROADSTER.
The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

THE TYRO
ROADSTER.
Strong, serviceable, and economic.

Cabinet Photographs of the above Machines mailed on receipt of five three-cent stamps.

Also The British, Sp. British and Xtra Challenge Bicycles, and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,
MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,
1291 WASHINGTON STREET, BOSTON, U S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☛ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 6 OCTOBER, 1882.

Volume V. Number 22.

[VOL. V. CONTENTS. No. 22.]

Ladies' Costume 578
The Wheelman 578
Editorial: The Officers' Meeting 579
Wheel Club Doings: Milwaukee; League of Chicago Wheelmen; Leominster 579
Races: St. Thomas, 22 September; Franklin, 23 September; Waverly, 26 September; Goffstown, 28 September; Troy, 28 September; Waukegan, 29 September; New York, 30 September; Notes 580
Correspondence: New York Letter; Telzah Says; Chicago Notes; About Bearings . . . 583
Massachusetts One Hundred Mile Run . . 584
Canadian Wheelmen's Association . . . 584
L. A. W.: Applications; League Races . . 585
Cycling Mems. 585
Currente Calamo 585

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

SCHUYLER & DUANE,
189 BROADWAY . . . . NEW YORK,
Sole U. S. Agents for
THE COVENTRY MACHINISTS' CO., LD.
THE "AMERICAN CLUB"
BICYCLE.
THE "CHEYLESMORE"
DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.
G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)
THE "HARVARD,"
ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)
THE "YALE,"
ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)
THE "SHADOW,"
LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags,** etc., Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.
Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10. FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

THE BEACON PARK COMPANY

OPENED THE

BICYCLE TRACK,

AT BEACON PARK,

ON

Wednesday, 30 August.

THE TRACK WILL BE LET FOR RACES AND TRAINING PURPOSES.

J. S. Prince will be in attendance.

TRAINING TICKETS for the SEASON, $5.00.

ADDRESS

THE BEACON PARK CO.

8 Pemberton Square.

Tickets for training and practice now ready, and books open at the BICYCLING WORLD office for engagement of the track for races, etc.

PHILADELPHIA, PA.,

THURSDAY, 26 October, 1882,

GRAND BICYCLE MEET

In Fairmount Park, at 10 o'clock A. M.

RACES AT 3 O'CLOCK P. M.

SANCTIONED BY THE L. A. W.

PROGRAMME as follows:—

One Mile in heats, open to all amateurs.

Two-Mile Handicap, 200 yards limit. Open to all amateurs.

One-Mile Race for novices, open to all never having won a first prize.

Half-Mile dash, L. A. W. men only.

Five-Mile Handicap, all amateurs.

Competitive Club Drill in club squads of eight.

Best Fancy Riding (single).

Send entrance fee ($1.00, returnable to starter) to GEO. D. GIDEON, 2023 Ridge Avenue. Entries close 20 October.

A general invitation is extended to wheelmen to participate in the meet and parade.

H. A. BLAKISTON, Sec.,
3305 Chestnut St.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — One 44-inch Standard Columbia Bicycle, half nickel-plated, cone bearings, almost new, and in good order; cost $95, will take $30. Also, one 52-inch Standard Columbia, parallel bearings, just been nickel-plated, and in good order, almost as good as new; cost $112.50, will sell for $55. Those are real bargains, and must be sold as I am now going out of the bicycle business. Address D. D. NEVINS, Attleboro', Mass.

BARGAIN. — A 48-inch full-nickelled Expert Columbia, with hub lamp, Excelsior cyclometer, H. & T. alarm; run about 500 miles. Price $115. Address H. R. BRYAN, Hudson, N. Y.

FOR SALE. — A 50-inch ball bearing Standard Columbia bicycle, in perfect condition, used but little, will be sold at a bargain. H. T. ARB. Toledo, Iowa.

LADIES' COSTUME — Lady tricyclists should *look* as nearly as possible as though no alteration had been made in their ordinary dress; but for health and comfort's sake the stereotyped underclothing must be radically altered. The linen usually worn next the skin is fatal to health, slight perspiration making it so damp as to strike cold to the chest, back, and in fact every part of the body in contact with it. Male tricyclists and bicyclists have long found out that flannel must be worn next the skin at all seasons. Let the linen, then, be altogether banished from the tricyclist's wardrobe, the chemise being replaced by a soft, smooth flannel vest, and the nether limbs encased in flannel cut exactly like a man's riding breeches, without any superfluous fulness to crease up. In really hot weather, for brisk riding, nothing else is required save the orthodox skirt as described by "Dot," which can be weighted round the edge, as ladies' riding habits are, to secure immunity from the wind blowing the kilting about the ankles; but when the weather is cooler, or only gentle riding is being indulged in, the divided skirt can be added, under the outer skirt, and an extra flannel or wool vest be worn if desired. The wool "jerseys" which were so fashionable, are very handy things to carry in the luggage bag on a long ride, in case the weather becoming cooler towards evening should make an extra garment desirable; and when a mid-day stoppage is to be made a change of dry flannel in the bag will also be appreciated. — *Tricyclist.*

BICYCLE and lawn tennis suits for gentlemen may be fashionable. but there is not one masculine in ten that can array himself in such a garb and appear to advantage. We know a young man, the son of an eminent horticulturist, who delights to don a costume of this description and parade the streets, to the great amusement of those who see him, and the evident satisfaction of himself. — *Boston Sunday Budget.*

MR. FRED. S. ROLLINSON has returned from Europe and is now in New York. He announces that he has given up bicycling as a means of livelihood, and will engage in stocks, having got a seat in the American Mining Exchange. He will continue to ride the wheel, but only for enjoyment.

THE new monthly magazine to be devoted exclusively to wheeling, *The Wheelman*, has been issued, and this first number is certainly a handsome and valuable one. It is, of course, largely devoted to essays for the benefit and instruction of the non-bicycling public, which class it is in the main expected to reach; but there is also much else of value and interest to both new and veteran wheelmen: and if it maintains its present excellent appearance and character, it will become a useful aid to the cause, as well as a welcome visitor to 'cyclists everywhere.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Editor Bicycling World: — Will you please inform me how many members there are in the League, — the is, how many have actually renewed their sub-criptions this year? MEMBER.

We do not know. Will Secretary Putnam please give the desired information? — EDITOR.

To Correspondents.

A. E. P., Warsaw, N. Y. — On the highway, on a bicycle, W. F. Sutton of the London Scottish Bicycle Club, from London to Stamford and return, 222 miles, in 23h. 55m., 9 July, 1882. On a tricycle, on the highway John Hawkins, from Walsall on a round trip, 191 miles, in 23h. 59½m., 7 September, 1882.

C. F. W., Chicago, Ill. — Never rode one, so can give no reliable opinion; but have seen many riders who speak in high terms of them. See "Telzah's" article in this issue.

L. S. K., Philadelphia, Pa. — 1. We do not know, — it is largely a matter of preference. 2. Yes. 3. It depends on the state of your funds. If you are poor but can procure the amount for a good one now, you had better get it. If you can afford to experiment, get the second-hand machine you speak of. 4. We find the ordinary large-size safety pin sufficient. 5. Button tight is neatest; but probably loose ones are more comfortable.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 205 N. 5th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

☞ Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 6 OCTOBER, 1882.

THE OFFICERS' MEETING.

As already announced, the officers of the League are to hold their fall meeting in Boston the 13th inst. We understand that much important business is expected to receive consideration, although we are uninformed in respect to details. It should be remembered that this board is possessed of large powers, — nearly as large, in fact, as the general body in annual convention, — and it is therefore desirable that clubs or individuals having anything to suggest or to ask should take advantage of this semi-annual occasion to bring it before the official board. Members having grievances that this meeting may redress will have no longer the right to complain if they neglect this opportunity to state them. Those desiring any change in either rules or methods should see that their propositions are filed in season for this meeting. We expect the attendance of officers will be larger than at any previous session, and consequently that each subject brought before them will be carefully and impartially considered, and receive wise legislation.

We have several suggestions to make to the board, and although by no means new, we sincerely trust that the meeting will take some definite action respecting them. One of these is the necessity of fixing some standard of measurement for bicycle race tracks; and we would suggest that in order to conform to existing English records of racing distances, that our tracks be measured according to their standard. Another matter which the national organization through its officers should consider is in relation to transportation of wheels on our railroads: a committee should be appointed at once to confer with all the leading lines in the country, with a view to secure free carriage of machines to holders of passage tickets. Many railroads have already issued orders to that effect, simply at the request of individuals; and there is little doubt that, were the subject properly laid before them, all the great lines would speedily grant this reasonable concession. Then the League ought, also, in the interests of prospective as well as present members, to take some action tending to secure a reduction of the tariff on foreign bicycles and tricycles, and for this we think no better preliminary steps can be taken than the appointment of a special committee of the most active and influential members in the League, — not necessarily selected from among the officers, but the best men known in the association at large. All these subjects are important, and should be considered at the meeting next week. The minor matters of locating guide boards, appointing hotels, publishing routes, etc., are more properly the work of State officers.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

MASSACHUSETTS BI. CLUB.
Wednesdays and Saturdays of September and October, at 4 o'clock P. M., regular club runs.

MILWAUKEE BI. CLUB. — *Editor Bicycling World:* — A regular business meeting of the Milwaukee Bicycle Club was held at the Milwaukee street headquarters, Monday evening, 18 September, with fifteen members present. D. G. Rogers, Jr., was selected to preside in the absence of President Jones. The resignations of Capt. Hathaway, Vice-President Haskins, Jas. P. Brown, W. B. Weller, and B. K. Miller, Jr, were read, and after due consideration accepted. To fill the vacancies made by the above retirements. the following officers were elected by ballot: Vice-President, D. G. Rogers, Jr.; captain, A. Meinecke, Jr.; first lieutenant, Frank R. Pingree; club committee, H. W. Rogers and T. K. Birkhaeuser. The finances of the club were reported by Treasurer Meinecke to be in a flourishing condition. Wednesday evening, 27 September, was selected for a moonlight run to the Rolling Mills in Bay View. Invitations to attend the Buffalo Meet, Springfield races, and the annual agricultural fair at Janesville were read; but owing to the distance between Milwaukee and the two first named cities, the invitations were declined. The L. A. W. racing committee having sanctioned the Janesville races, the club decided to attend; and the tournament will be held under the auspices of the Milwaukee Bicycle Club, 4 October, at Janesville, Wis. The turnpikes between this city and Racine, Lakeside, Geneva Lake, and Waukesha are in excellent condition, and every Saturday and Sunday, numbers of local club men, representatives from the Milwaukee Bicycle Tourists and the Milwaukee Bicycle Club, are seen speeding to any of the above-mentioned resorts.... The L. A. W. officers seem very negligent in the performance of their duties, as none of the members elected this year have received their L. A. W. membership tickets, notwithstanding that their applications were filed with Secretary Putnam, and printed in the WORLD of 18 June. Have more enterprise, gentlemen, and at least attend to routine business. Members grumble and make the life of the club secretary a burden and lead him a miserable existence.

A. W. FRIESE, *Sec.*

LEAGUE OF CHICAGO WHEELMEN. — The Chicago, Aeriel, Owl Wheeling, and Hermes Clubs, with several unattached, assembled at Owsley's Hall, Madison and Robey streets, Saturday evening, 23 September, and formed the above league, based upon the L. A. W. The officers elected are: J. O. Blake, president; Ernest Mehring, vice-president; Milton J. Greenbaum, secretary; Heaton Owsley, treasurer; T. S. Miller, commander. Membership fee, $1.00, to cover one year's dues. The officers elected consist of gentlemen not holding positions in either of the clubs, so they will be at liberty to devote their attention to League matters without sharing it with the clubs. The forty wheelmen present joined, and the entire membership of each club is pledged, which will make an active mem-

bership of nearly one hundred to begin with. League of Chicago Wheelmen races, runs, hops, and general supervision of all things that go to make wheeling in Chicago desirable are the objects in view. An adjourned meeting, to adopt constitution and by-laws and perfect organization, will be held at the Grand Pacific Hotel 7 October. STENO.

THE Leominster (Mass.) Bicycle Club is officered as follows: President and captain, R. G. Morse; secretary and treasurer, C. A. Joslin. It was organized 22 April, 1882.

RACES

Coming Events.

7 October. Montreal. Bicycle races in connection with fall games of the Montreal Amateur Athletic Association. Championships of Canada. One-mile and five-mile races. Chairman sports committee, Box 1138. Montreal.

14 October. Stenton, Philadelphia. Three-mile bicycle race, under the auspices of the Olympic Athletic Club.

21 October. Pullman, Ill. Two-mile and five-mile bicycle handicaps, in connection with games of the Pullman Athletic Association.

21 October. Stenton, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket Club games. Percy C. Madina, 201 Walnut Place, Place, Philadelphia.

26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

ST. THOMAS, ONTARIO, 22 SEPTEMBER. — The race meeting of the St. Thomas Bicycle Club was well attended, about fifty-five wheelmen participating in the parade. The weather was slightly unpropitious and the track a little wet, so that no fast times were made. The one-mile race, best two in three, was won by F. Westbrook of Brantford, J. Moodie of Hamilton second. The two-mile dash for those who had never won a prize had seven starters, and was won by J. B. Moore of London, Karus of Aylmer second. The five-mile event gave Westbrook another first-prize gold medal, C. H. Hepinstall of St. Thomas being second and Moodie third. A hurdle race had five contestants, and the winners were O. Simson and J. Durdle. Hepinstall also won the prize for fancy riding, and the Aylmer Bicycle Club took the silver goblet for drill.

FRANKLIN, PA., 23 September. — *Editor Bicycling World*:—The Bicycle Tournament of the Venango County Agricultural Society took place here this afternoon, a day later than advertised, on account of the heavy rains during the three regular exhibition days. A railroad accident also detained Mlle. Armaindo till late last evening. This morning the weather looked favorable, and the races were then advertised thoroughly here and in Oil City, and attracted 2,500 enthusiastic spectators. The parade was headed by Supt. Grant and his little son Davy, the latter riding a 42-inch wheel, and completely disguised as a little girl in elegant circus costume, causing immense excitement among the boys and much admiration on the grand stand. Clowns and fantastics on wheels brought up the rear, and made a novel and amusing feature.

The one-third mile race, best two in three, gold medal, was won by George Grundy of the Keystone Bicycle Club in 1m. 2s. and 1m. 6s.; C. B. Shrom of Greenville second, silver cup; and James Blatt of Sandy Lake third.

A close contest in fancy riding resulted in first prize, silver cup, for A. C. Harding of this city, and second to J. C. McCullough, Pittsburg. There were four entries for the mile race, — Grundy, McCullough, Shrom, and William Shannon of Franklin. It was a good race, but Grundy proved too much for his competitors, and again took the gold medal. J. C. McCullough won the first prize (an Acme bicycle stand) in the slow race, five other competitors coming to grief a long way from the finish.

In the professional race, Louise Armaindo rode five miles against T. W. Eck, giving him the advantage of one third of a mile, and winning by a few yards, in 25m. 6s. To make this time she exerted herself much more than at Springfield, where her time was nearly five minutes less; and those who before had doubts as to her ability became satisfied of her wonderful endurance, as they saw her keep up speed under the disadvantage of soft ground, into which her Yale Racer cut with its narrow tire nearly an inch deep. Both Louise and Mr. Eck gave general satisfaction, and seemed to have the good wishes of the audience as they left the track. One word about the Venango County Agricultural Association: Their fair is not the usual "agricultural hoss trot," on poor grounds, covered with gamblers and side shows, but they have a beautiful park, a splendid one-third mile track (in good weather), fine permanent buildings and pavilions; no horse racing, but the best agricultural exhibition in the State. The gentlemen composing the association treat exhibitors, bicyclers, and all, as they agree to do; and although their receipts this year, with the exception of to-day, are a total failure, owning to the storm, they pay all premiums and expenses (over $4,000) without a murmur. D. D. G.

WAVERLY, N. J., 26 SEPTEMBER. — The following were the results of the bicycle races in connection with the State Agricultural Society fair: One-mile race for the championship of New Jersey, best two in three, won by A. C. Bedell, Essex Bicycle Club, in two straight heats; times, 4m. 27½s. and 4m. 57s. Two-mile handicap, won by V. C. Place, Greenville, Pa. (scratch); time, 8m. 43s. Half-mile dash, in heats, won by V. C. Place, Greenville, Pa., in two straight heats; times, 2m; ⅔s. and 1m. 51⅓s. G. A. Wells, Jr., of New York City, won the prize for fancy riding. Five-mile scratch, won by V. C. Place, Greenville, Pa.; time, 22m. 28s. One-mile handicap, won by E. A. Thompson, Lennox Bicycle Club; twenty-five yards; time, 4m. 10⅘s.

GOFFSTOWN, N. H., 28 SEPTEMBER. — The first race meeting under the auspices of the Manchester Bicycle Club was held here to-day in connection with the Piscataquog Valley fair. A parade with twenty-two wheels in line preceded the races. The mile event, open to L. A. W. members only, was run in heats, F. J. Philbrick winning in first and second; time, 3m. 55½s. and 3m. 55s., F. A. McMaster of Nashua and C. H. Wilkins and Moses Sheriff of Manchester following in that order. A half-mile dash, open to all amateurs, was won by B. O. Sawyer of Weare, with J. P. Melzer of Milford and E. A. McQueston of Manchester following in that order; time, 2m. 7s. Judges, J. E. Currier and J. E. Lane of Manchester and C. H. Sanders of Fisherville; referee, W. V. Gilman of Nashua.

TROY, N. Y., 28 SEPTEMBER. — The first annual race meeting of the Troy Bicycle Club was held at Rensselaer Park, the 28th ult. Eight members of the Albany club were present by invitation, and took part in the parade which preceded the races in the park, where a large number, including many ladies, had already assembled. The first event, a two-mile contest, was won by Ross in 8m. 12½s.; DeGolyer second, in 9m. 11s. The second was a three-mile race, won by Strait in 14m. 16s.; L. J. Thiessin, second, in 14m. 47s. The five-mile event had seven contestants, and was easily won by Strait in 21m. 37s.; the next man being over a mile behind. The events ended with a slow race, won by Master Edmands. The Trojans entertained the Albanian visitors with a banquet at Harmony Hall in the evening.

WAUKEGAN, 29 SEPTEMBER. — There were fourteen Chicago wheelmen at Waukegan, Ill., to participate in the bicycle races under the auspices of the Chicago Bicycle Club, on the track of the Waukegan Fair Association. A large audience was present, and everything favorable for a good afternoon's sport; but the track consisted of a base of clay, badly chopped up with holes, the surface covered with a treacherous layer of sand, deceptive to the eye and dangerous to wheel. The tournament opened with fancy riding; prize, a gold-plated cyclometer. Some difficulty was experienced in getting up a competition for this, as our fancy riders are scarce. Finally, Messrs. Brown and Conkling took the track, and went through several feats quite dangerous for the track performed on. Mr. Conkling slipped in a rut and hurt himself severely, so the field was left to Mr. Brown, who was awarded the prize.

Then came the quarter-mile dash from scratch for a rubber bicycle suit. Messrs. Conkling, Philbrick, Brown, Calkins, Ayers, and Irish entered, and after a lively scrimmage in the ruts and holes, Calkins won, closely followed by Conkling. Time, 51½s.

Some elegant fancy riding was then done by Mr. Wood on a half-breed bicycle (part velocipede), consisting of standing still upright on his tire, running on one wheel, leaping, and vaulting.

The entries for the three-mile dash were Calkins, Philbrick, Irish, Ayers, and Vowell. Won by Philbrick in 13m. 43s., Ayres second. Prizes, McDonnell cyclometer to first, Columbia hub lamp to second.

After a horse race followed the hundred-yard slow race, which was closely contested for fifty yards by Brown and Ayers, when the latter fell off, Mr. Brown winning in 4½m. Prize, a racing costume.

The chief race of the series was the one-mile dash, Mr. Conkling at scratch, with Messrs. Stephens, Mehring, Calkins, and Vowell one hundred yards start. Conkling had made up his handicap the first lap, and came in easy winner in 4m. (remarkably good time for the track). Mr. Stephens second. Prizes, Miller Perfection hub lamp to first, Premier spring to second.

After another horse race, which further added to the roughness of the track, the five-mile handicap was called, Mr. Conkling at scratch, with Messrs. Stephens and Ayers five hundred feet, Mr. Calkins six hundred feet, and Messrs. Irish, Vowell, and Mehring six hundred and twenty-five feet start. Mr. Conkling won in 21m., with Mr. Stephens second, Mr. Ayers third, the rest out. Prizes, Miller Perfection hub lamp to first, and McDonnell cyclometer to second.

The races were fine exhibitions of "beefing" over holes and ruts, requiring more of the roadster's skill than that of the racer, showing Mr. Conkling to be superior in both. The first time Mr. Conkling has been beaten since he and Mr. Miller went down to Louisville last winter was in the quarter-mile dash; and Mr. Calkins has astonished the club, and covered himself with glory, by being the only man who has beaten the champion.

The races closed in time to take the evening train home, the fair management netting handsomely out of the affair, and the Chicago Club getting an equivalent in pleasure. The treasurer of the Waukekan Fair extended the Chicago Bicycle Club an invitation to make it an annual race, agreeing to make very elaborate preparations next year. STENO.

NEW YORK, 30 SEPTEMBER. — The two-mile bicycle handicap, in connection with the games of the Manhattan Athletic Club, was won by W. H. Austin (thirty seconds), Williamsburg Athletic Club; time, 7m. 29⅖s.; E. A. Thompson, Manhattan Athletic Club (scratch), second, in 7m. 14⅘s.

A CORRESPONDENT writes from St. Louis: "In your last issue you say Morris and Frye *both* beat best out-door time in the twenty-mile race Have you forgotten your report of the times made in the fifty-mile championship at Baltimore, on 8 July?" We have not forgotten our report. In fact, we distinctly remember that we have never received any advices respecting the measurements of the track or the times made there for any distances, except for twenty-five and fifty miles, although we long since applied for the record. Until otherwise assured we adhere to our statement.

THE Missouri Bicycle Club closes a series of bicycling events held during the week, to-morrow.

CORRESPONDENCE

[*This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.*]

New York Letter.

Editor Bicycling World: — This last week came in with a rush of rain, but is going out quite sheepishly. At first we thought the Waverly races would undergo a second postponement; but Jupiter Pluvius retired for the time to private life, and though the day was muggy and too cloudy to admit of a glimpse of the sun, the notice was posted that rain or shine the races would take place: and so they did, and we took Place and out we went with our wheels, with Thompson, Davison, Sanford, and Place, to show up for the city team; and for the fancy riding we took out young Mr. G. A. Wells, Jr., who as it turned out afterward was amply competent to give Mr. Knight of Essex Club several points, and call him. From the depot to the fair grounds we ploughed our way steadily through the two weeks' previous accumulation of mud, and, bold hunters that we were, slew on the right and left hand without stint or stay our thousands and tens of thousands of Jersey's staple, — mosquitoes. With mud beneath and mosquitoes overhead, there is no medium but Purgatory personified. Ye gods, what mud! Why, think of it: the track was clay and had been all under water for three days, and had only lately been drained; no wonder that those with the narrow-tired racers for the most part got left. Place ploughed through it with might and muscle, and helped by his heavy road machine, which this time at any rate stood him in good stead, came gallantly to the fore in every race except the one-mile handicap, from which he magnanimously retired to give Thompson of the Lennox a chance to win it, which he did, with Lockwood of Red Bank second. Place took all he wanted, and Thompson took home to the Lennox four second medals and one first, which was glory enough for him for one day.

These races were real work; there was no doubt about that, and every man that took away a medal earned it. A mean track, a sky as muddy as the ground, a mournful and sad-looking group of people, five or six deadly tired racers, mosquitoes, hot coffee, mosquitoes and sandwiches (where Doc. Beckwith got left) pretty little waiter girl (best product of Jersey), more mosquitoes, filled the bill of our recollections of Waverly as we despondently endeavored to scrape from our shoes the gathered acres of Jersey soil, which, with the medals we robbed them of, was all that was left of the day, and the Waverly races were a thing of the past.

It was two days before I got all the mud off my shoes, and what we brought over has tended to make the roads here very heavy. I at any rate never thought before that my feet could gather so much; but it seems that I don't know my own feet, and a little incident that happened the other day confirms me in the belief. I was bowling along the Boulevard at a good pace, and came abreast of two youngsters on the sidewalk, who immediately got on to me, one of them propounding to the other the usual gay and festive conundrum, "Is it my size?" This was all right, for I was used to hearing it; but I almost fell off the machine when the other kid let me have the answer, of which before I knew nothing, and it came, "It is, all except the feet." It touched me really on a tender spot (no bunion), for my shoes, No. 5's, are about all I have to brag of in the way of good looks; in fact, it "riled" me, and I got down, got out the armory, and started for them at a 2.40 gait, and the rage that showed in my countenance probably startled them, for they took to their heels, and getting the whip row on me, vanished in an adjacent yard, and I went on my way musing, conceit-robbed, a sadder and wiser man.

To-day, Saturday (30th), the Manhattan Athletic Club held their fall games, and in the two-mile handicap W. H. Austin of Brooklyn finished first in 7.29½, having thirty seconds start on Thompson (E. A.) of the Lennox, who came in second in 7.14¼. There were seven other entries; but only one, A. F. Camacho of the Manhattan Athletic Club, came to the mark with the two above mentioned. Sanford of "Ixion" and J. M. Austin of Brooklyn got badly left by getting there too late, for, taking it for granted that the bicycle races would, as has always been the custom at such meetings hitherto, come off last, they did not put in an appearance uutil a little after the commencement of the games, when to their no small astonishment they found that the race had been run, having been put in the programme as second event. It does seem rather singular that without any apparent reason, the Manhattan Athletic Club should see fit to make so wide a departure from the usual custom; but I suppose they know their own business the best.

There is somewhat of a dearth of club news, for owing to the recent death of the Manhattan Bicycle Club, we are all going around with sombre faces in daily expectation of the funeral, which has not yet been announced, but will probably take

place as soon as the dynamite is in position, beneath "791." The only cheerful face around, in fact, is Frank Fullerton's; but then we know what a snare and a delusion the cause of his cheerfulness is, for the renowned attachment has at last been brought out to public view, still ticketed, however, "Please do not handle," which has had the usual effect, for every man that goes by it on the rack puts his shoulder to the wheel and tries to shove it around. I believe it has somewhat the same nature as the renowned horn of Baron Manchausen; for it was unguardedly left standing in the office the other night, and there was actually so much accumulated strength in the revolving disks that during the night it took a header all by itself, buckling the wheel in a horrible manner, so that in the morning it took three men an hour to true it up sufficiently to make it stand against the wall.

Several of the "Ixion" and "Citizens" men went up to the fireworks exhibition at the Polo Grounds to-night, and while there President Egan of the "Ixion" had some conversation with Manager Mutrie, who, Egan says, talks of opening next spring a sort of a headquarters up there at the Polo Grounds, fitting up a small house on the grounds with lockers, etc., etc, for the use of men in training for races, charging so much a month for the use of the track and the conveniences in the house. I think it 's a very good idea, and if he will add to the idea by keeping the track in a little better order, he will advance our racing interests here remarkably. He seems very well disposed toward us already; and from the way he is talking, his good-will is likely to increase.

Though bicycling has not been greatly indulged during the last week, owing to the weather, the latter has not drowned the tongue of gossip. Rumor has at last disbanded the Manhattan Bicycle Club, erst the all-absorbent; dismantled are the rooms, lost the machines, the riders, where are they? Whether alive or dead, still in our memories do we see them by our sides through all the old familiar paths; Mount Tom seems bare, forlorn, forsaken, without the presence of their forms; no more their wheel prints vex the sides of Riverdale's long hill; their very name has grown to be naught but a tender memory. Unbuckle the wheel, unwind the tire, hang up the bar, and lay the bearings down to rest, with their worn flag for winding sheet, a funeral dirge for requiem o'er the grave, wound by Meyer's spirit horn, and "Here Manhattan lies, died of inaction in 1882." Peace to her ashes. But they say, "'T is but for a time," "Spring will see us rising anew," and "Phœnix-like from out our ashes." May it be so: our hopes are large, our doubts are larger; our faith in the rejuvenation has dwindled down, and Bourne and Jenkins hold it all.

CHIC.

NEW YORK, 30 September, 1882.

Telzah Says.

THAT New Hampshire's sandy and hilly roads are answerable for the small number of wheelmen within her borders; but the few are all enthusiasts and keep a good record for prompt action in L. A. W. matters, having for one example thrown at the recent election of State officers a greater number of correct votes in comparison to her total membership than any other State.

That it was fitting that the Rockingham Bicycle Club, the oldest in the State, and having in its ranks the first L. A. W. consul in the United States, the first New Hampshire director and chief consul, and the youngest League member (Garvey's baby excepted), should have the honor and pleasure of inviting their brother wheemen to their city to organize the first State League under L. A. W. auspices.

That the announcement that the city and adjoining towns contained the best roads in the State was sufficient to attract more than one half the riders in New Hampshire.

That the weather was charming, and the road-bed never better, and all pronounced the wheeling, especially along the coast roads where beach gravel was used for the surface, to be unequalled east of the Massachusetts line.

That the accommodations and complimentary dinner at the Rockingham House were first-class; the welcomes hearty; the departures noisy, with bugle and calliope calls; the headers few and easy; and the coasting long, rapid, and undulating.

That the view from the top of the ruins of old Walbach Tower of the broad harbor, filled with vessels of all sizes and descriptions, including the North Atlantic naval squadron, headed by the famous "Kearsarge," and out on the horizon the last hundred of five hundred departing coasters that had been forced by the gale into the harbor the day previous, was a sight seldom seen.

That Mascot and her chorus adopted bicycle costumes and long silk stockings in recognition of the wheelmen's attendance at the opera.

That the phantom veteran of '78 from Fisherville, who for years had been wheeling through the State, solitary and alone, acknowledged he had made a grand mistake, and that companionship and acquaintance with brother wheelmen is one of the greatest charms of touring.

That the New Hampshire participants in the Boston Club run of 100 miles surpassed all others in amount of work done on the first day of the meet; Secretary Wilkins of Manchester easily scored his 60 miles, and President Philbrick was so accommodating as to loan his 56-inch to a fellow wheelman while he descended to a 46-inch imported from England in the earliest days of bicycling, and locally known as "John Bull."

That the said "John Bull" characteristically brags that it has done more rink service than any wheel in the United States; nearly all the New England veterans would recognize the remaining parts of the little machine, that would persist in tumbling on top of them and running down the magnetic iron posts at 87 Summer street.

That the Nashua Wheel Club has, next to the Boston Bicycle Club, the finest, most costly and convenient headquarters in the country. Its members and lady friends have free use of the captain's tricycle and marine bicycles. It leads in point of numbers and uniform all other clubs in the State.

That little Girard on his 40-inch wheel kept with the advance guard on the thirty-mile run, and performed his fancy feats very creditably after a year's rest.

That the marine bicycle races drew a big crowd to the wharves, and the contestants ran away from all other boats that started over the course.

That several club-men start next week on marine bicycles on a cruise from the sources of the beautiful and swift-running Piscataqua to its mouth, and thence along the sea-coast, taking a photographer along with them, in search of material for an illustrated magazine article.

That the amount of work accomplished on the American Stars during their trip of one hundred miles was a surprise to New Hampshire wheelmen. They climbed nearly all the hills attempted by the riders of the crank bicycle, and their owners were very successful and reckless in descending steep and rocky hills.

That the advertisement of the Star would read better by omitting in the sentence "there being no tendency to make the shoulders rounded," the intimation that any bicycle does. On the contrary, every bicycler of my acquaintance walks, rides, and sits more erectly the more he bicycles.

That the "ready-made" sketch by the editor at the post-prandial exercises was full of interesting facts concerning the early days of bicycling in this country.

That Portsmouth has so excellent a machinist that a bicycle has never been sent for repairs from the city.

That Massachusetts tourists mourn the departure of the Texian waitress from Hampton.

That New Hampshire wheelmen who bicycled to Worcester found on Shrewsbury hills that champion Frye retained his old-time vigor, and predicted he would lower the record should he go on the race track again.

That every New Hampshire club, thanks to the efforts of the L. A. W. State officers, requires by its constitution that every member shall be a member of the L. A. W.

That another club supper is in the near future, Capt. Hazlett having nearly completed his 10,000 miles on the wheel.

That Editor Jenkins, after exhausting two or three wells, is nearly as fast on the New Hampshire coast roads as he is on the polo cinders. Let him drop the quill and study anatomy awhile, and he will release ladies and babies from the ruins of overturned carriages more modestly, but with less despatch.

That the Nashua bugler is perfectly right in thinking that Sunday bicycling is more heinous and dangerous than Sunday boat sailing.

That the beach visitors make consular work lively in the summer season, and a week's service as consul in this district would convince any dissatisfied Leagueman that the L. A. W. does some good.

That the judges at Worcester awarded the third prize to Mr. Pitman, and were preparing to present them when it was found some one had blundered *before* the races, and unintentionally encased the wrong medals.

That "M. B. C.'s" advice to *all* clubs, "Never allow a bicycle agent to hold any office in your club," would not work in this State. There are bicycle agents and bicycle agents. The strongest clubs in the State socially and numerically are officered by agents who have spent every cent of their commissions, and many dollars besides, to promote the interests of their clubs, and the cause generally. Shall we follow "M. B. C.'s" advice because his club has unwisely allowed an agent to use his official position in the club to his own pecuniary advantage? His protest is right and manly, but he should not be too sweeping and think *all* agents and clubs are similar.

That the wheel attracting the most attention at Worcester was an old English bicycle, with solid backbone, immense spring and rear wheel, rubber tires nearly worn off, and the whole weighing seventy pounds.

That its rider gave an answer worth recording, when he replied to the rough question of a prominent racer, "Why do you ride that thing?" "Because I cannot afford a better, and I 'd rather ride this than none at all." The P. R. quickly atoned with "Excuse my hasty tongue. I admire your honesty and enthusiasm."

That the two Worcester communications I have just read contain material enough for many editorials. Wheelmen are well aware how carefully and courteously their wants and pleasures have been looked after by the Worcester clubs during their always successful weeks, whether they were club or League men. But here in New Hampshire we make as much of a distinction between a club and League man as a portion of the Worcester bicyclers do between club-men and the unattached. Visit here on the wheel, "Æolus," say in disguise; claim, if you wish, that you are simply a United States citizen. We will receive you because you are a wheelmen, advise you about hotels, and pity you because you took the worst roads into the city, and you will depart, having had a passably good time. Come again, President "Æolus," and say you are a club-man, that you are an Æolus. You will find the hand pressure more cordial, for we are indebted to the Æoli for many favors and are anxious to reciprocate. Come once more, Brother "Æolus," with a League ticket in your hand. Write previously for a route slip, and take an easy road into the city, instead of ploughing through the sand on the direct road, over which carriage drivers will ignorantly and invariably direct you. You 'll find the latch-string out,—many times we've carried the end to a League-man a dozen miles from the city. We will escort you to a good hotel, where you 'll save the little dollar you paid for the year's admission to the benefits of the League; we 'll give you a club run, and escort you from the city; and all on account of Eliza,—no, the L. A. W.,—and make you, as we have others, realize that it is worth something to be a League member, and that, instead of withdrawing and then making faces at it with your able pen, in its own organ, and promising greater advantages in proposed rival leagues, that it is better to step in and correct its errors and shortcomings, encourage and broaden its influence, rectify its membership qualification, of which you justly complain, and aid your fellow-townsman, the chief consul, to establish sub-leagues, and issue maps and all other aids and comforts that will benefit its home and touring members.

That 's all.

PORTSMOUTH, N. H., 23 September, 1882.

Chicago Notes.

MR. JOHN M. FAIRFIELD, the father of our bicycling, has added another to the long list of Chicago inventions for the benefit of wheelmen. It consists of a new method of putting in spokes. A six-inch flange is made, shaped somewhat after the model of the Arab, being thin and straight in section, without recess or bulge. On the outer rim a lip is turned, through which the spokes pass. The wires are but-ended and squared, and run through the lip to the felloe, where they are met by and screwed into a hollow nipple headed in the felloe, the spoke at the felloe then having the same appearance as an Expert but-ended spoke. A ring is fitted under the lip of the flange, and setting against the squared but ends, prevents loosening of the spoke. ....There is great lamentation on the part of old Chicago club members at the movement to discard the gray uniform and substitute black They have worn it now for about four years, and are naturally attached to it. But the gray was adopted in the days when wheeling in Chicago was confined to dusty roads and rough-and-tumble byways, necessitating a dress fit for the use it was put to. Now we ride on sprinkled boulevards and smooth blocked streets, free from dust, and our prominence on the thoroughfares renders it quite the thing to wear clothes gotten up with a view to dressy appearance as well as utility. There is perhaps no color that will give more service than the dark gray, and one can be covered with dust and not know it. Besides, after a season's wear in the bright sunlight the color is still good Black serge is favorably looked upon, the coat to be cut with turn-down collar.... Mr. Conkling, whose splendid 61-inch Yale was smashed to pieces a few weeks ago by an express wagon, has had the machine fixed, and is on the racing path.... That youngster, Vernon Calkins, has just received a 60-inch Harvard, and thinks he can ride it. Mr. Philbrick, well mounted on a 58, has ordered a 60-inch Harvard. Other members are selling out and buying bigger machines. One man sold a nickelled Harvard, used two months, for $75.... Mr. Parker, of the Chicago Bicycle Club, has just got married, and rides the bicycle no more.... The runs of the Chicago Bicycle Club have diminished in size lately, but bettered in appearance. It is quite essential in affairs of this kind, where a dozen or more are gathered together, that some uniformity be observed as regards dress, to avoid being dubbed a motley crowd. As soon as the Chicago Bicycle Club is settled in convenient headquarters, the rule for members to appear in the club uniform on club runs will be enforced. ...Mr. T. B Jeffery, our bicycle manufacturer, has just turned out a splendid job of repairs for Mr. Charles Kudner of Detroit. This gentleman's machine, a full-nickelled 56-inch D. H. F. Premier, was defective in the axle, and being fitted with Æolus bearings, as is usual with this bearing they burst, and the "hold-fast" cranks would get loose. Mr. Jeffery put in a new and strong axle, being very thick at the bearings where the greatest bending strain comes, similar in this respect to a car axle; a pair of gold-colored 5¼-inch gun-metal flanges of exquisite model, and his splendid single-ball-bearings, similar in principle and appearance to the Rudge, but being more solid, handsomer, and with better finish. The "hold-fast" cranks were removed, and a pair of the corrugated Expert Columbia cranks fitted on. The spokes, originally fitting into 4¼-inch flanges, were made to adapt themselves to the larger diameter hubs without shortening, by screwing deeper into the gun metal. The elegance of workmanship on the hub, axle, and bearing is fully equal to chronometer work, and is unsurpassed by any English machine that we have yet seen.

STENO.

About Bearings.

EXAMINE any machine which is in use. Ten to one you will find some bearing part loose: the head, back-wheel, front-wheel, or pedal bearings. However well case-hardened and carefully adjusted these parts may be, the ine itable wear resulting from use will make itself known by looseness of the affected part. To do away with this looseness, all bearing parts are made adjustable. Now, any play in a bearing causes increased wear; for the parts strike with a force propor-

tional (other things being equal) to the amount of play. In the head especially does any unnecessary wear resulting from this cause give great annoyance. In time the upper centres of the head wear into an oval shape. When this has occurred, if you adjust the head so that no play can be felt when the wheels are in line, it will be impossible to turn the front wheel but a little before the head binds. To enable the wheel to turn easily, the head screw must be left loose.

In a ball-bearing back wheel the dust caps almost touch the axle, thereby leaving little space for the entrance of dust. Unless the bearing is tight there will be contact between the dust caps and the axle, and the efficiency of the balls will be destroyed, the weight not being carried by the balls but by the dust caps. If the bearings are not tight there is a loss of rigidity and consequently a loss of power. A bearing part when tight should have no perceptible shake, and yet turn freely. G. F. M.



The Massachusetts Bicycle Club beat the Club Record. and ride One Hundred and Eighteen Miles in a Day.

THE Massachusetts Bicycle Club, on the 28th inst, made the longest all-day run which has ever been accomplished by any club in America, having ridden one hundred and eighteen miles and come in in good condition. The party consisted of First-Lieut. Henry W. Williams, Second-Lieut. W. R. Griffiths, A. J. Philbrick, and W. D. Wilmot, representing the club. No one of these gentlemen had trained in the slightest for the ride, and in fact, it was not decided upon until two days before. All, however, are road riders of experience, and are therefore always in fair condition. Two others of the club expected to go, but were prevented at the last moment.

The start was made at 4.52 A. M., and the party, accompanied as far as Medford by Mr. A. S. Parsons, the president of the club, and Mr. C. P. Shillaber, the captain, proceeded *via* Allston and North Cambridge to Medford, where a four-minute stop was made at 5.49, to leave lanterns, to be taken up on the return. On remounting, the party proceeded *via* Malden, East Saugus, and Wyoma village, to Peabody, which was reached at 7.17 A. M., distance 23⅞ miles. After a thirteen-minute stop, the party proceeded *via* Danvers and Putnamville to Wenham, distance 32⅛ miles from Boston, arriving at 8.30 A. M. Fifty minutes were spent at breakfast at Hobbs's, and at 9.20 wheels were mounted for Ipswich, where a fifteen minutes stop was made. At 10.20 wheels were "crossed" for Newburyport, twelve miles distant, which was reached at 11.53, 50¾ miles from Boston.

From Boston to Newburyport the bicyclers had ridden constantly, directly in the teeth of a stiff northeast wind, amounting at times to almost a gale. Forty-five minutes were lost at Newburyport in repairing a broken pedal, but at 12.28 the wheelmen started on their return, trip, stopping at Newbury to be photographed by an itinerant artist, reaching Ipswich for dinner at about 2 o'clock. At 2.52 they remounted and rode back to Peabody without a halt, reaching there at 4.22. At 5.06 they started for Medford, arriving at 6.28, having accomplished the distance between Peabody and Medford at the rate of over eleven miles per hour.

The score now mounted up to 92 $\frac{7}{16}$ miles. After supping at the Medford House, the quartet started at 7.12 in a shower of rain, and having lighted their lanterns, proceeded *via* North Cambridge (where President Parsons was met), Allston, Brighton, the Reservoir (around which two circuits were made at speed), Newton Centre, "Great Sign Boards," West Newton, and by a slightly indirect route to the Mill Dam, where quite a delegation irom the club was in waiting to escort them to the club-rooms, which were reached at 10.30 P. M., and where a collation was in readiness.

Among the pleasant incidents of the trip were a hot early breakfast, served at 4.30 A. M. by some of the lady friends of the club, one or two free offers of soda, etc., by friendly apothecaries, and a most enthusiastic reception by a large number of the members of the club, who were in waiting at the club headquarters. Not quite so pleasant an incident was a collision with a dog by one of the riders, resulting in more injury to the rider than the dog, — not, however, preventing his continuing the journey.

The wheels ridden were as follows: By Mr. Williams, a 52-inch Expert, fitted with Æolus ball pedals, long-distance saddle, and Ritchie Magnetic Cyclometer; by Mr. Griffiths, 60-inch Standard Columbia, extra spoked, and provided with "special" backbone, and Rintelman saddle; by Mr. Philbrick, 50-inch Special Columbia, with suspension saddle; by Mr. Wilmot, 54-inch Standard Columbia, with old style saddle; and Excelsior cyclometers. The cyclometers had each previously stood the test of over 2,000 miles of service, and tallied correctly with the known road distances. They also registered between Boston and Newburyport the same as had been registered before by two of the club who had taken exactly the same route two weeks previous. The last twenty miles were made without light from moon, stars, or lanterns, the last having promptly gone out. No one was either lame, saddle-sore, or chafed, and all felt capable of a much longer pull, especially in better weather. Ten miles of the evening riding was in a rain-storm.

Following is a summary of time of arrival and departure: —

	Arrived.	Left.
Boston		4.52 A. M.
Medford	5.49 A. M.	5 53 "
Peabody	7.17 "	7 30 "
Wenham (b'kfast).	8.30 "	9.20 "
Ipswich	10.05 "	10.20 "
Newburyport	11.53 "	12.28 P. M.
Ipswich (dinner)	1.58 P. M.	2 52 "
Peabody	4.22 "	5.06 "
Medford (supper).	6.28 "	7.12 "
Junc. Beacon street and Reservoir	9 07 "	9.12 "
Boston	10.30 "	

One or two short stops were made in the Newtons, also a short one at Newbury to be photographed.

	Hours.	Min.
Entire time consumed	17	38
Time consumed in stops	4	57
Actual running time	12	41
Average distance per hour of running time	9$\frac{1}{2}$ miles (9.36)	

The one hundred miles (which was the distance originally intended to be covered) was accomplished at some time between eight and nine o'clock. *

Canadian Wheelmen's Association.

THE wheelmen of Canada assembled by delegates, in response to an invitation from the Toronto Bicycle Club, at Toronto, Ont., 11 September, the following being present: H. S. Tibbs, Montreal; F. Westbrook, Brantford; Perry Doolittle, Aylmer; J. S. Brierley, St. Thomas; W. Payne, London; J. H. Eager, Hamilton; J. K. Johnston, St. Catharine's; R. H. McBride, Toronto. President Boustead of the local club was invited to preside; and Mr. Tibbs of Montreal, being asked to express the views of Montreal wheelmen respecting the formation of a general organization of Canadian wheelmen, advocated an association similar to the Ohio League, but subordinate to the L. A. W. Mr. Brierley, seconded by Messrs. Doolittle and Payne, favored an Ontario provincial league, while Messrs. Eager, Westbrook, Johnston, and McBride favored a Canadian association; and on motion of the latter, the name "Canadian Wheelmen's Association" was adopted. A committee was appointed to draft a constitution and by-laws. At the St. Thomas meet a meeting of the association was held, and the following provisional board of officers chosen to act until the general meeting, 1 July, 1883: J. H. Boustead, Toronto, president; Dr. Chas. Clark, Aylmer, secretary and treasurer; and a committee of seven, — Messrs. Eager, Hamilton; Tibbs, Montreal; Donly, Simcoe; Brierley, St. Thomas; Keenleyside, London; P. Doolittle, Aylmer; and Westbrook, Brantford. A constitution and by-laws generally similar to those of the L. A. W. has been drafted.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

ALBANY BI. CLUB. — Additional: Fennimore B. Holdridge and Howard Wendell, — both of Albany, N. Y.

SCRANTON BI. CLUB. — Additional: Charles Arthur, M. D.; Frank Forrester and Frank B. Watts, — all of Scranton, Pa.

BOSTON RAMBLERS. — Additional: W. P. Haskell, 280 Devonshire street, Boston, Mass.; E. R. Benson, 17 Hewes street, Cambridgeport, Mass.

MISSOURI BI. CLUB. — Additional: W. E. Henderson, 205 North 5th street, St. Louis, Mo.

NORWICH BI. CLUB. — Additional: Winthrop Turney, Norwich, Conn.

MARYLAND BI. CLUB. — Additional: E. Mickle, care of National Union Bank of Maryland; J. Naglee Clark, corner North and Baltimore streets; E. R. Jones, Camden Station; M. Forney Reese, 467 Eutaw Place, — all of Baltimore, Md.

UNATTACHED. — James J. Blatt, Sandy Lake, Pa.; Arthur C. Hills, Pleasantville, Venango County, Pa.; William Gumfery, Stoneboro', Pa.; E. C. Clark, Holyoke, Mass.

League Races.

Editor Bicycling World: — Would it not be a good plan to hold the L. A. W. races this fall at Philadelphia? On 26 October there will be a meet composed of wheelmen from New York, Baltimore, Washington, and we hope from Boston. There will also be visitors from rural districts surrounding Philadelphia. The races would thus be held under the most favorable circumstances. What say the racing committee L. A. W.?

H. B. HART.

PHILADELPHIA, 30 September, 1882

☞ The Boston Bicycle Club desires to tender to all members of the League visiting Boston to attend the meeting of the board of officers, the proposed League run and race meeting, the privileges of their club house, 53 Union Park.

J. S. DEAN, *Sec.*

Cycling Mems.

DEAR LONDON W.: Can you tell me what kind of tri. Belva Lockwood rides, and whether she wears a special dress?

HOMO.

MY DEAR "HOMO": I am not acquainted with Belva, else I should be pleased to give you the information sought. No doubt she would answer your query; or perhaps some of the Washington readers of the WORLD will enlighten you.

THE Boston *Sunday Budget* seems to draw a queer conclusion from Nixon's great ride. It says a tricycle can go from one end to the other of Great Britain in fourteen days, the distance from John o' Groat's, Scotland, to Land's End, Cornwall, being but 995 miles

While every one has been enthusiastic about this ride, and marvelled at the endurance, speed, and pluck of the rider as well as the capabilities of the tricycle, the *Budget* calmly considers it as an accurate road measure, and seems surprised to find the distance so small.

NEVER mind, Brother Hovey, we will get you educated after a while, and teach you to appreciate a good performance.

IS is reported that the president of a Kentucky turnpike has announced in a published advertisement that he will "prosecute as public nuisances" all parties riding on bicycles on his turnpike, because they "endanger the lives of those travelling in vehicles on said road."

Is the average American so ignorant and prejudiced that he cannot or will not learn that the bicycle has just as much right on a public highway as any vehicle, or is it that turnpike presidents and road and park commissioners are particularly narrow-minded? It is certainly true that the latter are constantly acting contrary to well-settled laws.

IF the above report is true, here is a chance for the League to make a test case, and keep its promise to members when it says that "the best legal knowledge will be at the command of any member whose rights are threatened."

NOTHING illustrates better how times have changed than a perusal of back numbers of the WORLD. A year ago the walking encyclopædia of bicyclic information expressed the opinion that the rear steerer was the best form of trike, and now all the authorities unite in the opinion that for safety and capability the front steerer is the best.

IT was proven in the recent fifty-mile road championship race that a rear steerer cannot descend hills at speed with safety. In fact, one of the riders of a rear steerer had a narrow escape from a severe accident when descending a hill, and another actually came to grief, being pitched into a ditch.

ONE of the superiorities of a trike over a bike is its comfort and safety in flying hills; but if we use a rear steerer, even this advantage is taken away.

THE only Humber trike yet brought to this country has been seen in Boston during the past week. I should imagine that the steering would be very difficult on a rough or rutty road. The leverage of the handle bar is not equal to that of the wheels, being shorter than the axle.

NOW, riders of the bike know what power is required on a rutty road, where the resistance is only about two inches, with a leverage of a 28-inch handle bar. On the Humber tricycle, the distance between the wheels is about thirty-six inches, while the handle bar, I should judge, is about thirty inches.

THE rider is well placed over his work for power, and can assist in the steering by the pedals, as on a bicycle. It cannot be ridden by a lady, which is of course an objection.

CONSIDERABLE may be learned in regard to gearing up and gearing down from the tricycle race.

The winning machines were all small wheels geared up, and from all accounts, their riders experienced no difficulty in ascending hills.

LOWNDES, the winner, rode a Coventry Rotary, with 40-inch driving wheels geared up to 56, and Marriott rode a 42-inch Humber geared up to 57.

THE way Lowndes used up his pacemaker, who accompanied him on a bike, affords food for reflection to carping bikers.

I AM very glad to see evidences of renewed life in the League, and sincerely hope the results will be satisfactory to those who are working to reclaim it from the dead.

Two well-known and enthusiastic bicyclers are anxious to dispose of their machines in order to obtain the wherewithal to purchase trikes. Straws show which way the wind blows.

"METEOR" is a good fellow, but if he continues to be a journalist, he will have to get some one to go to heaven and put through an amendment to the eighth commandment before he can get in. St. Peter does n't recognize press passes.

IT will be remembered that "Steno," whose Chicago letters are so interesting, ventured the opinion that a 17-inch rear wheel was to be preferred to one of eighteen inches. This is the way the *Cyclist* looks at it, and therein expresses the opinion of most riders who read "Steno's" letter: "The Chicago riders are smart men if they can 'appreciate' a difference in an 18-inch and a 17-inch hind wheel." Now, "Steno"!

LONDON W.

CURRENTE CALAMO

A HASTINGS (Minn.) correspondent says the bicycling fever is growing in that section.

C. L. FRYE of Marlboro' declines the office of League representative to which he was elected.

ABOUT a dozen members of the Boston Bicycle Club made the run to Cobb's Tavern Sunday to dinner.

W. J. UNDERWOOD of the Boston Bicycle Club is in the City Hospital, seriously ill with typhoid fever.

THE Humber tricycle, imported for Carter of Newton, is at the rooms of the Pope Manufacturing Company.

THE Boston Ramblers have been taking advantage of the fine weather this week to indulge in concerted runs.

SEVEN members of the Newton Bicycle Club took a moonlight spin to Wellesley and supped at the Elm Park Hotel.

A GRAND bicycle tournament for amateur and professional events is booked for Saturday, 14 October, at Beacon Park.

W. B. EVERETT of the Boston Bicycle Club has been appointed League consul for Boston. His address is 338 Washington street.

THE annual fall meeting of the L. A. W. officers will be held in Boston, at Hotel Vendome, Friday, 13 October, at ten o'clock A. M.

BRUSH HILL has been recently covered with loose gravel, and bicyclers should be exceedingly careful in descending this steep hill at present.

LEWIS T. FRYE was in our office during the week, and formally announced his intention to race for the retention of the League mile championship, and is in training for that event.

V. C. PLACE, the American fast rider, will soon be mounted on a 57-inch Yale racer with light roadster rim; a mount on which we expect him to make a better showing than he has yet done.

CAPT. E. C. HODGES of the Boston Bicycle Club, in company with bears, caribous, Farrington the granger, snakes, guides, and other things, is wandering somewhere in the Maine wilderness.

PRESIDENT GARVEY of the Missouri Bicycle Club has recently acquired, by purchase, an elephant, — in the shape of Mendacious Albin's big eight-foot bicycle! Now, "what will he do with it?"

PRESIDENT PHILBRICK and Capt. Hazlett of the Rockingham Bicycle Club took a 28-mile voyage from Portsmouth to Dover and return Sunday, on marine bicycles, the up trip being against wind and tide.

A TYPOGRAPHICAL error last week made us give Frank Moore the *sixteen*-mile American record, when it should have read *ten*-mile; Moore not having competed in any longer distance race here than ten miles.

A. O. DOWNS of Riverhead, L. I., writes: "Six bicycles have come into this township since April. Three of our wheelmen made the trip *via* Greenport to Southampton and return (eighty miles), 4 and 5 September."

THE plate of the "long-distance saddle" is made too light to sustain the rider's weight. It meets the sagging of the leather half-way. We have had this experience with two of them, and our weight is only about 38 pounds.

THE *Cyclist* says Frank Weston was recently bicycling in company with Mr. and Mrs. Smith of the Surrey Machinists' Company of London, who were on a Salvo Sociable, and had all he could do to keep them from leaving him behind.

CHIEF CONSUL FRED. S. PRATT is arranging to have a grand two-days' run for League members, immediately after and incidental to the L. A. W. officers' meeting next week; so all who wish to join in a "Wheel around the Hub" should be getting their bicycles ready.

MANAGERS of agricultural fairs and trotting courses realize the financial value of bicycling attractions, and in many cases furnish railroad transportation for men and wheels participating, and sometimes pay the hotel bills, as well as contributing liberally for prizes.

DR. CRESSWELL, of Birmingham, writing on the subject of rupture in the London *Lancet*, says there is no action required in either riding, mounting, or dismounting likely to cause hernia, and that if himself ruptured he would not hesitate to continue riding the bicycle.

AN Australian paper says that a man recently entered the back room of a public-house, and seeing a bicycle, took a hay-band, and fastening one end about his neck and the other to the head of the machine, strangled himself to death by grasping the forks and straining the rope.

M. J. LOWNDES, the winner of the fifty-mile tricycle road championship, has challenged any one in the world to ride a tricycle from one to fifty miles for a prize valued at £10, and offers to wager from £25 to £100 on the result. Con.: How near does this bring him to the professional status?

A HANDSOME, neatly printed little monthly paper of eight pages, called *The Bicycle*, published in Hamilton, Ont, and edited by W. C. Nichol, has just made its appearance. We would advise a change of name, however, as a wheel paper published in Melbourne already has the same title.

COBB'S TAVERN at Sharon, Mass., just over the line from South Canton, has been appointed a L. A. W. hotel by Representative C. L. Clark. Easy accommodations for parties of twenty, or by doubling up, nearly twice that number can be provided with lodgings. Excellent meals at fifty cents, and lodgings at the same price.

THE Massachusetts Club centenarians, on arriving at Newton on their return journey Thursday evening, held a consultation as to whether the trip should not be extended until 130 miles were covered, each declaring his ability to do it with ease; but the fact that a large number of the club were waiting at headquarters by appointment to receive them decided them to finish as they did.

NIXON'S wonderful tricycle ride from one end to the other of Great Britain inside of fourteen days awakened much comment in the English press, and has done much to enlighten the public to the practicability of bicycling and tricycling, as well as to create a more appreciative estimate of their value as means of locomotion. Nixon spoke highly of his machine, a Premier, which stood the strain over the roughest roads admirably, and at the end was in first-rate order.

THE *Cyclist* editor, who has been riding a tricycle for several months past in admiration of its comforts and capacities, and in the *Cyclist* has devoted more space to the eulogizing of the three-wheeler than of the bicycle, recently, just for a change, took out his forsaken 54-inch tandem, and now writes ecstatically of the pleasure and exhilaration derived from the higher speed obtained and advantages utilized, and many minor gains of biking over triking, and expresses the hope that he shall long continue faithful to his first love.

WILL ROSE writes from Central City, Neb, 25 September: — You may tell the boys of the wheel that I have reached this point on my journey from Danville, Ill., to San Francisco, Cal., and am in good health and spirits. Have found considerable sand in this part of the State, and lots of sand bars. I start from here to-day on across Nebraska. Expect to reach Cheyenne City, Wyoming, by next Saturday night. It is getting thinly populated in this part of the country, and lonesome work for one wheelman.

THE *Daily Gazette* of Colorado Springs chronicles the arrival of Dr. Coleman and the Rochester riders in the former place 25th ult., and states that the ordinances prohibit bicycle riding in the thoroughfares. A gentleman there, accustomed to riding, made a trial of Dr. Coleman's machine on the public street, and was arrested by the city marshal, and was to appear before the police justice the next morning. What sort of lawyers have they in Colorado Springs that such an illegal ordinance was allowed to pass unchallenged?

THE whole city of Chicago turned out to welcome home the Hon. Carter H. Harrison, the popular mayor, on his return from Europe. He has been an especial friend to the bicyclers in Chicago, evincing by word and action that bicycling was held in high estimation by him, and this has inspired a general respect for the wheel on the part of the people of that city. The great reception was on Wednesday evening of last week, and on the following Saturday evening the wheelmen of the city, to the number of forty, formed down-town, and with two calcium lights, so arranged as to show up the unique procession to advantage, wheeled up Washington Boulevard to the mayor's house, — the Owl Wheeling Club, the Aeriels, Hermes, and a few unattached, and headed by the Chicago Club. Commander T. S. Miller delivered the welcoming address, which was responded to by the mayor in his usual jolly strain, when all adjourned to the inside for refreshments and further talk.

THE New Haven Bicycle Club held their third annual fall races on Wednesday at Hamilton Park.

MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

W. W. STALL. — Sole Agent of the Cunningham Co for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

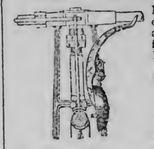
PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, $3.50; nickelled $4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

COY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
With your orders, please give names of machines on which alarms are to be attached.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.
A. J. PHILBRICK & CO.,
SALEM, MASS.

TRICYCLING INDISPENSABLE ANNUAL for 1882.
Postpaid, 65 cents.
INDISPENSABLE BICYCLISTS' HANDBOOK
(14th Thousand) FOR 1882. Postpaid, 55 cents.
"PRINCIPLES OF TRAINING." By H. L. CORTIS, showing how to make **20 miles in 59m. 20s.**
Postpaid, 43 cents.
The above three books mailed to one address for $1.50. Orders from the trade solicited, and a liberal discount offered by the sole United States Agents and Publishers,
OVERMAN WHEEL COMPANY,
Hartford, Conn.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals: —

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING. — "The Principles of Training for Amateur Athletes, with Special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

WORLD JOB PRINT,
A. BASSETT, MANAGER.
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.



The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,
H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.

BICYCLING LITERATURE.

We have a supply of the following bicycling literature which we will send postpaid at prices named: —

Bicycling World, Vol. 1, bound in cloth	$2 00
" " 2, " "	1 00
Patent File and Binder for World	4 00
American Bicycling Journal, bound in cloth	15
L. A. W. Hand-Book, 1881	30
Sturmey's Indispensable, 1880	50
" " 1881	60
American Bicycler, by Charles E. Pratt	30
Velocipede, History of	40
Lyra Bicyclica; Poems by J. G. Dalton	
Cycling Sketches, cloth	$1 00
" "	40
Wheelman's Year Book	2 00
Photographs of Wheelmen at Newport	

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00



Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

THE THREE MEETS.
NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, $1.50.

E. C. HODGES & CO.,
8 PEMBERTON SQUARE.

BICYCLE REPAIRING,
NICKEL PLATING AND PAINTING.

HARRY D. HEDGER,
28 1-2 Piedmont Street - - - BOSTON.

Rubber Handles for the Expert Columbia and British Challenge. Best English Cement, $1.25 per pound.

Bound Volumes of Vol. 4,
BICYCLING WORLD
Are ready for delivery. The Index is ready, and will be sent to subscribers on application.



Patented in England and the United States.
BURLEY'S
ADJUSTABLE SKELETON SADDLE,
WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $3.50. Nickel Plated, $4.75.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strain. Made solely for and imported by

SAML. T. CLARK & CO. { OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK, } BALTIMORE, MD.

THE AMERICAN SANSPAREIL ROADSTER.
The strongest, most rigid, and withal the handsomest Bicycle in America.

THE AMERICAN ROADSTER.
The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

THE TYRO ROADSTER.
Strong, serviceable, and economic.

Cabinet Photographs of the above Machines mailed on receipt of five three-cent stamps.

Also **The British, Sp. British and Xtra Challenge Bicycles,** and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE
TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,
MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,
1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.;** Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals;** Hy. Keat & Sons' **Buglets and Slings;** John Harrington's **Cradle Springs;** Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 13 OCTOBER, 1882.

Volume V. Number 23.

[Vol. V. CONTENTS. No. 23.]

Cycling Mems.; A Card . . . 590
Editorial: The *Wheel*; A Slander; The Petition; Manufacture. Wheel Club Doings: Owl; Cleveland Annual; Crescent Annual; Chelsea; Kings County Wheelmen; Providence; Marblehead; Connecticut . . . 591
Races: Wheeling; Freehold; Scranton; Oxford; Dunkirk; Oakland; Taunton; Lewiston; Lowell; Attleboro'; English Professional Twenty-five-Mile; Irish Amateur Ten-Mile . . . 592
Correspondence: Bicycle Tracks; L. A. W. Guide-Boards; Cost of a Race Meeting; New York Letter; Sub-Leagues; Columbus to Chillicothe; Baltimore Road Race . . . 593
A Western Long-Distance Run . . . 595
Æolus Long-Distance Run, Boston Ramblers' Long Run; Safety Bicycles L. . . . 596
L. A. W.: Applications; Officers' Fall Meeting; Proposed Amendments; Mass. Consuls and Hotels; Mass. League Run; L. O. W to L. A. W. . . . 597
Currrente Calamo . . . 597

Entered at the Post Office as second-class mail matter

ADVERTISEMENTS

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

SCHUYLER & DUANE,
189 BROADWAY . . . NEW YORK,
Sole U. S. Agents for
THE COVENTRY MACHINISTS' CO., LD.
THE "AMERICAN CLUB" BICYCLE.
THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.
G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,
Importing Manufacturers of Bicycles and Tricycles.
(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)
PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.
New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.
FACTORIES.
Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.
London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.
Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.
Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.
Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

A CYCLOMETER



For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2¼ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10. FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

THE BEACON PARK COMPANY

OPENED THE

BICYCLE TRACK,

AT BEACON PARK,

ON

Wednesday, 30 August.

THE TRACK WILL BE LET FOR RACES AND TRAINING PURPOSES.

J. S. Prince will be in attendance.

TRAINING TICKETS for the SEASON, $5.00.

ADDRESS

THE BEACON PARK CO.

8 Pemberton Square.

Tickets for training and practice now ready, and books open at the BICYCLING WORLD office for engagement of the track for races, etc.

Thanks.

Editor Bicycling World: — Permit us, through the WORLD, to extend our grateful thanks to Capt. William V. Gilman, Carroll A. Chandler, and other members of the Nashua Wheel Club, to President M. D. Currier and others of the Lawrence Club, and to Capt. Howard H. Gage and Consul J. Fred. Adams of the Haverhill Club, for courtesies shown us while on a recent wheeling tour. Fraternally,

GEORGE CHINN, *Pres.*,
P. HOWARD SHIRLEY, *Sec.*,
Marblehead Bi. Club.

MARBLEHEAD, MASS., 3 October, 1882.

PHILADELPHIA, PA.,

THURSDAY, 26 October, 1882,

GRAND BICYCLE MEET

In Fairmount Park, at 10 o'clock A. M.

RACES AT 3 O'CLOCK P. M.

SANCTIONED BY THE L. A. W.

PROGRAMME as follows: —

One Mile in heats, open to all amateurs.

Two-Mile Handicap, 200 yards limit. Open to all amateurs.

One-Mile Race for novices, open to all never having won a first prize.

Half-Mile dash, L. A. W. men only.

Five-Mile Handicap, all amateurs.

Competitive Club Drill in club squads of eight.

Best Fancy Riding (single).

Send entrance fee ($1.00, returnable to starter) to GEO. D. GIDEON, 2023 Ridge Avenue. Entries close 20 October.

A general invitation is extended to wheelmen to participate in the meet and parade.

H. A. BLAKISTON, Sec.,
3905 Chestnut St.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 54-inch Yale, light roadster, has been run about three months, and is in perfect condition; sell on account of size. Price $110. A P. C., 33 Main street, Marlboro', Mass.

BICYCLE FOR SALE AT A BARGAIN. — A 54-inch Columbia, ball-bearing, painted throughout, little used, and in good order. Address "X," this office.

FOR SALE. — A Columbia 48-inch bicycle, full-nickelled, only used one season; no reasonable offer refused. Address W. R. K., Box 2987, N. Y. City.

FOR SALE. — A 48-inch Harvard, nickelled, except wheels, cradle spring, rubber handles; in perfect condition. Price $95. C F. T., 64 Union sweet, Boston.

Cycling Mems.

THE girl on the front of the *Wheelman* must ride a pan seat, with thrusting action and simultaneous movemeut.

"ICYCLE" sends the following, which explains itself: —

"WASHINGTON, D. C., 7 OCTOBER. — In answer to 'Homo,' would say that I think Belva Lockwood wears the usual female attire, but has a leather dash-board attached to her machine, which is a Challenge No. 2, single driving. I don't think it an improvement. I would like to correct a statement made by 'London W.' in last week's WORLD, which was that 'the only Humber trike yet brought to this country has been seen in Boston during the past week.' This is an error, as a Humber trike has been running in Washington ever since last winter."

Thanks, "Icycle," for posting me *re* the Humber. I wish you would inform me how it works, and what, if any, are its disadvantages in practice.

AT last we have reliable evidence in regard to the question of saddle *vs.* seat. The Wellesley College girls have tried a sociable fitted with both, and are unanimous in the opinion that the saddle is the most comfortable, and can be placed in a better position for power than the seat, which has to be placed at such an angle that it is next to impossible to sit on it. In fact, you can only lean against it, and support your weight by pressure on the handles and pedals.

NOW, girls, give us some more points.

A CERTAIN club has the following among its articles: "Before starting on long runs or excursions, it is hereby suggested that arrangements be made with a skilful surgeon, and aids, to follow in an ambulance wagon to pick up the 'leavings.'"

VERY convenient and pleasant, no doubt, for those that get "left," but not calculated to induce timid gentlemen to engage in the "pursuit of bicycling as a manly and healthful pastime," unless they have disordered notions of what a healthful pastime is.

ONE cannot help admiring the frankness and appropriateness of the word "leavings"; but still, I fancy it would be rather unwise to distribute the club's book as a tract to induce non-riders to take up the bike.

BUT is there any need of having "leavings," either of machines or riders, if the former are first-class and the latter careful?

THE editorial *we* must be rather thin, if the last issue of this paper can be believed; or is it that Brother Gilman is trained "down fine" for the coming tricycle race for the championship of the Chelsea Club?

THIRTY-EIGHT pounds is rather ethereal for an editor, is it not? [London W. attaches more *weight* to this subject that we do. — EDITOR.]

WHEN a man has to write to England to find out that "soda-water is an artificial beverage," something must be wrong, eh, Hawley?

"METEOR" has explained, and, like good Deacon Richard Smith of the Cincinnati *Gazette*, he has "wicked partners."

Is the editor of the South Boston *Inquirer* in? I am. Pistols and coffee for two. Brother Gilman for my second.

LONDON W.

A Card.

Editor Bicycling World: — Will you kindly convey my apologies to "London W." for the "steal" which I was made to make through the ignorance or imbecility of a compositor? I always credit my clippings on "copy"; and through some mistake, the article which has aroused "London's" just indignation was not properly credited when the paper came out. I have no pecuniary connection with the "Inquirer," consequently have no right to dictate to it as to violations of the eighth commandment. In other words, the "steal" was made by the compositor, and not by me, and I will slay the aforesaid compo. if "London" will only say the word. By publishing this card, you will greatly oblige

METEOR.

BOSTON, MASS., 6 October, 1882.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance $2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 205 N. 5th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

☞ Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 13 OCTOBER, 1882.

THE *Wheel*, beginning its second year, has taken several "new departures." First, it has much improved in appearance typographically. Second, its order and arrangement of matter are better than before. Third, it is to be published weekly. Fourth, with Fred. Jenkins once more as its nominal editor, the graceful and fluent pen of Mr. Chas. E. Pratt as editorial contributor has been secured to assist in making its pages interesting. Fifth, it has suddenly become an active partisan of the Pope Manufacturing Company. Sixth, it has suddenly become a zealous defender of the League of American Wheelmen, and running amuck with about as much judgment as a crazy Malay, slashes vigorously at the WORLD as one of the League's supposed enemies. (As the *Wheel Publishing Company* is not the first concern which has confounded the WORLD'S editorial opinions with those of its correspondents, we will endeavor to edify our contemporary with the following recent indorsement of our last editorial on the League by Vice-President Parsons, whose loyalty to the L. A. W. none, we think, will venture to question: "I hope that you will 'go for' the officers and impress upon them the duty of attending the [officers'] meeting if it is a possible thing. I like your editorial in last WORLD very much.") Seventh, it has suddenly evinced a hostility to the WORLD hardly consistent with the pleasant and kindly relations which hitherto existed between us and the *Wheel*, but which, in connection with one or two of the "departures" we have mentioned, may be accounted for.

A year and a half ago, during the editorship of our predecessor, our bellicose contemporary gave the WORLD a slap by terming it a "caudal appendage of the leading manufacturer." Since it has become evident that we were not thus posteriorly connected with our "pet monopoly," the *Wheel* has promptly concluded to "catch on," and now wags at the will of its master.

"Turn, turn, my *Wheel*, turn round and round."
"So spins the WORLD away."

IN our issue of 22 September appeared a communication from Baltimore, entitled "Small Clubs," and signed "M. B. C.," which, together with frequent expressions in the article, implied that the writer was a member of the Maryland Bicycle Club. Unsuspicious of any malicious intent, we accepted and published it as the beginning of a discussion likely to arise from "Fad's" communication respecting "Limited Club Membership," and saw in its allusions to special actions and results in the Maryland Club only well-meant illustrations of the writer's arguments. Since its publication, however, we have received several indignant communications from members of the club, and from one a full list of the members, among which our correspondent's name does not appear. We therefore conclude that it was "M. B. C.'s" intention to deliberately injure the club by covert slander of at least one of its most active and honored members. Although personally acquainted with but few of the members of the Maryland Club, these few we have always found to be gentlemen and enthusiastic devotees of bicycling, and we are assured by others who know, and in whom we have implicit confidence, that the club as a whole is composed of men of similar character and social standing; and we sincerely regret that our columns should have been made use of for so unworthy a purpose as we now have no doubt it was the intion of "M. B. C." to achieve.

OUR petition to the tariff commission was forwarded last week. It contained the names of prominent bicyclers throughout the country. Many clubs sent in the signatures of their whole membership, and there were many names of parties who stated that they were admirers of the wheel, but were restrained from using it by the excessive price put upon it. One thousand and twenty-two names were on the petition. We regret that several prominent clubs did not send in their signed blanks, notably the Massachusetts, Crescent, Chelsea, Providence, and Æolus, although many members of these signed with other clubs.

WHEN we can inspire the capitalists of the country with confidence to believe that bicycling has come to stay, we shall have no lack of manufacturers of the wheel. There is money in the business if it is conducted on a large scale, and this is what our moneyed men must be brought to understand. We hear a rumor that a large English concern will establish a plant in America. We hope this is true, and we can predict a successful outcome of such a business venture.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

OWL BI. CLUB. — The Owl Bicycle Club, of Bordentown, N. J., organized 10 July, 1882, has rented and fitted up a front room on the ground floor of the Odd Fellows' Hall, in Church street. The members house their bicycles there, and have a complete way of placing them. Last Monday evening the following officers were elected: President, John O. Hudson; captain, F. G. Wiese; first lieutenant, Philip Brakeley; secretary and treasurer, Edgar Haas, Jr.; bugler, Louis W. Wiese.

CLEVELAND BI. CLUB. — The annual meeting of the Cleveland Bicycle Club took place Tuesday evening, 3 October, at the residence of Capt. Sholes, when the following officers were elected for the ensuing year: J. H. Wade, Jr., president; J. H. Collister, secretary; C. W. Norman, treasurer, F. T. Sholes, captain; A. S. Hathaway, first lieutenant; J. D. Pugh, second lieutenant; Harry Glidden, bugler. After the election of officers, an adjournment to "Wiesgerber's" was in order, and the club sat down and partook of the good things prepared. The menu was an excellent one, and comprised many bicycle "sundries," such as fluted-fork salmon, elliptical-backbone goose, full-nickelled pie, rubber-handle jelly, etc. After satisfying the inner man, speeches were in order, and every member was

called on to relate experience. Capt. McCune of the Buckeye Club, Columbus, Ohio, favored us with his presence at the banquet. Our club has increased from eight to twenty-six during the year.

SECRETARY.

CLEVELAND, OHIO, 4 October, 1882.

CRESCENT BI. CLUB. — ANNUAL MEETING AND DINNER. — On Wednesday evening of last week the popular Crescent Bicycle Club of Boston held its third annual meeting and dinner at Hotel Brunswick, there being a goodly attendance of members, with several invited guests, these latter comprising President C. E. Pratt of the Boston Bicycle Club, President A. S. Parsons and Capt. C. P. Shillaber of the Massachusetts Bicycle Club, and the editor of the BICYCLING WORLD. Previous to the dinner the business meeting was held, and the following were elected officers for the ensuing year: President, H. P. Robinson; vice-president, J. Freeman Brown; secretary and treasurer, George U. Crocker; captain, E. S. Robinson; first lieutenant, F. B. Bemis; second lieutenant, James Means; buglers, H. W. Keyes and Elmer F. Smith; standing committee, the president, captain, and G. W. Fuller, E. G. Morse, and J. F. Haseltine. The club numbers thirty members, and is in a flourishing condition financially and socially. In the banquet hall, after a leisurely but interesting discussion of the excellent *menu* indicated on an elegantly designed and printed card, President Robinson called up the guests and club orators in the following order: President Pratt, President Parsons, the editor of the WORLD, Capt. Robinson, Capt. Shillaber, Ex-Capt. F. B. Carpenter, Messrs. Fuller, Woodward, and others, who each and all responded fitly, Messrs. Carpenter and Woodward with poems abounding in apt hits and allusions at members and to club events, while Messrs. Fuller and Capt. Robin recited humorous paraphrases of popular poems with excellent and laughable effect. These were supplemented with club songs and choruses under the direction of the president, the festivities continuing until midnight.

THE Chelsea Bicycle Club takes frequent runs through the suburbs this fine October weather, although it divides itself up into congenial groups for the purpose. On Wednesday evening a special meeting was called at the residence of Capt. Whiting, where, after the legitimate business was disposed of, the company were entertained with a collation and a social sitting.

EX-CAPT. JOHN CLARK, of the Kings County Wheelmen has just returned from Europe, and his club comrades, under the direction of Capt. Fisk, gave him a pleasant surprise at his residence in Greenpoint, presenting him with floral tributes and a display of fireworks

THE Providence Bicycle Club will be the guests of the Boston Bicycle Club some day this month, when a run to "Cobb's" for dinner will probably be included in the "services."

THE Kings County Wheelmen of Brooklyn are making arrangements for a grand ball, to be given during the present season.

THE Marblehead Bicycle Club has taken unto itself headquarters, a portion of which will be fitted up as a riding hall.

THE Connecticut Bicycle Club sent eight members to the New Haven tournament.

RACES

Coming Events.

14 October. Stenton, Pa. Three-mile bicycle, etc.
20 October. Boston. The fall race meeting of the League of American Wheelmen will be held at Beacon park.
21 October. Pullman, Ill. Two-mile and five, etc.
21 October. Stenton, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket Club games. Percy C. Madina, 201 Walnut Place, Place, Philadelphia.
26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

WHEELING, W. VA., 13 SEPTEMBER. — Half-mile, best two in three, bicycle race; won by B. Hazlett in two straight heats, in 1m. 50½s. and 1m. 49s.; B. Woods second. 15 September — Novices' mile race, won by G. Rundy in two straight heats; times, 3m. 47½s. and 3m. 45s.

FREEHOLD, N. J., 13 SEPTEMBER. — Half-mile bicycle race, best two in three heats; won by A. R. Coleman in two straight heats; times, 1m. 50⅝s., and 1m. 54s.; S. A. Lockwood, second.

SCRANTON, PA., 16 September. — Half-mile bicycle race, won by E. H. Wade in 1m. 52s.; W. Rockwell, second.

OXFORD, N. Y., 20 SEPTEMBER. — Half-mile bicycle events, best two in three, won by C. E. Tichener in second and third heats; A. M. Cremble second, by first and third heats. Time, 1m. 50⅜s.

DUNKIRK, N. Y., 20 SEPTEMBER. — The first annual meet and races of the Dunkirk Bicycle Club were held 20 September, visiting wheelmen being present from Buffalo, Silver Creek, Fredonia, Portland, and Erie, with the home club, about thirty in all. After parade and a lunch, the races were called. The track, by reason of recent rain, was not in good condition, but the races were quite interesting to spectators. The results were as follows: —

Mile dash — J. P. Forbush of Buffalo, first; H Hotchkiss, second; Dr. Butler, third. Time, 3m 49½s.

Half-mile — Emil Keller, Jr., of Dunkirk Club, first; Q. W. Parsons, second; J. P. Forbush, third. Time, 1m. 42s.

Slow race — Won by Capt. Smith of the Dunkirk Club.

There was also a quarter-mile race, without use of hands, between A. McDougal and E. Keller, Jr., the former winning in 1m. 48s.

Dr. Blackham of Dunkirk and Mr. Riggs of Buffalo acted as judges, Capt. J. A. Gard of Buffalo as starter, and Dr. L. A. Bull of Buffalo as time-keeper. Messrs. Smith and Hotchkiss did some fine fancy riding, single and double. The day's proceedings closed with a banquet at city hall.

OAKLAND, CAL., 23 September. — Bicycle races at the grounds of the Olympic Athletic Club, under the direction of the Pacific Wheelmen, showed some excellent path work, although there were not as many starters as usual. The track was in fair condition, but a high wind interfered with the best results. A mile handicap formed between C. Burkhalter at scratch, and J. H. Thompson at 140 yards, resulted in a victory for the former by a few yards, in 3m. 56½s. A second mile handicap was raced by H. C. Finkler at scratch, George L. King at 50 yards, and George H. Strong at 120 yards. All but King made a good start, and Finkler went to work with his usuat dash, setting a pace that promised to beal the Pacific Slope record, and for some distance was overhauling King; but his pace in such a high wind told against him, and on the third lap he began gradually to fall back. King, however, now gained well on Strong, getting close up on the last half of the final lap; but he was unable to overtake him, and Strong came in winner in 3m. 10⅝s., King about two yards second, and Finkler still 60 yards from the finish. A half-mile handicap followed, with King at scratch, Burkhalter at 35 yards, and R. F. Verrinder at 70 yards. King passed Burkhalter and caught Verrinder's handicap at about half distance, and passed the wire two feet ahead of Verrinder with Burkhalter a foot or two third; time, 1m. 34⅜s. The final event was a time race of one lap (the track is a five-lap one) between King and Finkler, the men riding singly, and was won by the former in 32⅜s., Finkler's time being 35s.

TAUNTON, MASS., 26 SEPTEMBER. — In connection with the Bristol County Fair, held at this place, there was a bicycle race, in which Taunton wheelmen competed with a horsewoman: the former for prizes, the winner's choice; the woman to receive no prize, but being paid for exhibiting her animals and riding. The bicyclers finished in the following order: John Hardy, first; William Sears, second; Harry O. Baker, third; Herbert Beattie, fourth.

LEWISTON, ME., 28 September. — Half-mile bicycle race, best two in three, won by F. Moore in two heats; times, 1m. 59¼s. and 1m. 57s.

LOWELL, MASS., 5 OCTOBER. — There was a parade of bicyclers from Nashua, Lawrence, and Lowell, supplemented by races at the fair grounds. The latter events comprised two races of one mile each, the first being open only to members of the Lowell Club. This was won by Bert. Norcross in 4m. 29s.; F. E. Bramhall second. The prizes were gold and silver medals. The second race was open to all amateurs, and was won by F. A. McMaster of Nashua, in 4m. 43⅜s.; N. Coggswell of Lawrence, second. Gold and silver medals to winners.

ON Thursday of last week, in connection with the fair at Attleboro', John S. Prince, the professional champion, and James E. Mellen, competed in a ten-mile bicycle race, Mellen being allowed one minute start, for a purse of $200. Prince, of course, won, although by hard racing, in 34m. ⅜s. Prince's best single mile was made in 3m. 1½s.; Mellen's best in 3m. 22s. The track, Mr. Prince says, is not a good one for fast riding, on account of the nature of the road bed, which is springy and tractive, like a hard seabeach.

F. WOOD of Leicester won the 25-mile professional championship, 23 September, on the Aylestone Grounds, defeating Garrard, Howell, Lees, and James, and winning the silver belt and £15 in money.

WILLIAM M. WOODSIDE won the Irish annual 10-mile amateur championship at Lansdowne Road, 23 September, in 34m. 3⅜s.

CORRESPONDENCE

[*This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.*]

Bicycle Tracks.

Editor Bicycling World: — In your issue of the 15th you have an article upon records and tracks, in which you say that the English standard measurement is *three feet from the pole*, and that we can do no better than to accept it. I have been examining back numbers of the *Cyclist*, in an endeavor to find an item in which, speaking of a track the correctness of which had been called in question, the statement was made that it had been remeasured *one foot* from the pole and proved to be correct. This attracted my attention, as I knew our own athletic tracks were measured eighteen inches from the pole, and supposed our standard was the same with the English. When you recently spoke of *two feet* as the proper distance from the pole to measure a track, the question at once arose whether there was *any* fixed line for the measurement of bicycle tracks. And if not, it would certainly be better to adopt the athletic track standard: first, because our sport is a branch of athletics, and should have similar rules; and secondly, because the same tracks are likely to be used for both branches in many places.

Upon the ordinary one-mile trotting track it does not matter materially that it is measured three feet from the pole, because these tracks are usually in such a condition that a bicycle rider cannot ride far enough inside this line to shorten the distance materially, especially as there are but two curves to make. But in a track of one fourth, one fifth, or one sixth of a mile only in circumference, such as athletic and bicycle tracks usually are, it would make a considerable error when repeated so many times.

Take for instance a quarter-mile track measuring eighteen inches from the pole. If measured three feet from the pole the difference would be about nineteen feet per mile, and on a six-lap track, upwards of twenty-eight feet; and in a long race, as fifty miles, there would be quite a large error in time, would there not? I hope that the matter may be definitely settled before too many tracks are laid out.

GEO. H. STRONG.

SAN FRANCISCO, 26 September, 1882.

The Philadelphia Meet.

Editor Bicycling World: — "Kol Kron," referring to the Philadelphia meet, recently wrote as follows: "Those Philadelphians who are organizing a wheel parade for their city's bicentennial show of 26 October ought to seek from the transportation agents, as the very first of all concessions, an agreement to carry wheels free of charge."

Being in a position to know, I wish to state that this was one of the first things done by the committee in charge of the meet, and I can assure Mr. "Kron" that there was considerable *seeking* done. We waited on the railroad companies as long as we could, in order to embody their rates and concessions in our circular of invitation, and finally went to press without any definite answer from them. While the invitations were going through the press, word came that wheels would be transported free on lines of Pennsylvania Railroad and Philadelphia and Reading Railroad during bicentennial week. The press was stopped, the form changed, and about one half of our invitations contain the desired information. The delay was caused by the two great railways reaching an agreement with each other, and by the absence of one prominent official.

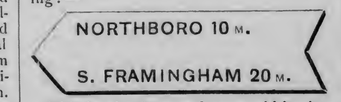
There is but one point in the letter to which I can take exception; and that is the idea of charging for long distances, and making no charge for short distances. I think that bicycles should be carried *all* distances free, as the passenger *pays* according to the *distance* travelled, and the bicycle is certainly baggage. If a united effort is made to show the railway companies that by granting this concession their traffic will be increased, I do not think it will take long to accomplish the desired result. H. B. H.

L. A. W. Guide-Boards.

Editor Bicycling World: — Believing that the League is about to accomplish something this year, I hasten to suggest an idea which has just occurred to me, in hope that it may incite thought and practical action at the next League officers' meeting. Next in importance to a general appointment of consuls is the placing of guide-boards. Whatever may be done by the League in this direction eventually, much might be accomplished by individual club action in furnishing a few of the best routes while awaiting any formal League action, and this without burdensome expense to any one.

In anticipation of such action by individuals, clubs, or League, I would suggest what will be apparent to all, — the need of some distinguishing feature, and of uniformity in guide-boards for the benefit of wheelmen. What the English practice is, I do not know; but it seems to me an excellent plan for the League to adopt a board with some peculiarity to distinguish it from the common ones, and all would accept and use it, whether acting officially or not. I have considered what this peculiarity may be, and have concluded that shape should be the distinguishing feature of the bicycler's guide-board rather than color; for any ground color sufficient to be quickly recognized will be too dark to exhibit the letters to advantage, and any ground tints light enough to give contrast with the black letters will be too delicate to withstand the elements, and fading, will leave the board undistinguishable from the ordinary ones. A black letter on a white ground is the best, but this is common to all boards. Any special mark or sign would not be conspicuous enough to be detected at a distance, and the same objection applies to any special form or size of lettering, with the added difficulty of securing uniformity.

It seems to me a simple and peculiar shape may be adopted, which will be free from objections, and I offer the following: —



This is simple to make; would be instantly recognized from a distance, and picked out from any numbers on the same post; involves no restrictions as tocolor, size, or style of lettering; can be proportioned to receive varying amounts of lettering; is a good shape to letter in any proportion; can be made from any existing boards by merely sawing the ends off; and in fact, seems to answer all the conditions I can think of, in a simple manner. The projecting angle would indicate the direction to be followed.

All wheelmen who have ever toured to any extent, fully appreciate the great value that these or some better boards would have; and I call upon such to take the matter up with me, until something definite is accomplished.

EDWARD K. HILL,
Worcester Bicycle Club.

WORCESTER, MASS., 30 September, 1882.

Cost of a Race Meeting.

Editor Bicycling World: — There has been so much interest shown in, and

speculation concerning, the cost of the tournament held by us last month, that it may not be out of place to present a few figures to the readers of the WORLD, for the benefit of those contemplating anything of the kind, showing the cost of carrying out a successful meet.

The following in round numbers were our expenses:—

Advertising	$775
Postage	65
Music	200
Rent of Park and Rink	350
Help on Park	110
Incidentals	150
Total	$1,650

To this sum must be added the cost of the prizes and purses offered, which in this case mounted up much higher than anything ever before offered in this country for prizes for bicycle races. Well, it is over; the dividends have been declared, and the boys who pledged $50, $100, or $200 for the success of the thing are correspondingly happy over their share of the profits. We hope to do it over again next year, and we want to see you all here. 2357.

SPRINGFIELD, 6 October, 1882.

New York Letter.

Editor Bicycling World: — Well, the *Wheelman* is out, and from all appearances is going to be a success. The articles are all well written, and by able men; and being for the most part explanatory of the health and general habits of the bicycle, are well adapted for this the first number of the magazine. Long life to it! The *Wheel* also has come out with a new head-light visible weekly, and we have all been favored with a glimmer in the shape of a sample copy, and great is the consequent rejoicing. I have had the honor of having a gratuitous "ad" given me, at which I am proportionately surprised, and of course pulverized by the brilliant flow of wit, humor, and fact(?) reeled off at me from this second wheel of fortune (or misfortune). I did n't know before that I had been blackballed by the "Manhattan," but if the infallible editor of the *Wheel* says so, it must be so; and I begin to agree with him, as my characteristics are not particularly adapted to a Manhattan standpoint, and my nose is decidedly of the retrousse order, besides being a member of the great and disreputable family of outsiders who would be unable to present the proper medical certificate at their door.

The Manhattan may, as he says, be on too solid a basis to disband; it is, it 's true, for where there 's nothing to disband, the work is extremely difficult to bring to any degree of perfection. What, in the name of all that 's dearest to your sweethearts, gentlemen of the jury, are we, I ask, to believe, when one half of the club (Bourne) says they have disbanded, and the other denies the little incongruity?

It 's very strange, at any rate, that just at this crisis in the misfortunes of the woe-begone Manhattan, Jenkins should come out with the startling proposition, addressed most perceptibly to the other New York clubs, which are in a very flourishing state with the exception of the Mercury, which is also disbanding, to the effect that they *all* disband and all unite in one large organization, in which the *soi-disant* member of the defunct Manhattan yclept Jenkins, and prime mover of the new scheme, would necessarily take a prominent part. I do not think the Lenox or Ixion will agree, for they are dividing the spoils of the Mercury between them, the Lenox taking the room and lockers, and the Ixion the "fixins." The Citizens are too comfortable to be disturbed, and the New York have other schemes in view. So try again, Fred.

Place writes to us that he has about decided on getting a 57-inch Yale racer; and if he does, he will give our Eastern men a hard row to hoe when we see him again next year. Frank Fullerton has taken away his curiosity, and as Burnell has no room for it at present, has stabled it at some down-town garden, where it is in training for the six-days bicycle race to come off before long, so 't is said, at the Madison Square Garden. I don't know whether he is going to follow the plan the circuses do, and put a monkey or some other unfortunate animal on to run it, or not. I should suggest that he have a man made of iron and steel, to run by steam or electricity, but am afraid to mention it to him. Oliver has been tuning up all this week, and has had his bugle and oil can fresh nickelled, to be ready for the proposed trip of the Citizens to Boston. They leave on schedule Tuesday night, so, Boston, attention!

Pitman and Sanford of Ixion have entered for the Philadelphia races, and the Springfield meet appears to have had such an effect that this time I expect New York will show up pretty well. We hope to meet there our new friends of the East, and with them try and duplicate Springfield; to beat it would be scarcely possible.

If Burnham is going to be at Philadelphia, we suspect he had better be rather "fly," for Pitman is training right along through slush, mud, rain, and cimmerian darkness. CHIC.

NEW YORK, 8 October, 1882.

Sub-Leagues.

I ENTIRELY agree with the WORLD's leader of 29 September in its decided stand for organized local administration of League affairs. A fully equipped State organization can not only accomplish more work, but it is capable of attracting and holding a strong personal interest hardly possible with a scattered membership occupying half a continent. A certain bond of fellowship is almost as indispensable between League members as in the more contracted sphere of the local club.

In adjusting the precise relations between national and State departments, there is room for differing opinions. The subject is well worth the study of League members, and I should like to see it discussed freely in the correspondence of the WORLD, preliminary to its consideration at the Annual Meet of 1883. Personally, I am convinced that a slight departure from the original plan of the League will suffice to confer all needed State rights, and leave plenty of scope for the gratification of local preferences. The admirable constitution now in force occupies a broad ground, and by its provisions State boards are privileged to follow any scheme of self-government consistent with the simple rules adopted by the League.

I see no advantage in adding to the machinery of the present system by organizing under a separate code of by-laws in each State. A board of officers elected by State votes and supported by an ample staff of consuls ought to form an adequate executive committee for all practical purposes. On the occasion of State meets, races, and excursions, it would be highly proper to choose special officers to discharge the honorary duties of the time. The president of the State board is appointed by the constitution. The duties of secretary and treasurer should, I think, be performed by the representatives; for unnecessary multiplication of officials generally hampers efficient action. The road rules and racing rules adopted by the League are all that could be desired, and it is evident that any local rulings on these points would only lead to complications.

I should be in favor of denominating the State organizations by a title different from "League," if for no other reason than to save confusion. A league within a league seems a little incongruous when we call to mind the customary uses of the word, and is liable to suggest the thought of opposition or disloyalty to the central government of the League. I think a copyright of this title fairly belongs to the national body of wheelmen, and that a filial respect to the dignity of a parent organization would grant it. There are several very good substitutes for the name. The Canadian Wheelmen's Association has hit upon an excellent one. (It is to be hoped that this promising scion of the Queen's Dominion will decide to continue its allegeance to the old name while doing itself honor under a new one.) "Massachusetts Association of Wheelmen" might answer for this State, though I should be content with the simple appellation "Massachusetts Division," and thus clearly indicate its subordinate character in the relation of a part to the whole. If uniformity is desirable in this matter, this hint may be generally acceptable; but a variety of suitable names will doubtless occur to the seeker after something new.

If I seem to imply anything like a criticism of the commendable promptness

shown by those States, counties, and cities whose sub-leagues are now in active operation, it is without intention. I only wish to appeal to those who are just now in the act of establishing branch organizations of the L. A. W. not to lose sight of the paramount claims of this pioneer body of wheelmen to their cordial respect. It should be a pleasant duty to help sustain an American institution whose traditions will in a few years challenge the interest and regard of the youthful 'cyclers of to-day.

Why cannot the League of American Wheelmen in time reach that height of prestige characterizing the present history of a foreign institution whose branches spread across the ocean to find willing support among our wheelmen? The province of the American League is continental. Let us not rest till we can boast, American-like, of outdoing all other nations in breadth, strength and numbers. FRED. S. PRATT.

WORCESTER, MASS., 7 October, 1882.

Columbus to Chillicothe.

Editor Bicycling World: — On Sunday forenoon, 10 September, at five o'clock, Capt. McCune, Lieut. Eldridge, and privates Tress, Flowers, Lindenberg, and Wray, of the Buckeye Bicycle Club, started for Chillicothe, about fifty miles south, intending to make the run to and return trip from that place in a day, and thus add six names to the small roll of "hundred milers." Shadeville, distant ten miles, was to be breakfast point, the meal having been ordered for six o'clock sharp. Punctually at that hour the ambitious six came wheeling, legs over, down the hill to the Shadeville House. Breakfast was not ready on time, and it was past seven o'clock before the rubber-hoofed steeds were called into service again, and the making of narrow, serpentine bicycle-wheel tracks begun in the deep dust covering the highway that led to Chillicothe. Five miles below Shadeville a small unbridged brook crossed the road, but through this the wheelmen went without accident, except to Flowers, whose wheel coming in contact with a round stone threw him. No damage outside of a slight wetting. Some few miles farther on a watermelon patch received the kindest attention from the riders. Slightly heavier and much fuller, the bikers again mounted, and at 9.15 halt was called at Circleville, twenty-seven miles distant from Columbus. After a half-hour's rest, "Boots and saddle" sounded from our jovial captain's foghorn duplex whistle, and along a beautiful pike, free from ruts, sped the boys. Six miles had been wheeled, when halt for milk was called. This drink taken, into saddle again, and only one poor little mile had been pedalled, when that torment, that miserable abomination of bicyclers, a freshly gravelled road, came forward, and for six long miles our wheelmen pushed and tugged, and said one to the other, "This is Hades!" But the gravel was finally left behind, and one of Fairfield County's finest sandpapered roads commanded the delighted attention of the Bucks. Five miles out of Chillicothe, the ambitious six were met by five members of the Chillicothe Club. At half past twelve Chillicothe was reached, the twelve miles from Kingston having been made in fifty-five minntes. After dinner, cigars, easy-chairs, and shady places having been found, "sweet rest" was enjoyed until two o'clock. Then, at the captain's signal, the pigskins were once more pressed, and with hopes of success, the return half of the journey taken up. After leaving the town, and fairly on the road, the fact was apparent that a northerly gale was blowing. Steep hills that looked beautiful for coasting had to be *pushed* down, so strong was the wind. Warned by the gravel experience of the morning, the river road to Circleville had been chosen instead of the Kingston pike. For twenty-five miles — the distance from Chillicothe to Circleville — it was push, push, push, all the way, every inch of it dead against a head wind, which the United States signal officer at Columbus reported as blowing from *fifteen to eighteen miles an hour* all that Sunday afternoon. Circleville was not reached until 5.30 o'clock, and with hands in which cramps were being being felt, the boys dismounted, and a council of war was held. It was finally decided to not push on, as the lamps had been left at Shadeville, seventeen miles distant, and it would be dark before that place could be reached; the wind was rising even higher, and as the road lay directly north, and the wind was from that point, wisdom prevailed, and it was finally decided to lie over for the midnight train. The troubles were not over yet however, for a freight train off the track delayed the midnight passenger until half past seven in the morning. Deceived by the operator, who all night assured the boys that the train would be in in at least a half-hour, the bicyclers sat around, lay around, and slept around the station, all that night. It was not with regret that good-by was said to hard benches and harder baggage trucks.

Notwithstanding their failure in the attempt to make the hundred miles, which failure can be attributed only to exceedingly heavy wind, all are satisfied with the day's record, which was: Distance travelled, seventy-four miles, McDonnell cyclometer measurement; on the road, twelve hours ten minutes; time in the saddle, seven hours and forty minutes. The mettle of the boys is up, and the trip will yet be made. All that is asked is that Old Probabilities give us dry roads, keep the greater portion of the winds bottled, and grant the wheelman "a fair show for their white alley." J. W. W.

COLUMBUS, OHIO, 21 September, 1882.

The Baltimore Road Race.

Editor Bicycling World: — Saw your note on the question of Morris and Frye's time as compared to that made in the 50-mile championship at Baltimore. We supposed you had a regular correspondent here, and so did not send you returns. The leaders' times for each five miles are set herewith. As to track measurement, Simon J. Mathuel, city surveyor, twice surveyed the course and put down the stakes; he also prepared a map of the Lake course, giving the position of the $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, 2, 3, 4, 5, 10, 15, 20, 25, 30, 35, 40, 45, 50, and 100-mile marks. His written certificate is on this map, which is framed and in our possession. The names of judges, etc., were published in the *Spirit* of 15 July. We trust this is satisfactory. "C."

Correspondent Spirit of the Times.

FIFTY-MILE ROAD CHAMPIONSHIP. — Druid Hill Lake, Baltimore, 8 July, under the auspices of B. B. B. B 's and L. A. W. sanction: —

	HRS.	MIN.	SEC.
5 miles, R. F. Foster	..	19	29½
10 " " " "	..	39	24¼
15 " " " "	..	58	54¼
20 " " " "	1	19	45½
25 " " " "	1	43	1¼
30 miles, C. H. Jenkins	2	3	18
40 " " " "	2	47	57
50 " " " "	3	35	34½

Judges: B. H. Haman, D. McK. Cooke, D. Stewart. Timers: W. C. Scribner, J. L. Turner, J. Ulman. Referee: L. I. King of Boston.

BALTIMORE, 7 October, 1882.

A Western Long-Distance Run.

BY previous arrangement, on Thursday morning, 5 October, four members of the Champion City Bicycle Club, Springfield, Ohio, left the Lagonda House, Springfield, for a hundred-mile run. The party was composed of President Crothers, Capt. Kirkpatrick, R. A. Worthington, and Ed. Barnett. The following is an outline schedule of the run: Left Lagonda House, Springfield, at 6.03 A. M.; reached Mechanicsburg (nineteen miles distant) at 8 A. M.; stopped five minutes and proceeded, reaching Marysville (nineteen miles) at 10.15, being detained on the way by numerous scary horses, there being a county fair at Marysville that day; stopped here ten minutes, and proceeded toward Delaware; found a mile and a half fresh gravel, over which we were absolutely compelled to walk; reached Delaware at exactly twelve o'clock. Had dinner and were ready to start back at 1 P. M., when Barnett discovered that his seat spring was cracked. An hour was consumed in repairing it, and we got off a trifle before two o'clock. On the return trip the same time was made as on the up trip, stopping at Mechanicsburg for supper, and reaching Springfield again at 8.15 P. M., having covered the one hundred and ten miles in 14h. 12m., including all stops. The actual running time, as will be seen, was about twelve hours, an average of a little over nine miles per hour.

The only unpleasant features of the run were the sudden sickness of President Crothers, which compelled him to turn back when but fairly started, and the fact that the captain dropped off after having made seventy-six miles. However, we do not consider this a reflection upon his ability, as he has been under

medical treatment for his lungs for some weeks, and an overstrain might have produced bad results.

Considering that we are all but a trifle over a year old in bicycle riding, and taking into account the roughness of our roads, we are inclined to think this a very fair record. We hope to beat it, however, before winter sets in. DON.

Æolus to the Front!

THE LONG-DISTANCE CLUB RECORD BROKEN. — ONE HUNDRED AND THIRTY-SIX MILES IN 21H. 3M.

ON Thursday, 5 October, six members of the Æolus Wheel Club of Worcester appeared at the Union Station, and took the cars for South Framingham at 5 A. M. The party consisted of Holland, mounted on a 54-inch Expert; Midgley, 54-inch Matchless; Harwood, 52-inch Expert; Higgins, 50-inch Expert; Greene, 54-inch Harvard; and Blacker, 52-inch D. H. F. Premier. The start was made from South Framingham at 6.02, passing through Natick, Wellesley, Newton, Lower Falls, and Watertown, arriving at the Cattle Fair Hotel, Brighton, at 7.40. Fifty-seven minutes' halt was made here for breakfast, and at 8.37 wheels were again mounted, and we passed through Cambridge, Medford, Malden, and Saugus, to Lynnfield, which was reached at 10.55; thence through Peabody, Danvers, and Beverly, to Ipswich, which was reached at 1.23, the three cyclometers registering from fifty-five and one fourth to fifty-five and one half miles. Four minutes' rest was taken at Malden, four minutes at Saugus, fifteen minutes at Lynnfield, and ten minutes at Danvers. Total time on road, 7h. 21m.; halts, 1h. 30m.; riding time, 5h. 51m. Dinner was taken here, and at 2.10 Holland and Midgley mounted their wheels for Worcester, passing through Salem at 3.25, Lynn 4.15, Malden 5.08, Brighton 6.07, where supper was taken, South Framingham 9.40, Southboro' 11.35, Northboro' 12.55, Shrewsbury 2.05, and Worcester at 3.05; 1h. 57m. being consumed in halts between Ipswich and Worcester. The total time for the one hundred and thirty-six miles, 21h. 3m; halts, 4h. 14m.; riding time, 16h. 49m.

Higgins and Greene took the cars at Salem for home Harwood and Blacker left Ipswich on their wheels at 2.50, passing through Salem and at 4.20, arriving at Lynn at 5.23, where cars were taken for home. Total time on road for the seventy-three miles, 11h. 21m.; halts, 3h. 7m.; riding time, 8h. 14m

The Æolus boys are a little elated over the performance of Holland and Midgley, and propose to celebrate some evening this week. Which is the next club to break the record? ÆOLUS.

Boston Ramblers' Long Run.

THE Boston Ramblers accomplished on Saturday the second longest all-day bicycle club run in America, covering one hundred and twenty miles, the riders finishing in first-class condition. At 4.50 A. M. the following members started from headquarters: A. H. Forbush, H. B. Smith, W. P. Haskell, and E. R. Benson. They reached Waltham at 5.40, then, turning, rode through Auburndale, Newton Lower Falls, and Wellesley, to South Natick, which was reached at 6.35. Stopping here for three quarters of an hour for breakfast, they again mounted and rode back to Waltham, then on through Lexington, Arlington, Medford, Malden, Lynn, and Peabody, to Salem, which was reached at 11.35. The cyclometer registering fifty-seven miles. Stopping here one and three quarters hours for dinner, they then proceeded to Gloucester, which was reached at 3.45. Making a short stop, they rode back to Salem, where, after supper, they were joined by several of the Hawthorne Club, and at eight o'clock started for Boston by way of Swampscott, Lynn, Malden, Medford, and Cambridge. At Medford they were joined by the other members of the club, and reached the Hotel Vendome at 11.50 P. M., their cyclometers registering just one hundred and twenty miles. The total time consumed was 19h.; the stops amounted to 7h. 8m.; the actual running time was 11h. 52m.; the average distance per hour was ten miles. The Boston Ramblers are all young men, and the club was formed only the present season; and it is entitled to great credit, not only for this performance, but for its general enterprise and activity.

Safety Bicycles.

[FIRST ARTICLE.]

NOT long after the evolution of the bicycle from the ancient bone-shaker, — which was itself only the century-old Draisine with cranks added, — the freakishness of the steel steed became recognized, and search began for a modified machine which should add safety without impairing other material good qualities. One of the early patterns ran the small wheel' foremost, Star fashion, the rider bestriding it and driving the large one by means of a long lever connection beneath and behind him; out of this soon-abandoned pattern grew the central-driving Challenge tricycle. Another pattern, the Poney, had a small wheel, which a man of ordinary legs could drive by a secondary crank pivoted on the extremity of the ordinary one; when the fixed crank was down, the swinging one hung below it, carrying the pedal down for the length of both cranks and so allowing the legs to be at stretch without striking the handle bar; at the same time the swinging crank on the opposite side of the machine doubled or shut up on the fixed one by its own weight, bringing the pedal down to about the height of the axle. This simple and ingenious device accommodated long legs, and permitted the use of a wheel about five inches under regular size; but it proved not practical, and went into the limbo of failures, together with a dozen other devices. The well known 'Xtraordinary Challenge was the first, and for several seasons the only successful device for securing safety without paying too much for it. Its governing principle is "rake," the backward tendency of the machine being increased by the weight of a 22-inch rear wheel; at the rim of the wheel the steering head takes a bend so that the head itself has only about the ordinary rake, the spindle thus being in a line not coincident with that of the fork, but in one directly toward the point of contact of the rim with the ground. Queer-looking "grasshopper" levers convey motion from foot to wheel. This machine has already been illustrated, described, and eulogized in the WORLD,— the eulogist, I believe, being a wheelman who had never tried the machine; and as I have never done so myself, I must criticise carefully. The safety intended is admittedly secured, but the price paid for it, as well as the defects in construction of the 'Xtraordinary itself as made, have been warmly discussed in the English wheel press. The upward trend of the steering head is intended to counteract the steering difficulty caused by the great backward slope of the fork, but I conclude that this is done only imperfectly. The only rider of the 'Xtraordinary whom I personally know has told me that the wheel persists in "wobbling" as soon as a considerable speed is attained, and I find this confirmed in the discussion just mentioned, the reason generally assigned being that the wheel is so far forward of or outside of the fork. I have also seen great complaint of poor construction, the centres for example (as was said in some cases) not being hardened at all, although the machine must naturally impose unusual wear on them. The great rake also apparently causes a "drag" by the weight on the rear wheel, especially up-hill; I cannot make it seem otherwise than that this must be so, although some dispute it. The defects in construction are, I believe, now somewhat mollified, but those in plan are irremediable. By altering the levers a very large wheel could be brought within reach of the leg, and this might suit our "geared-up" and "ratchety" friends whose destiny commands them to travel thirty to one hundred miles an hour *per pedem;* the inventor, if I remember rightly, once made an 'Xtraordinary with a 72-inch wheel just for experiment, but never a second one. On the other hand, the levers could be applied to a small wheel, but this has not yet been done. The machine, thus far, makes no claim — at least no well-founded and direct one — to either especial power or speed; it simply sets the rider farther back, gives him more safety weight on his rear axle, and enables him to propel and guide notwithstanding the rake. A safety machine of the same style, differing scarcely from the 'Xtraordinary, except in the mode of working

[Continued on page 597.]

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

MARIETTA BI. CLUB. — Additional: Jonas E. Witmer, Marietta, Pa

MANCHESTER BI. CLUB. — Additional: A. E. Batchelder, Manchester, N. H.

ROCKINGHAM BI. CLUB. — Additional: Wm. Wallace McIntire, Portsmouth, N. H.

UNATTACHED. — J. W. Packard, care of Warren, Packard & Co., Warren, Ohio; Fred. W. Geblart, Wayne street, Dayton, Ohio.

FALL MEETING OF THE BOARD OF OFFICERS. — The fall meeting of the board of officers of the League of American Wheelmen, which was announced for 13 October, *has been postponed to Friday, 20 October,* when it will be held at Hotel Vendome, Boston, at ten o'clock, A. M.

This postponement has been rendered necessary because of a misunderstanding as to the sending of notices; and it is hoped that the additional time given will insure a full attendance.

Every chief consul and representative should make it a *duty* to be present. Per order of

W. H. MILLER, *Pres. L. A. W.*

NOTICES OF PROPOSED AMENDMENTS TO RULES. — As required by Rule 36, notice is hereby given that the following amendments and additions to the rules will be offered at the coming meeting of the board of officers.

Addition to Rule 8: —

"Consuls shall be prepared to give any information as to roads, hotels, laws, and other matters of interest in their localities, to members of the League calling upon them in person or by letter; they shall keep their State officers informed from time to time by reports; perform such duties as the latter may require of them, and generally promote the interests of the League."

Proposed by Chief Consul F. S. Pratt, and a further addition proposed by A. S. Parsons, as follows: —

"Consuls' term of office shall expire 1 July, but they may be removed for cause by the president."

Amendment to Rule 8. "Recommend" in place of "forward" in first line, and strike out "for appointment the" in second line; so that it shall read: "Representatives shall recommend to their chief consuls' names of members of the League to serve as consuls," etc.

Amendment to Rule 21. In second paragraph, first line, after "each member," insert "who was admitted, or whose dues were paid up to the 1st day of March." In fourth line, strike out "these blanks shall be filled out," and insert "each vote shall be signed by the member voting it."

Amendment to Rule 25. In last line but one, strike out "taught or."

Amendment to Rule 26. Strike out all after the first two lines.

By Representative C. L. Clark of Massachusetts: — To amend racing rules by defining a standard of measurement for bicycle tracks.

Massachusetts Consuls Appointed.

Editor Bicycling World: — I hand you a list of L. A. W. consuls appointed for Massachusetts. All had accepted the post before receiving certificates. Full addresses will be given later. Nearly every letter has expressed a warm interest in the success of the League, with pledges of diligent attention to consular duties. There are twelve additional names remaining to be heard from at this time: —

Attleboro' Falls, E. C. Stanley; Belmont, R. M. Diaz; Boston, W. B. Everett; Braintree, Chas. A. Pitkin; Brighton, Philip L. Aubin; Cambridgeport, Frank W. Power; Chelsea, Chas. H. Fowler, Jr.; Gloucester, J. S. Webber, Jr.; Haverhill, J. Fred. Adams; Holyoke, Jas. S. Newton; Lawrence, Thos. S. Webb; Marblehead, George Chinn; Milford, Arthur H. Ball; Newburyport, Fred. A. Nield; Northboro', J. O. Hatch; Peabody, King Upton; Provincetown, Wm. R. Mitchell; Roxbury, Chas. H. Currier; Salem, Jas. P. Burbank; Sharon, L. H. Shepard; Somerville, Frank G. Parker; Southboro', Chas. A. Hobbs; Southbridge, George M. Lovell; Worcester, Edw. F. Tolman.

League hotels are appointed as follows: —

Haverhill, Eagle House; Ipswich, Agawam House; Lawrence, Franklin House; Lowell, American House; Salem, Essex House; Sharon, Cobb's Tavern; Worcester, Lincoln House.

FRED. S. PRATT,
Chief Consul Mass.

7 OCTOBER, 1882.

Massachusetts L. A. W. State Run.

MASSACHUSETTS L. A. W. members are hereby notified that a run will be made on Saturday, 21 October, to Cobb's Tavern, Sharon; start to be made from Trinity square at 9 A. M. Dinner (at 50 cents) will be served at Cobb's at 1 P. M.; after which a State organization will be effected. The return to Boston will be made *via* Chestnut Hill Reservoir. Club secretaries and individual L. A. W. members are requested to notify the chief consul as soon as possible of their intention to be present. Per order,

F. S. PRATT, *C. C.*,
Worcester, Mass.

☞ L. A. W. members from other States are cordially invited to join in this run.

To the L. A. W. Chief Consuls and Representatives: — The League of Ohio Wheelmen at its last meeting, held in Columbus 29 August, referred the matter of securing free transportation of wheels in this State to the executive committee. This committee, in its appeal to the different railroads, wish to enumerate the roads throughout the country which have granted this privilege. Please, therefore, furnish me with this information, as far as the railroads in your respective States are concerned, and any other data pertaining thereto, either through the columns of the WORLD or in a personal letter. Fraternally,

H. S. LIVINGSTON, *Pres. L. O. W.*,
Cincinnati, Ohio.

CINCINNATI, 30 September, 1882.

[SAFETY BICYCLES — *Continued.*]

the pedals, was introduced by the Coventry Machinists' Company a couple of years ago, but has been abandoned.

A very novel machine was brought out this year. The backbone of an ordinary bicycle runs over forward and carries a second small wheel; the large wheel and the rear one are rigidly fixed in line, the small forward one being the steerer. Croppers are obviously made impossible, but the other advantages claimed seem to me rather fanciful if not ridiculous, and I doubt if the Atlantic Special will survive its first season.

The Otto is another novelty, now, I think, in its second season. It resembles an ordinary equal-wheeled tricycle with the steering wheel omitted. The seat is suspended (virtually) below the wheel centres; each wheel is driven independently from a pedal shaft connected by steel bands; to steer, a spade handle is turned as in the tricycle, a handle being placed on each side; turning either handle raises the pedal shaft on that side, slackening the driving band and taking off the power, at the same time putting on a brake. A safety wheel borne clear of the ground sustains the machine behind when the rider tips toward the rear. The machine is a queer one in every respect, requires especial learning, is ticklish down-hill, and has some dangers which I have seen darkly hinted at, but have not seen stated. I have heard of a specimen having been seen in this city, but have been unable to get on trail of it. The price is high enough to be prohibitory, in America at least, and the Otto does not seem to have taken any hold of the market as yet.

The Devon is an ordinary pattern, with a higher and longer spring and a saddle set a little farther back. The pedal is at the end of a short bar, which bar is pivoted near its middle to the crank; the forward end of this bar has its fulcrum at the end of a long rod, which is jointed to the top of the fork and swings freely therefrom. The foot describes an ellipse and does not go forward of the wheel centre. A considerable degree of safety from croppers is attained by this device, but I do not learn that it is making much progress in getting into use.

Several recent machines use the ratchet for propulsion. This is capable of use to attain some degree of safety in combination with a small driving wheel; but the ratchet necessarily involves the loss of back-pedalling, and introduces such practical objections — although it sometimes claims ability to interchange power and speed at will — that I do not believe it will come to anything, on bicycles at least.

Remaining safety bicycles — abandoned patterns being ignored — are of the small-wheeled type, and several are in market. One has a toothed wheel hung below and behind the wheel centre and worked by a crank as usual, which wheel (with an intermediate idle wheel) gears with the axle. "gearing up" being resorted to commonly. Several others are difficult to describe without a cut; but they are not advertised, and are not, I think, finding much success in seeking the market. One other, the Facile, is, however, so free from practical defects and is so rapidly making its way abroad that I shall devote a second article to it.

JULIUS WILCOX.

NEW YORK, 8 September, 1882.

CURRENTE CALAMO

The Falls City (Louisville) Club has twelve members.

THE League run will be to "Cobb's," at South Canton, for dinner, and return.

EIGHTEEN wheelmen were dined at "Cobb's" tavern, South Canton, Sunday.

THE Champion City Bicycle Club is looking up winter quarters. Cook and Worthington rode 103 miles recently.

WILL FRANCKE of Louisville has wisely ordered, for use on the track, a 40-inch racer.

TRINITY SQUARE, Boston, at 9 A. M. sharp, is the order for the State run of League members.

THE makers of the National tricycle recently received an order for nine tricycles from America.

IT is reported that the makers of the American Star are turning their attention to tricycle construction.

THE fall meeting of the L. A. W. board of officers has been postponed to Friday of next week, 20 October.

CAPT. E. C. HODGES of the Boston Bicycle Club has returned from the Maine jungles "bearded like the pard."

ALL right, "Meteor"; Billy Bernhardt says you can pass in. But hold on, Jackson! St. Peter wants to see *your* pass.

CUNNINGHAM & Co. have received a supply of the Challis stop bell, which is used very extensively by English wheelmen.

THE Louisville *Argus* says that the American Sanspareil roadster is used and much liked by Salem (Ind.) wheelmen.

PRINCE has several engagements to train riders for the League championship race, to be run next week at Beacon Park.

THE Boston Ramblers make a run to Salem Sunday, dining at the Essex House. Leave headquarters at ten o'clock A. M.

JAMES TRAVIS of Ovid, Mich., has a tricycle, the English price of which was $88, but tariff and other dues increased the cost to $175.

CONSUL CHINN of Marblehead gives in the *Register* a pleasant account of the run of himself and a companion to attend the Goffstown races.

OFFICERS of the L. A. W, attention! The annual fall meeting of your board will be held at Hotel Vendome, Boston, 20 October, at 10 A. M.

MEMBERS of the League residing in other States are cordially invited to join in the Massachusetts League run, on Saturday of next week.

MR. C. BARROWS of the Boston Club sailed for Guatemala on Saturday last. He goes on business, and if satisfied with the prospects will make his home in that country.

THE Pennsylvania Railroad and the Philadelphia and Reading Railroad will transport passengers' bicycles free during the week of the Philadelphia bicentennial celebration.

THE superior "form" in which many of our local racing men appear on the track, as compared with others, is due to the excellent training and coaching they get from John S. Prince.

WHO will join the first grand run of League members next week Saturday, under the auspices of the Massachusetts division of the National League?

A WALTHAM tricycler was seen the other day mounted on a Coventry Rotary, upon which he had fixed an auxiliary seat, and on this was seated a little girl of a dozen years. He was making good speed.

THE Attleboro' Fair authorities refused to recognize the amateur wheelmen this year, and put their patrons off with a rather tame affair in the shape of a professional handicap; and Stall is avenged.

AND now the Æolus Wheel Club of Worcester goes to the front with one hundred and thirty-six miles in a day to its credit! The Boston, Massachusetts, and Ramblers' Clubs must brace up again. Which will be the first to make it one hundred and fifty miles?

DAILY runs of one hundred and twenty-five miles or less are no longer of sufficient importance to be recorded, except by brief mention, as noteworthy events; and the next legitimate bugle blast of triumph must be for nothing less than one hundred and fifty miles.

BY an unfortunate error, the number of WORLDS printed last week was insufficient to supply the demand, and we are left without papers to use in binding at the end of the volume. We shall be obliged if parties who do not keep the paper on file will send us their copies.

WE saw, at the rooms of the Pope Manufacturing Company last week, the first Expert racer. The machine was built by hand, and so far as appearance goes, looks well. It test has yet to come. Its weight is thirty-one pounds; it has a handle bar thirty-one inches long, and is fitted with racing spring, etc.

CAREFUL measurements of the track at Beacon Park were taken last Saturday, and the discovery was made that it is exactly a quarter-mile circuit *at the pole or curb*, thus making the travel line forty yards or about four seconds too long. Therefore, hereafter races are to be started from forty yards in front of the finish.

COME, wheelmen of leisure, and all you who have not taken your annual vacation yet, brace up for the Philadelphia meet. The Quaker bicyclers are bringing up all their heaviest guns for the battle, and want every man's assistance to conquer adverse public opinion; and after the fight, the feast, you know.

Dear *Wheel*, League races at other distances than two miles and five miles (the only ones surrendered to the N. A. A. A.) may be made interesting. There are ten, twenty, and twenty-five mile events yet to be established, and it is for the L. A. W. to do it; or even a half-mile race would not materially compromise its dignity.

WE have received a charming photograph of little Davy Grant, the twelve-year old bicycler, who, costumed as a little miss, attracted so much admiration at the Franklin (Pa.) tournament by his graceful and skilful riding. He was presented with a handsome gold medal by the directors of the Venango County Agricultural Association.

THE *Wheel* reports: "After the spirited contest which McKee & Harrington (of New York) have had with the Pope Manufacturing Company, for something over two years, in two suits, they have last week *consented to a decree against them, and have taken a license from the latter company to sell off their machines on hand.*" The italics are ours.

E. R. BENSON and W. P. Haskell of the Boston Ramblers reside in Cambridge, and as they rode from thence (three and a half miles) to join their comrades at Hotel Vendome for the run from thence, and then rode back home after the run, are to be credited with seven miles more than the others; that is, they rode for their share 127 miles.

WILL ROSE, after much tribulation over Illinois prairies, Iowa hills, and Nebraska plains, reached Cheyenne, Wyoming Territory, and having traversed with his bicycle nearly 1,400 miles, concluded to abandon his intention of reaching the Pacific coast this season, as it was so late there was danger of his getttng snow-bound among the Rockies. He did n't care for the Indians.

FRANK S. COOK, Ed. C. Maxwell, and Arthur Worthington left Springfield, Ohio, Saturday, at 10 P. M., and arrived at Mechanicsburg at midnight; left there Sunday at 8 A. M., rode to Delaware, thirty-two miles; back to Springfield, fifty miles, arriving there at 7.30 P. M.; went from there to Yellow Springs and back, eighteen miles, arriving home at 10 P. M.; total day's ride, one hundred miles.

THOSE who remember the discussion on "tires," which was published in several numbers of the WORLD last winter, will be interested to know that Mr. Pressey has put his ideas therein expressed into practical shape, and given to the new Stars a wide rubber tire. Two Star machines, one with the old-style tire and one with the new, were ridden at the late New Hampshire meet. The riders, who came into town from a distance, voted the new tire to be a marked improvement over the old.

IT is stated that Capt. Stewart of the Eagle Bicycle Club of Lynn recently took his bicycle with him on an excursion to Prince Edward Island, and arriving there, deposited $60 with the customs officers as guaranty that the machine was to come back with him, and not stay on the island, and on his leaving for home the amount was refunded. At Boston, however, when he got here, the revenue officers would not give him his bicycle except by payment of the usual thirty-five per cent. duty, notwithstanding his statement of the action of the Prince Edward authorities. The machine was a Harvard, and the importing dealer here had already paid an import tariff on it.

MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

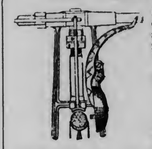
PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington. D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, $3.50; nickelled, $4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

COY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.
The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.
EASILY ATTACHED TO ANY BICYCLE.
With your orders, please give names of machines on which alarms are to be attached.
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.
HILL & TOLMAN, Worcester, Mass.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.
The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention
A. J. PHILBRICK & CO.,
SALEM, MASS.

TRICYCLING INDISPENSABLE ANNUAL for 1882. Postpaid, 65 cents.
INDISPENSABLE BICYCLISTS' HANDBOOK (14th Thousand) FOR 1882. Postpaid, 55 cents.
"PRINCIPLES OF TRAINING." By H. L. CORTIS, showing how to make 20 miles in 59m. 20½s. Postpaid, 43 cents.
The above three books mailed to one address for $1.50. Orders from the trade solicited, and a liberal discount offered by the sole United States Agents and Publishers,
OVERMAN WHEEL COMPANY,
Hartford, Conn.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

BICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmey, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmey. Published by Iliffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 200 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

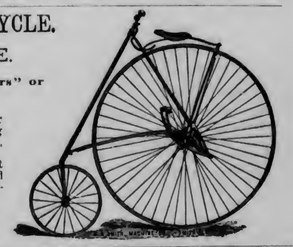
AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING. — "The Principles of Training for Amateur Athletes, with Special Regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

WORLD JOB PRINT,
A. BASSETT, MANAGER,
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.
The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,
H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



BICYCLING LITERATURE

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Bicycling World, Vol. 1, bound in cloth	$2 00
" " " 2, " "	2 00
Patent File and Binder for World	1 00
American Bicycling Journal, bound in cloth	4 00
L. A. W. Hand-Book, 1881	15
Sturmey's Indispensable, 1880	30
" " 1881	50
American Bicycler, by Charles E. Pratt	60
Velocipede, History of	30
Lyra Bicyclica; Poems by J. G. Dalton	40
Cycling Sketches, cloth	$1 00
Wheelman's Year Book	40
Photographs of Wheelmen at Newport	2 00

SUBSCRIPTIONS.

Cyclist, Covestry, England (weekly)	2 00
Le Sport Velocipedique, Paris (weekly)	1 75
Bicycling News, London, England (weekly)	3 50
Bicycling Times, London, England (weekly)	3 50
Tricycling Journal, London, England (weekly)	2 00



Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $4.50 and $5.00 each. The same with extra finished settings, $7.00 and $8 00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

First-Class Excellence and Moderate Price.

Specialty of unique Jewelry, Medals, Badges, etc., from original designs. Fine Monogram and Fancy Engraving. Estimates and Sketches furnished.
Repairs of Fine Jewelry receive careful attention.
Bicycle Medals of finest workmanship. Correspondence solicited.

L. L. PEDDINGHAUS,
329 CLINTON ST., BROOKLYN, L. I.

BICYCLE REPAIRING,
NICKEL PLATING AND PAINTING.

HARRY D. HEDGER,
28 1-2 Piedmont Street - - - BOSTON.

Rubber Handles for the Expert Columbia and British Challenge. Best English Cement, $1.25 per pound.

Bound Volumes of Vol. 4,
BICYCLING WORLD
Are ready for delivery. The Index is ready, and will be sent to subscribers on application.



Patented in England and the United States.

BURLEY'S
ADJUSTABLE SKELETON SADDLE,
WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $3.50. Nickel Plated, $4.75.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

Before purchasing your new wheels, send 3-cent stamp for illustrated circular and price list of

ENGLISH BICYCLES,

Constructed especially strong and rigid to stand the rough American roads and severe hill strain. Made solely for and imported by

SAML. T. CLARK & CO. {OFFICE, 105 SOUTH STREET, SHOW ROOMS, BIDDLE STREET RINK,} BALTIMORE, MD.

THE AMERICAN SANSPAREIL
ROADSTER.
The strongest, most rigid, and withal the handsomest Bicycle in America.

THE AMERICAN
ROADSTER.
The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

THE TYRO
ROADSTER.
Strong, serviceable, and economic.

Cabinet Photographs of the above Machines mailed on receipt of five three-cent stamps.

Also **The British, Sp. British and Xtra Challenge Bicycles,** and all parts of the above machines.

Ten per cent discount on all imported sundries and accessories when order exceeds $5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES. — The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES. — Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,
1291 WASHINGTON STREET, BOSTON, U S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States.*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10r. Foreign. 7 cents a copy.

BOSTON, 20 OCTOBER, 1882.

Volume V. Number 24.

[VOL. V. CONTENTS. No. 24.]

Manchester to Milford, N. H. 602
Editorial: The League; The Amateur Rule; Wholly Figurative 603
Wheel Club Doings: Cincinnati; Manchester; Roxbury 604
Races: Milwaukee; River Head; Harrisburg; Toronto; Lewisburg; Meriden; Berea; Haverhill; Sharon; Newark; Brockton; Northampton; Montreal; Hanover; Elmira 604
Correspondence: Bicycle Construction; New York Letter; Chicago; Racing Rules, etc.; A Western Opinion; Orange Wanderings . . 605
Tricycling: The Dual; Gearing Up and Gearing Down 607
An Elegy: The New York Wheelmen's Trip . 608
Notes, Queries, etc.: Subscriber; P. B.; F. H. C. 608
L. A. W.: Applications — Falls City; Missouri; City 609
The Facile Road Race 609
Cycling Mems. 609
Currente Calamo 610
The Phi adelphia Programme 611

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

SCHUYLER & DUANE,
189 BROADWAY . . . . NEW YORK,
Sole U. S. Agents for
THE COVENTRY MACHINISTS' CO., LD.
THE "AMERICAN CLUB" BICYCLE.
THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

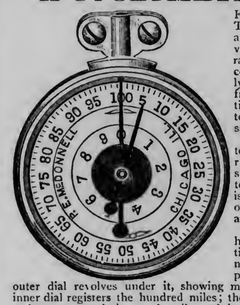
Coventry - - - England,
(BAYLISS, THOMAS & CO.)
THE "HARVARD,"
ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)
THE "YALE,"
ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)
THE "SHADOW,"
LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.
Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

A CYCLOMETER

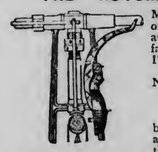


For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2¾ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.
FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.
Send for circular.

HILL & TOLMAN. Worcester. Mass.

A. J. PHILBRICK & CO.
MANUFACTURERS OF
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

WORLD JOB PRINT,
A. BASSETT, MANAGER.
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite *Herald* building.)

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington. D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, $3.50; nickelled, $4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

GOY, the Athletic Outfitter, 21 and 22 Leadenhal Street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

ELECTRIC SPOKE CLEANER.

PATENT APPLIED FOR.

Found at last. Great labor saver. One hour's work completed in five minutes. Every 'cycler should have one. By mail, 25c. Agents wanted. ELECTRIC SPOKE CLEANER CO., 305 Broadway, New York.

TRICYCLING INDISPENSABLE ANNUAL for 1882.
Postpaid, 65 cents.

INDISPENSABLE BICYCLISTS' HANDBOOK
(14th Thousand) FOR 1882. Postpaid, 55 cents.

"PRINCIPLES OF TRAINING." By H. L. CORTIS, showing how to make **20 miles** in **59m. 20½s.**
Postpaid, 43 cents.

The above three books mailed to one address for $1.50. Orders from the trade solicited, and a liberal discount offered by the sole United States Agents and Publishers,

OVERMAN WHEEL COMPANY,
Hartford, Conn.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

BICYCLE FOR SALE AT A BARGAIN. — A 54-inch Columbia, ball-bearing, painted throughout, little used, and in good order. Address "X," this office.

FOR SALE. — 56-inch Special Columbia Bicycle, full-nickelled, in good condition, rubber handles, and bent-down handle bars. "A bargain." GEO. S. POWELL, 406 Commerce street, Philadelphia, Pa.

HARVARD FOR SALE. — 48-inch, all bright, balls to both wheels, run about 700 miles, in perfect order. Price, with McDonnell Cyclometer, $90. W. E. SHAW, Charlotte, N. C.

FOR SALE. — A 48-inch Standard, full-nickelled, ball bearings, in complete order, run but 400 miles; too small for owner. $100. ARTHUR GIFFORD, Hudson, N. Y.

SOCIABLE WANTED. — New or second-hand, 50 to 64 inches. Give full particulars. GARVEY'S BICYCLE AGENCY, St. Louis, Mo.

50-INCH BICYCLE FOR SALE. — Nearly new. Price, $55. LOUIS LUEDERS, 920 Washington street, St. Louis, Mo.

FOUR SECOND-HAND BICYCLES FOR SALE. — 46, 48, 50, and 52. CAPT. STONE, Missouri Bicycle Club, 205 North 5th street, St. Louis, Mo.

50-INCH BRITISH CHALLENGE. — Full nickelled. Also, 52-inch full-nickelled Expert for sale; used less than 100 miles each; in perfect order. GARVEY'S BICYCLE AGENCY, St. Louis, Mo.

Manchester to Milford, N. H.

FOUR members of the Manchester, (N. H.) Club recently made a fraternal visit to Milford's lone rider, Mr. J. P. Melzer, and were treated to an inspection of his very complete collection of stuffed birds, etc. It will pay touring wheelmen to hunt him up. The road to Bedford (4 miles) is about half sand and hill riding (and walking); but from Bedford to Amherst (7 miles), and Milford (3 miles), the north road averages good, for strong riders, having a good surface, with few bad hills, though plenty of small ones. The south road was taken on the return trip, and found to be more sandy, with more bad hills. SCRIBE.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etheringtón, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 205 N. 5th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

☞ Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 20 OCTOBER, 1882.

THE LEAGUE.

WE trust that the officers of the League, at their meeting to-day, will give more than a passing attention to the subject of State, county, and other sectional wheel organizations, which are beginning to form in various parts of the country. These are the natural outgrowth of wheelmen's desires for something tangible, and are likely in time to swallow up the interest which ought to be felt in the National League, unless the latter shall do something to make itself felt as an immediate friend and co-worker with every member and club everywhere. There ought to be no necessity for these independent associations, nor even for distinct State divisions under the L. A. W., if only the officers, both National and State, would keep themselves in communication with each other, and with their consuls, to learn sectional, local, and even individual wants and happenings. The plan of the League is ample to meet all requirements of its members; it only remains for the officers, and particularly the chief consuls and representatives, to use their best endeavors to carry out the details. It is too near the time of the meeting for us now to more than suggest the subject to the attention of the board, hoping that they may be induced to devote a large portion of their sitting to a consideration of the question. How best may the interests of the League of American Wheelmen be subserved, its usefulness enhanced, and its integrity as a strong national organization be maintained?

THE AMATEUR RULE.

IN our last issue, among several notices of proposed amendments to the L. A. W. rules, to be submitted to the board of officers at the meeting to-day, were two propositions to change rules 25 and 26, in relation to amateurs and professionals. These rules were considered and adopted at the general meeting of the League in Chicago last May; they express the ideas and wishes of the great majority of the members; they are in harmony with the rules of the Bicycle Touring Club, and of the National Athletic Association; and although the board of officers may have the power to change the entire code, and the constitution itself, at its discretion, it should be wary in exercising that power against the desire of the general body. The rules in question are not local ones, nor were they framed to meet the circumstances of individual cases; but they are founded upon broad principles of proven merit, and meet the general wants of wheelmen, as well as being identical with those adopted by the leading associations with which the League is closely allied. It is with regret therefore, that we notice this attempt to change them, adopted as they were by the old board of officers, whose action was confirmed by the general convention. These changes, if made, can only do harm, as tending to create more laxity among wheelmen, and to lower the tone and standing which bicycling now holds among other athletic sports. We earnestly urge, therefore, all members of the board to carefully consider the proposed amendments, and their probable intent and effect, and not thoughtlessly or indifferently permit so important an alteration to pass unchallenged. These rules were not lightly made; they were the results of much thought and discussion; each sentence was thoroughly weighed and examined, and no rule in the entire code has been so carefully prepared nor so jealously watched and nurtured as these.

WHOLLY FIGURATIVE.

MR. PRATT, in the *Wheelman*, referring to the examination of the president of the Pope Manufacturing Company by the tariff commission, says: "This gentleman was well qualified to represent the bicycling industry of the United States in its various phases, as well as bicycling and tricycling interests of every variety amongst the users of these machines." As his testimony was largely made up of figures, both of speech and numbers, let us examine a few of the latter, and perhaps we may be better able to judge of the gentleman's qualifications. While adhering to the letter of his recitation, Col. Pope is glib and at times eloquent; but when his carefully prepared remarks happen to be broken in upon with some relevant but unforeseen question by a member of the commission, he gets a little mixed, as it were, and has to answer at his own discretion and without the aid of his legal prompter, the latter's theoretical knowledge of mechanics and business not fully anticipating *all* the cross-questioning to which the Colonel might be subjected. For instance, in the report of the interview which he and Mr. Pratt allowed to be published in the *Wheelman* occurs the following: —

Question (by Commissioner Oliver). What do bicycles weigh? *Answer*. They weigh from forty to fifty pounds.

Q. How much of that weight is steel? *A.* I should think all but ten pounds at least, — say from thirty to forty pounds. . . . Some of it costs fifteen cents a pound, and that would be about six or seven cents for the duty.

Now taking the Colonel's figures at the maximum, forty pounds of steel at twenty-two cents (which includes the duty) would amount to $8 80 as the largest possible cost of steel in a bicycle made in this country from imported material. Again to quote from the report: —

Q. Have you made any estimate of the duties you pay? According to what you have stated, you do not pay over $2 or $3 to the government for every bicycle. *A.* Yes, we do. The cost of

steel in a bicycle is at least $30 before you do any work; at forty-five per cent duty, that would be nearly $14.

There is surely some discrepancy here. Thirty dollars' worth of steel at twenty-two cents a pound would put into a bicycle one hundred and thirty-six and four elevenths pounds, exclusive of rubber, horn, cement, leather, etc.; and we do not believe either of the Colonel's three machines weighs so much. Or if he uses only forty pounds of steel which cost $30, the cost per pound must be seventy-five cents; or one hundred and thirty-six and four elevenths pounds at seventy-five cents would make the cost of the steel $102.27; and that would make us marvel how Columbia machines can be sold so cheaply.

Mr. Pratt, not being bothered with interruptions by the commission, goes into figures in his article with more system, although we fear with much less accuracy of presentation, but fails to coincide with either of the president's statements of cost; which plainly shows there could be no collusion between them in this important part of the latter's testimony, for the former in a very ingeniously (and of course theoretically) constructed table of statistics places the cost of the entire material of a bicycle at $21.75. Deducting the Colonel's first given maximum cost for steel ($8.80) from this leaves $12.85 for the cost of tires, handles, leather, cement, and paint; and this, by comparison with the Colonel's $44 worth of steel, may be about right, although if we add to these items Mr. Pratt's statistics about labor, tools, and other incidentals, $55, it brings the Colonel's expenses for the bicycle complete up to $111.85. Yet he retails that machine for $90, and is thought by some to be making a handsome profit. "Figures won't lie," we know; but like the figure seen clinging to a lamp-post, the figures of Col. Pope and Mr. Pratt will hardly stand. On the whole, we are afraid neither of these gentlemen is exactly qualified to represent the interests of wheelmen in this matter.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

CINCINNATI BI. CLUB. — At a meeting of the club held 2 October, the following officers were elected: President, Jos. F. Meader, Jr.; Secretary and treasurer, Fred Kinsey; captain, W. A. Whiting; lieutenant, J. K. Cady; trumpeter, F. L. Sargent.

MANCHESTER BI. CLUB. — The Manchester (N. H.) Bicycle Club elected the following officers at a special meeting held 10 October: President, Park H. Kelley; captain, Clarence H. Wilkins; lieutenant, Moses Sheriff; member of club committee, A. Ed. Batchelder. Capt. W. V. Gilman and Secretary E. M. Gilman, of the Nashua Wheel Club, were present as special guests of the club After the meeting the club with its guests occupied a box at the Opera House, by courtesy of Ex-Gov. Weston, the occasion being a vocal and instrumental concert, with a scene from French opera.

THE Roxbury Bicycle Club announce runs as follows: Hingham. 22 October; Wellesley, 29 October; Lexington, 5 November. Starting time. 8.30 A. M. The club is in such excellent financial condition that the regular assessments have been discontinued.

RACES

Coming Events.

20 October. Boston. The fall race meeting of the League of American Wheelmen will be held at Beacon park this afternoon, at 3 o'clock.

21 October. Pullman, Ill. Two-m le and five, etc.

21 October. Stenton, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket Club games. Percy C. Madina, 201 Walnut Place, Place, Philadelphia.

26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

MILWAUKEE, WIS., 4 OCTOBER. — The first race meeting under the auspices of the Milwaukee Bicycle Club, was held at Janesville, Wis.. Wednesday, 4 October. Nine wheelmen, including F. C. Bohri, L. M. Richardson and wife, F. O. Magie and A. W. Friese of the Milwaukee Bicycle Club. G. W. Dickens, and Parker Sercombe, unattached riders from this city. Frank C. Terry of the Milwaukee Bicycle Tourists and F. C. Bessell and J. H. Clement of Neenah, Wis., took the 4 20 P. M. train on Tuesday afternoon for Janesville. At Milton Junction the party was joined by L. H. Towne of Edgerton. Arriving at the "Bower City," the wheelmen were greeted by a large and enthusiastic concourse of residents, many of whom had never seen a bicycle, W. T. Van Kirk, secretary of the Rock County Fair Association, a most genial gentleman, and the "Bower City" Brass Band, who preceded the bicyclers in the march through Janesville to the Myers House, where ample accommodations and a hot supper had been provided by the agricultural association; likewise railroad tickets, baggage wagons, cigars, liquid refreshments, theatre tickets, in short every thing to make the heart of the wheelman glad. The boys all retired before eleven o'clock, and enjoyed several hours of good rest, awakening at 6 A. M. under the sounds of loud and continued rapping by a ubiquitous bell boy, who was up early drumming up trade (shine yer boots) and dreamy pedal drivers. The races began at ten o'clock, the first event, a one-mile dash, calling out four riders, F. O. Magie, Parker Sercombe and A. W. Friese. The track was heavy and lumpy, and the wind blew steadily and briskly in the faces of the competing wheelmen two-thirds of the way around the track. The race was closely contested, Sercombe winning in 3.50, Friese a close second, Bohri third, Magie fourth. The prizes consisted of a finely engraved gold medal to the winner, and a nickel-plated "King of the Road" hub lamp to second. The quarter-mile dash was a hot race. Dickens winning in fifty-five seconds, F. C. Bissell second, L. H. Towne third, Clemens fourth, and Terry fifth. Dickens's prize was a McDonnell cyclometer, and Bissell's a Lamplugh & Brown suspension saddle. The five-mile dash was raced by Messrs. Sercombe, Towne and Friese. The men got away beautifully, Sercombe having the pole, with Towne second, and Friese on the outside. At the first turn, Friese took the lead at a good pace, with Towne heading Sercombe. At the finish of the first mile, Towne dropped out, and Friese easily kept the lead during the next four miles, but at the distance stand of the fifth mile, Sercombe suddenly spurted, winning by a length in twenty-two minutes, and receiving another gold medal, Friese getting an elegantly engraved silver medal as second prize. The two-mile dash was won by L. H. Towne, of Edgerton, with F. C. Bohri second. First prize, a L. A. W. pendant badge; second prize, Acme bicycle stand. The track is level, smooth, and fast in dry weather. Sercombe is a coming racer, and promises well. The machines ridden consisted of a D. H. F. Premier, 60-inch roadster, 58-inch Harvard, 56-inch Special Columbia, five 54-inch Columbias, Harvards and Premiers, and a 52-inch Standard.

A. W. FRIESE, *Sec.*

RIVER HEAD, LONG ISLAND, N. Y., 4 OCTOBER. — Bicycle race at fair grounds. Half-mile — two in three heats, J. Morse Hallock of Northville, first and third heats; E. Hudson, second heat, and coming even on last; best time, 1m. 42s.; prize, $10 cyclometer.

HARRISBURG, PA., 4 OCTOBER. — A professional mile handicap between H. Wilson (20 seconds), Louise Armaindo (10 seconds), and W. J. Morgan (scratch) resulted, — Morgan, 3m. 33s.; Armaindo, 3m. 55s.; Wilson, 3m. 39s. A five-mile handicap between Wilson (1 minute), Armaindo (40 seconds), and Morgan (scratch), was won by Louise; Morgan second; Wilson third. Morgan also won a half-mile scratch race against the trotting horse Woodlawn.

TORONTO, ONT., 7 OCTOBER. — The first annual field meeting of the Toronto Bicycle Club was held at the Exhibition Grounds; weather pleasant. 1-mile — J. Dudgeon, 3m. 50s.; Campbell, 3m. 51s.; Boyd, 3. Slow race, one eighth of a mile — Blachford, 1; Stern, 2; Smith, 3. Wooden bicycles, boys — Brown, 1; Mason, 2; Jarvis, 3. 2-mile club championship — Campbell. 7m. 31s; Dudgeon, 7m 35s.; Boyd, 3. 1-mile, open — P. Doolittle, Aylmer, 3m. 54s.; P. K. Stern, 4m 7s.: Fleury, Aurora, 4m. 10s. Combination race, quarter-mile running with machines, quarter-mile wheeling machines with little wheel in air, quarter-mile with small wheel in front, and quarter-mile riding — H. Ryrie, 1; A. E. Blogg, 2; R. T. Blachford, 3 Fancy riding, open — P. Doolittle, Aylmer, W. O. Consolation race — E. Y. Eaton, 1; G. Edwards, 2. — *Spirit of the Times.*

LEWISBURG, PA., 7 OCTOBER. — A professional mile handicap was won by W. J. Morgan (scratch), in 3m. 15s.; Louise Armaindo (10 seconds), in 3m. 18s.; T. Barrett (20 seconds) third. A half mile scratch race between Morgan and trotting-horse Starry Cloud was won by the former in 1m. 22s.; horse, 1m. 25s. A half-mile handicap between Louise Armaindo (150 (?) yards), and Starry Cloud (scratch), was won by Mlle. Armaindo in 1m. 30s.; horse, 1m. 33s.

IN BRIEF. — Meriden, Conn., 19 September. Two-mile — J. F. Ives, 8m. 3¼s.....Berea, O., 20 September. One-mile —G. Collister, 4m. Half mile — F. Lamkin, first.....Haverhill, Mass., 26 September. Two-mile — H. H. Gage, 6m. 42s.....Sharon, Pa., 29 September. Half-mile handicap, best two in three — C. B. Schrom, 100 yards, two straight heats, 1m. 52s. and 1m. 49s. V. C. Place, scratch, second.... Newark, O., September. Half-mile, in heats — J. Simpson, two straight heats in 1m. 47s. and 1m. 53s.....Brockton, Mass., 5 October. One-mile — Herbert Carr, first, in 3m. 29s. Two-mile — Herbert Carr, first, in 7m. 13s.; J. Wattles, Jr., second. .. Northampton, Mass, 6 October. One-mile — E. C Clarke, two straight heats, in 3m. 50s. and 3m. 47s.....Montreal, P. Q., 7 September. Amateur Athletic Association Bicycle Championships of Canada. One-mile — G. M. Smith, Montreal Bi. Club, 3m. 44s. Five-mile — F. C. Holden, Montreal Bi. Club, 19m. 55s.....Hanover, N. H., 4 October. Dartmouth College fall sports. One-mile bicycle race — J. Rogers, 4m. 44s.....Elmira, N. Y., 7 October. Two-mile — Bowman, 7m. 24½s One-mile — Zimmerman, 3m. 45s Half-mile — Murray, 1m. 46½s. Quarter-mile — Judson, 49½ seconds.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Bicycle Construction.

No articles in your valuable organ give me more pleasure than those on wheel construction. In the hope of bringing something acceptable to others of like mind, I make these suggestions. What with exorbitant tariff and royalties on effete patent rights, our machines cost us much more than is agreeable. Our only comfort would seem to arise in the hope that the vehicle was possessed of great powers of durability. That the construction of our best bicycles has reached an excellent stage, we are willing to admit, yet too often, like its counterpart of flesh and blood, it develops spavins, ringbones, splints, or weak joints.

In the matter of securing tires we have nothing satisfactory. I have been hoping to see a report of the American Star endless-wire method in your paper Deep U rims are much better than the old-style V's. Two months' usage of my Expert shows but slight abrasions, but even this is more than I fancy. Give us something better. Would moulding the rim after the pattern of a dust shield, inclosing two thirds of the tire, serve the purpose?

Rear cone bearings are constructed in good shape to wear out. The fixed cone is good for one season. Why not thread both cones to rear bolt and have nuts at both ends outside the fork, so the weight could fall on various sides of the cones in adjusting the bearing? The same is true of ball-bearing cones, threaded at both ends but held in one position by a nipple. Why not give us half a dozen holes for that nipple; or do the cones wear sufficiently long to suit the makers as they are? Single ball bearings are all that is desirable. They admit of narrow tread, and this is very essential. The builder who puts up a new machine more than thirteen inches between centres of pedals makes a great mistake. Then they are more easily and certainly adjusted than double balls and better exclude the dust.

Wanted: A better ball-bearing pedal than is now in the market. Give us a good-sized spindle same as Expert parallel pedal, felt dust washers, and one quarter of an inch between pedal and crank.

The Expert roller clip for saddle spring is an expert humbug: it wears flat in a week. Give us a half-inch barrel on same journal and it would do better.

Don't remove the dust shield from your bicycle unless absolutely necessary, or your pious soul (and it needs to be pious for such work) will be vexed in replacing those infinitesimal screws.

This article is not offered as light for the "Indispensable" author; nevertheless, Brother Henry, who suggested the rubber tire? It came not from the (gentiles) Gent Isles.

O. DOWNS ALLISON.

New York Letter.

Editor Bicycling World: — I wonder — how I wonder! — where all this rain comes from. Ever since last Sunday, from morn till dewy eve, day after day have we had drizzle, drizzle, rain, rain, without stint or stay, until now Sunday dawns bright and clear, with the roads hard, smooth, and elegant, and the consequence is that a large number of riders are out scouring the country, some to Yonkers, some to Jerome, some along the Western Boulevard; but the greater part, to number of twelve or fifteen, gather at the Polo Grounds, where Pitman, Rood, Thompson, Sanford, and others of that ilk are racing (and chasing, as "o'er Canobie Lee"). The day rewards us for the dampness and general dreariness of the first part of the week, and we are happy, and "look happy" (thank you, Parsons).

The event of the week, of course, has been the little excursion of the "Cits" to Boston and its consequences. The excursion from every point of view, according to what I hear and what they say of their treatment in Boston, was a success and a joy from the word go! The consequences are, a near approach to death of all who stayed behind, as the danger of being talked to death is great. I would have thought that Oliver would have come back pretty well blown out; but no, he no sooner buttonholes a body but off he starts, — "When I was at Boston," etc.; "I tell you, boys"; and "Oh, what roads! Sandpaper? Well, I should blush to murmur." He makes me weary.

They have dubbed Doc. Beckwith "The Long-legged Venus" since the steamer story has come out and I think that Oliver makes a good Mars. There is no doubt that they are clean gone on the subject of out-of town trips, and say that they are going to turn out about the same number for Philadelphia as they took to Boston; to which the Ixion will send about half a dozen, the Lennox about the same number, the New York two or three, and about five *unattached* members of the Manhattan, — notably Bourne, Jenkins, Jewett, Myers, and the bugle (Oliver, where are you?)

The clubs are proposing to hold a caucus three or four days before going to consider ways and means, and contrive some way of acting in concert; and I imagine they will go over in pretty good form. The Mercury I do not think will be represented, unless by proxy, as rumor has it that what is left of them (some three or four men) have joined the Lenox, since the latter has taken their room; if this is so, it will run the roll of the Lenox up into the thirties, and almost all of them active riders. And this reminds me that, painful as it is to my feelings, my own knowledge of it leads me to contradict a statement of Fred Jenkins in this week's *Wheel*, where he says that none of the New York clubs can turn out more than six available men apiece. The statement is absurd, as I can easily prove on evidence of the men themselves; for the Lenox, Citizens', and New York number on their rolls from twenty-five to thirty men apiece, and can easily turn out ten men, while the smallest club in the city, the Ixion, is made up of steady and persistent riders,

and turns out almost always to a man. Jenkins is of course excusable for thinking so, as, looking as he does at everything with Manhattan eyes, the decadence of that last-named organization must color the atmosphere remarkably. But we forgive you, Fred, for have you not at last "crossed the Rubicon" of mud on 59th street, and joined us at No. 4? Let bygones be the same, and take our hand as you come acrōss.

The Ixion has a road race for the championship of their club booked for election day, with about half a dozen entries; the course to be from the headquarters at 59th street up to the Peabody House at Yonkers, fifteen miles in all, and a club dinner is to be served afterwards at the hotel. There are to be three medals, to be open to challenge until won in three consecutive races: one gold (first), one silver (second), and one *leather* (last); and it is whispered that their worthy president, Egan, is going to compete for the leather one. Great interest is felt in the event by all the local clubs, and there will probably be a great gathering at Yonkers, this being the first event of the kind in New York, though now that the thing is inaugurated, probably not the last Although no printed invitations have been sent out (the affair being of the impromptu order), I understand that the club extends an informal invitation to the local clubs, and to those in the adjacent cities, to be at the meet, and participate in the consequent run and incidentals. I give the Ixion great credit for thus setting the ball a rolling, and stirring up the wheel community. They have in their club the antipodes of Doc Beckwith, in the shape of a rider, — a gentleman named Newman (*ætat* twenty-four), who rides a 40 inch wheel; he is a comparatively new man, but he tackles the hill with the rest, and is likely to add a "y" to the name they have given him, "The Mite."

What I know (*a la Wheel*) is, that I have n't seen a Manhattan man, or heard from one, except through the *Wheel*, for over a month.

That Ixion has the prettiest, finest, and most comfortable quarters of any bi. club in the city, due to the untiring energy of its members, led by their worthy officers.

That Jenkins is rapidly becoming Americanized. Formerly life was not to him worth having without his Harvard (and his Jewett); now he has sold his Harvard, and Columbia and Yale win in their turn his fickle heart, — the one his public, the other his private sensibility.

That Doc. Beckwith has added another cubit unto his stature since his trip to Boston, and that there is now no living in the same place with him and his "Cits."

That Sanford is liable to go bankrupt in his proposed mile excursion against time on the Polo Grounds.

That the funeral of "791," to come off 31st inst., will be a big affair, as President Arthur, the Park Commissioners, and the *Graphic* artist (?) are expected to be present to take part in the impressive ceremonies, which are to be conducted by the chaplain, T. Hunt Sterry.

That Powell must have had a "friend at court," or the committee on the Philadelphia races would not have been so cliquish as to let a race appear on their programme "open to League members only."

That it must be a malicious fabrication that Frank Fullerton made one lap on the Manhattan track (as reported) in twenty-six minutes, or he would have put in an appearance since. No, Frank, we won't believe it; never fear.

And what Jenkins don't, but is trying to find out, is who "Chic" is. CHIC.

NEW YORK, 15 October, 1882.

Chicago Notes

CHICAGO has finally got a bicycle track that is unexcelled in this country. The Pullman Rowing and Athletic Association have constructed a six-lap course of finest cinder on their grounds at Pullman's, suburb of Chicago, and will open the same on the 21st inst., with a complete programme of games, in which the Chicago Bicycle Club have entered for two bicycle races; Messrs. Conkling, Brown, Mehring, Vowell, Ayers. Philbrick, and Valentine. Prizes, gold and silver medals. Pullman is fourteen miles distant from the centre of the city, with boulevard half the distance, which, in another year, will be extended all the way. This will bring the place within easy riding distance on wheel.....The Chicago Bicycle Club, at a recent business meeting, decided not to join the League of Chicago Wheelmen as a club. The Owl Wheeling Club will probably do the same. The Aeriels have joined in a body. It is not yet clearly demonstrated to our wheelmen what the objects of the League are; and while this is awaiting a clear definition, members of the clubs are jealous lest it should in any way throw their clubs in the shade. The Chicago Bicycle Club is particularly jealous on this point, claiming that whatever has been accomplished for the benefit of bicycling in Chicago has been through its labors and influence, and now that everything is running along smoothly, it does not want to take a back seat, and allow a new organization to run things. ....Messrs. Olds, Conkling, Ayers, Grote, Schimpeler, and Greenebaum wheeled to Pullman Sunday last, beating against a heavy head wind for fourteen miles, with the hope that all would be well on the return trip. It rained all the afternoon, so the return was made in the cars. Messrs. Miller and Mehring went out on train, and all inspected the new cinder path of the Pullman Rowing and Athletic Association, and made arrangements for the races on the 21st inst.....The veteran element in the Chicago Bicycle Club have fought hard and successfully against changing the old gray uniform for a darker shade. The subject has been thoroughly canvassed on all sides, arguments for utility and appearance being well ventilated, resulting in a unanimous vote to rescind the action of the previous meeting voting for a change. This virtually settles the uniform question for all time, and there is now no probability that a change will be again thought of, either in cut or color. We are now, and always will be, dark gray in coat and breeches, gray helmet and polo, fine black hose, and white flannel, shirt stitched and laced with red silk, and with red belt.....Mr. F. H. Irish, of the Owl Wheels, paid for racing in the dark with a bad fall, lacerating both hands. Dr. A. G. Kalcman, with Messrs. Graves, Punnett, and Smith, of the Rochester delegation, paid us a visit, *en route* home from Topeka, Kan. The tales they tell of the adventures experienced in their month's stay among the mountains and greasers of the Southwest are marvellous. STENO.

CHICAGO, 13 October, 1883.

Racing Rules, etc.

"CYCLOS" is on record against racing, but it is quite evident that racing is none the less popular with the boys; so "Cyclos" bows to public opinion, like a good citizen, and while retaining his evil opinion of racing, accepts the fact that racing there will be, and says, "If we must have racing let us make the best of it."

Now, I can't find my copy of the WORLD with the new racing rules of the L. A. W. [30 June, 1882. EDITOR] in it, but the main points appear to be, "if I recollect aright": First. All races, to be "regular" and to make records, must be from a standing start "No races under trotting rules allowed."

Now, why is this? Why should the committee insist on standing start? Why bar out all racing under trotting rules? I have asked these questions of several racing men, and all the answer I ever could get was that they "supposed they were based on the English rules." But why should we be tied to English rules? We doubtless have much to learn in matters bicycular from our English cousins, but we need not be servile copyists. It seems to me and to many wheelmen hereabouts that the flying start is fairest and best. It looks better anyway, and it is more in consonance with American customs and notions; and the same is true of "trotting rules." The trotting race is an American institution, and is more closely allied to bicycle racing than is the running (horse) race. It has been urged that by adopting the flying start and trotting rules, distance handicapping will be rendered impossible. That is doubtless true, and instead of being an argument against the flying start, is strongly in favor of it. This handicapping is too much a matter of judgment (of guess, in fact) on the part of the handicappers, who, if they are honest, as I doubt not all L. A. W. handicappers are, must feel the awkwardness of their position; while if they are inclined to favor any special rider, they have altogether too much chance to do so.

Suppose we eliminate this element of judgment and substitute *figures*; make a man's standing in races a matter of *record*; make classes of riders in fact, according to best time made by each. Bunch the three-minute men in one race, the 3 20 men in another, and so on; and have a "free for all classes," for the "flyers" who can do their mile in 2.50 or less.

The races at Buffalo were from flying start, and mighty pretty races they were, and everybody satisfied. I believe they would have been held under L. A. W. rules, but for the fact that by so doing the flying start would have been barred.

There is a strong sentiment in this neighborhood in favor of the flying start; and if it *is* against the L. A. W. rules, an attempt to enforce penalties for their violation would simply result in depriving the L. A. W. of most of its membership in this section. No law can be enforced which is not supported by public sentiment, and the standing start cannot be enforced in Western New York bicycle races, however desirable it may seem to the wheelmen afflicted with Anglomania.

Please, Messrs. Racing Committee of the L. A. W., repeal, your interdict of the flying start, and at least leave it optional with the local clubs whether they will start their races from the standstill or "on the fly." I have no personal interest in this matter, as I have never entered a race and never intend to I simply want to see the L. A. W. authorities put themselves *en rapport* with their constituents, and make such rules that all clubs shall be willing and *anxious* to conduct their races under L. A W. rules and sanction, instead of going each club on its own "individual curve" as at present, because they cannot and do not approve of a set of rules which need "naturalization papers." CYCLOS.

A Western Opinion

WHEN we organized the Missouri Bicycle Club in this city, St. Louis, our first consideration was to join the L. A. W. We knew it would give us 'Caste," and we wish to help and be helped. We never expected or wanted any financial support, but we had read that among the wealth of things possessed by the League, it kept constantly on hand printed decisions of various courts in reference to the rights and privileges of the bicycle. We read this, and felt safe. We knew that any day some one might endeavor to force us off the roads; and we knew where to look for support Our first mild scare came from a report that a city councilman had put in a bill to exclude us from streets and parks. We intended to contest it. We wrote for the printed decisions; they never came; our letter was never answered; this occured in July. Shortly after this, a party of our club were riding along properly on a suburban road and met a fractious horse that promptly upset the buggy, throwing the driver out. The driver presented a bill which we refused to pay, of course, as we had used every precaution in riding. About the 12th of September he had subpœnas served on us, and trial set for 2d October. I, being one of the unfortunates, immediately wrote to the corresponding secretary of the League for those decisions. I registered the letter to know whether he got it or not. He replied promptly enough, stating the "letter had been immediately forwarded to Mr. A S. Parsons, chairman of committee on rights and privileges, who will afford you every assistance in his power." In the meanwhile, the said driver saw the error of his suit and withdrew it unconditionally; but the chairman had no means of knowing this. The 2d of October has come and gone, but not so with the decisions which the League keep constantly on hand to mail at a *moment's* notice. We are cured; we may have in the future some decisions of our own, but none from the League, which has over fifty members in St. Louis, and who are in grave doubts of the efficiency of said L. A W. I might mention that the medal won by one of our club in the mile race at the League Meet in Chicago, has never arrived. A certain commander was going to attend to it promptly last May.*

E. M. SENSENEY,
Chief Consul Mo.

ST. LOUIS, 8 October, 1882.

*These races were under the auspices of the local wheelmen and not in any way officially connected with the L. A. W. Meet. — EDITOR.

Orange Wanderings. — Up the Hudson.

I USED to marvel greatly at the remarkable scarcity of metropolitan wheelmen who had made the run to Tarrytown. Everybody had been to McComb's Dam; the vast majority to Kingsbridge; a select few to Yonkers; but the famous Ben Jonson was not more rare than the New York 'cycler who had propelled his wheel to Tarrytown and returned. The distance could not be the trouble, for it was only a paltry twenty-seven miles up the river. Report gave the road as fair to fine macadam, especially good in the upper half. What, then, could be the reason for this mysterious neglect? I found out the other day from those Jersey veterans, Smith, Brown, and Jones, who, sighing for pastures new, left their Essex roads for a day's jaunt in the domain of John Kelly and Roscoe C.

The ride from the 23d street ferry up 7th avenue to 59th street, over the Belgian pavement, was not especially enjoyable, and the Boulevard was hailed with relief. Now, this thoroughfare is a very bumpy one, and is so constructed as to bring out a peculiarity of vision essentially bicyclic. It is divided like Commonwealth avenue in Boston (which, for the benefit of non-residents, I will explain, is the home of H-dg-s and Hub Punch), and just as soon as one starts along one side, he find that the other is incomparably smoother; but it doesn't stay so on acquaintance.

At Kingsbridge, Jones, who felt considerably "baked," suggested an inward lubrication. They took it in that royal beverage for wheelmen, Belfast ginger ale, iced, and sallied forth with fresh vigor to tackle the hills that were appearing thick and fast before them.

Hills! Jones remarked, as they got on the ferry-boat that night, that he was willing to make affidavit that there was not one hundred yards of level road on the whole trip of fifty-four miles. Next time he should take a dozen extra brake spoons and not wear himself out backpedalling. Tarrytown, he thought, should be a very celestial sort of place, from the amount of climbing necessary to reach it. Fortunately, the light Yales were fine hill-climbers, and only one or two of the most severe ascents were walked. The road-bed *was* good, through Hastings and Irvington to Tarrytown it was superb, and the trio flew along, enjoying keenly the glimpses of Palisade and river, of handsome villa and private park; and as the stately Hudson widened into the Tappan Zee, they dismounted at a diminutive hostelry called the Vincent House, ascertained from a reliable source that it was the best one in town, and waited hungrily for dinner. Shades of Epicurus and Tantalus! Poor dinner and worse attendance. "One dollar, gentlemen." — "For the three. What? a dollar *apiece?*" Mental mem: Tarrytown is in urgent need of a good hotel and an energetic League consul. Until then, its name is a hollow fraud to 'cycling tourists.

Remounting a little after three, the return run was commenced. Now, it was an exceedingly foolish thing for these veterans to do right on top of a dinner, even though it was n't a very hearty one, but a horse and buggy overtook them just then, and went rattling past in the most unconcerned manner. Forty-five minutes afterward and ten miles down the road they pulled up, the horse far behind, each probably wondering if he possessed the only gastric remonstrance in the party. However, this soon passed off, as they took a more sober gait, and the ferry was reached without special incident, barring an oyster supper, which all voted the best they had ever eaten. It was unanimously resolved to request the L. A. W. to erect steam elevators at numerous points, and to warn all wheelmen to take their dinners along.

The run,

"Over the hills and far away,"

was a beautiful one, and much enjoyed by these "pampered Jerseymen," as the New-Yorkers are fond of calling them.

IXION.

TRICYCLING

The Dual.

THE Dual itself is in main outline and general character one of the open-fronted

class, having two forty-two-inch wheels in front, with an eighteen-inch one as rudder, these being constructed with seven-eighth-inch and three-quarter inch best moulded red rubbers, felloes of the Turkish crescent section, and forty and twenty stout spokes screwing direct into gun-metal hubs (six inches broad, with four-inch flanges). The form of frame is the usual hay-fork, now so generally associated with open-fronted machines. It is provided at the rear with a pair of forks and a rudder head of the Stanley persuasion. Instead of the usual chain on the left-hand side for driving, cog wheels are made use of, and here the peculiarity of the machine comes in. Instead of having three fixed cog wheels upon one side, driving one wheel only, it is provided with a double set, but in this peculiar fashion: First, upon each main axle, and also upon each end of the crank shaft, is one of these wheels, two sizes of which are brought into requisition, and alternated into position. Thus, whilst upon the left-hand driving wheel is attached one of the larger size, the opposite wheel is provided with a small one; and upon the crank shaft this order is reversed, the larger toothed wheel being fitted to the right-hand extremity, and *vice versa*. Two intermediate wheels are now provided, these being fitted upon bent rods, hinged at their lower extremities to the frame ends, which are bent backwards for the purpose. The other ends of these side rods are continued upwards, forming lever handles, each of these being provided with a neat little lever, rod, and catch, as shown in the illustration. These two levers are connected by a bar pivoted centrally to the frame, in such a manner that the action of pushing one lever forward forces the other in the opposite direction. The before-mentioned catches hold these levers in either one of three positions, in which one of the two intermediate wheels is placed in gear, or both are held free and the wheel allowed to revolve by itself independently of the pedals The object of these arrangements is to obtain two running powers. Thus, upon putting the right-hand wheel in gear, the large wheel, being on the crank end, causes it to run as fifty-inch, giving a fair speed on the level and on slight inclines; whilst, by reversing the action and placing the left hand wheel in gear, that one is reduced in speed, running as a thirty-four-inch only, thus gaining power for the ascent of steeper acclivities. The brake is a double one, acting with very long, broad spoons upon the tires of both driving wheels; its especial feature being a neat ratchet arrangement attached to the handle by which it is applied, the purpose of which is to hold the brake on at any power, thus relieving the hand of all strain, and enabling it to apply far greater pressure. Harrington's cradle spring, and the pan or Otto seat, are utilized, and the handles are made adjustable at a slight extra charge. Ball bearings are fitted to all three wheels, as well as to the ends of the crank shaft, necessarily causing the machine to run with considerable ease. The extreme width is thirty-nine inches, and the weight about ninety pounds. It is strongly and substantially built; is well got up, and has already commended itself to many. In short, taken all round, it is a strong and useful article. — *Tricyclist.*

The Tricycle.

III. Gearing Up and Gearing Down.

Tricycles may be divided into two classes; one in which each revolution of the pedals corresponds to a revolution of the driving wheel; another in which there is more or less than one revolution of the crank shaft to a revolution of the driving wheel.

"Geared level" is the term applied to the first class. The second class are either geared up or down. When the machine is geared up, the driving wheel makes more than one revolution to one revolution of the pedals or crank shaft. A *geared-up* machine travels faster than the same machine would if geared level; when *geared down*, the driving wheel makes fewer revolutions than the crank shaft, and consequently the machine goes more slowly than it would if it were geared level. Of three machines with driving wheels of the same diameter, if the crank shafts are turned at the same rate, the geared-up machine will go the fastest, the geared-level machine the next fastest, the geared-down machine the slowest.

The chain and intermediate gear are merely transmitters of power, and in no way *modify* the effect of the power. They perform the same functions as belting; and in fact, in the Otto bicycle sheet-steel belting is used.

The relative rotative velocity of the driving wheel compared with the crank shaft depends entirely on the relative sizes of the gears on the driver and crank shaft.

To find the resultant wheel when the machine is geared up or down: —

Let the diameter of the driving wheel = D; let the number of teeth in the gear on the driver = *d*, and let the number of teeth in the gear on the crank shaft = *c*; then the diameter of the resultant wheel = $\frac{c}{d}$ + D. By the term "diameter of resultant wheel" is meant the diameter of a wheel which, if geared level, would carry a machine as fast as the given wheel.

Example: Diameter of driver = 50 inches; number of teeth on crank-shaft gear, 12; number of teeth on driving-wheel shaft, 13. Diameter of resultant wheel = $\frac{12}{13}$ of 50 = 46 +. One revolution of the crank shaft, which has twelve teeth in its gear, will move twelve of the thirteen teeth on the driver shaft; *i. e.*, will give the driving wheel $\frac{12}{13}$ of a revolution. The diameter of the driver being 50, the diameter of the resultant driver will be $\frac{12}{13}$ of 50 = as given above 44+. Suppose the crank-shaft gear has 13 teeth and the driving-wheel shaft 12, and the diameter of the driver is 50: the diameter of resultant wheel = $\frac{13}{12}$ of 50 = 54 +. The first machine is geared down from 50 to 44, and the second is geared up from 50 to 54.

The methods of computing the proper sized gears for gearing up and down a given driver will be treated in the next chapter. F. M. Gilley.

An Elegy. — After Gray.

All endeavor of his active life,
Lay in unselfishness itself;
Better the public's good, than in the strife
Every where 'round him, seeking sordid pelf.
Rarely the world has known a foe so strong
To the oppression of a tariff high, —
Anti-monopoly his ceaseless song;
"Patents are lies," his everlasting cry.
On this tall shaft of weld-less English steel,
"Peace to his ashes," let there be inscribed;
Ever he sought to spread his country's weal.

Not Bribed.

The New York Wheelmen's Trip.

Ten members of the Citizens' Bicycle Club of New York spent a few days in Boston last week, and managed to cover a good many miles of suburban roads in spite of the disagreeable weather which prevailed during their stay. Wednesday was spent in riding about the surrounding towns with members of the Massachusetts Bicycle Club, whose guests they were. Thursday the club joined with the visitors in an all-day run, and tendered them a dinner at the Woodland Park Hotel at Auburndale. Leaving the club's headquarters at 8.30 A. M., the party, under command of Capt. C. P. Shillaber, rode to Cambridge, where the college buildings and many historical spots were visited. The ride was continued through West Somerville, Arlington, Belmont, Waltham, and the Newtons, to the residence of Col. A. A. Pope, where they were entertained. Afterward their route was through Newton Centre and Upper Falls, to the Lower Falls, bringing up at the Woodlawn Park at 2.30 P.M. After dinner the return was made by the direct road, and headquarters were reached at 6 P. M., forty miles having been passed over. The day's enjoyment closed by an impromptu entertainment at the club-rooms in the evening. The visitors are loud in their praise of our roads The president of the Citizens' Club is the Rt. Rev. Thomas McKee Brown of St. Mary's Episcopal Church.

NOTES, QUERIES, ETC.

[*We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.*]

To Correspondents.

Subscriber, Athens, Ga — The "Suggestions" is published by the Pope Manufacturing Company. We do not think it contains the information you desire. You can true it by manipulating the spokes, ordinarily, unless it is pretty badly crooked — in which case you had better let a machinist handle the job.

P. B., Hamilton, Ohio. — The Harvard, probably the Premier, Yale, British Challenge, and latterly the Sansspareil, are among the favorite English machines in use by American riders.

J. H. C., Cleveland, Ohio. — First report was already in type. Thank you.

L. A. W.

Amateur Wheelmen everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the Bicycling World, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the Bicycling World of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the World. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the Bicycling World, which, as the official organ of the League, will contain all important notices to League members.

The "League Hand-Book," containing list of members, directors, consuls, etc., can be obtained from the Bicycling World, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

Kingman N. Putnam,
Cor. L. A. W.

Falls City Bi. Club. — A. S. Dietzman, *Sec. and Treas.*, Orville M. Anderson, Leon Johnston, Louis E. Welle, Owen Lawson, Guy Emmett, Hugo Heiburn, Will. Funk, George Francke, Will. T. Francke, Henry Haupt, Prince Wells, all of Louisville, Ky.

Missouri Bi. Club. — Additional: William Shawk, 1410 Papin street; Wm. D. Winter, 3335 Pine street, both of St. Louis, Mo.

City Bi. Club of Brockton, Mass. — Fred. M. Bixby, Wm. B. Briggs, Sylvanus Dexter, George O. Hayward, Frank M. Buckley (*Sec.*), Wm. M. Fowler, Oliver J. Curtis, Arthur B. Jenks, Silas L. Howes, Fred. Stearns, Benjamin V. Loud, George Loring, Arthur Thayer, William M. Pratt, William L. Puffer, Charles F. Chevigny, Charles H. Johnson, Herbert Carr.

Unattached. — Henry E. Hunter, Hinsdale, Cheshire County, N. H.; Chas. A Hanna, Cadiz, Ohio; Herbert W. Hayes, 22 Shepard street, Cambridge, Mass.; Rob. J. Whitewell, 47 Grayton Road, Hampstead, London, N. W., England.

Wheelmen visiting Boston to attend the League meeting and other events this week are cordially invited to make free use of the headquarters of the Massachusetts Bicycle Club, 104 Columbus avenue.

Geo. Pope, *Sec.*

The "Facile" Road Race.

Some time since, the makers of the Facile (safety) bicycle, desiring to give the public practical demonstration of the capabilities of their machine, projected a road race, starting from Anderton's Hotel, Fleet street, London, to Bath (109 miles) and return, all the riders to be mounted on Faciles. A silver cup to first and silver tankards to second and third winners were to be the prizes, and a silver medal to any other competitor covering 128 miles; the riding all to be done between midnight and midnight of 29 and 30 September, respectively. Twenty-six men started, among them being many of the most celebrated riders, notably J. W. M. Brown, C. D. Vesey, W. F. Sutton. W. A. Snook, and S. H. Lee. An immense assemblage of bicyclers, tricyclers, and other spectators were on hand, and the police kept the streets clear at the start to allow the riders a good send-off. Vesey was the first to reach Bath (109 miles), at 10.56.13 o'clock; Sutton second, a little over three minutes later, and Snook came up less than four minutes behind him; and at varying intervals until 6.32.18 P. M., sixteen or more arrived at the half point. Vesey started on the return at 11.13.45 Saturday morning, Sutton at 11.23.56, and Snook at 12.31.18. At Hungerford (150 miles) Sutton and Vesey were together, and stopped for tea, during which they were passed by Snook, who was riding splendidly and kept his lead to the end, the twenty-four hours finding him at Queen's Gate, Hyde Park (214½ miles); and still going, although at a slower pace, he rode up to Anderton's a little over half an hour later, having covered 218 miles in all. Sutton stopped second at Colnbrook, 198 miles, at 11.40; C. H. Cole won third place at Maidenhead, 189 miles, at 11.50; Vesey, fourth, reached Newbury (160 miles) with a bad leg, and after a rest kept on to Theale, where he stopped, fourth man, with a score of 171 miles. Some fifteen or sixteen others won medals by covering the standard distance. The ride was a remarkable one in many respects, not only as evincing the riding qualities of the Facile, but because at least one third of the riding was done at night, and was almost continuous with the leaders. Mr. Vesey and one or two others have expressed a determination to shortly attempt beating Snook's record.

Cycling Mems.

Gentlemen, you are welcome to Boston! I congratulate the League on having so goodly a set of officials, and I congratulate you on your elevation to the high offices of trust. Allow an humble individual, like "London W.," to extend a metaphorical right hand of fellowship and of welcome. If the Boston boys don't make things pleasant, I shall be disappointed in them.

Boston always leaves the latch-string out for bicyclers, and whether upon Columbus avenue or upon Union Park the wheelman may find himself, he will always be sure of a warm corner by the club fireside and in the club heart.

It is not many years ago that the wheel came to us, friends, and yet I feel that I am a veteran devotee. Those were happy days lang syne, and my memory goes back to them and dwells upon them with most tender recollection. It cost something to be a bicycler then; but the pioneers did earnest work to make the sport popular and to gain converts, and to-day behold the vast army of wheelmen.

"London W." is not old. No crow's-feet mark his forehead, and his locks are unstreaked with gray; and yet why does he see so many crafts stranded on the sands of time?

Sergeant, call the roll.
"Johnson!" retired.
"Stall!" retired.
"Dean!" retired.
"Gideon!" retired.

Clark, Hodges, Sewall: alas, all gone! But hark! one voice I surely hear! Yes, it rises loud and clear, saying, "The Lone Star still shines and twinkles with all the enthusiasm of old."

Shine on, Brother Pitman, and if "London W." can help to place you in the grand national galaxy, command his services.

But away with the past; youth looks to the future, and engages himself with the things about him, and the live issues of to-day.

I once knew a man that was terribly annoyed by an ox that would tear down his fences and make havoc in his garden. And so he bought a dog, saying, "With this dog I will worry the ox, and he will let me abide in peace, and tear down no more fences." The dog did his part of the business well; in fact, so well that the ox took him up on his starboard horn and threw him into the road, and the sausage man carried him away in his cart. If the Colonel's New York dog does n't stop barking, I am afraid he will get a lift. In the present season of high prices, sausages are in great demand.

"I can tell my story well enough, if that little fool of a fellow will let me alone," said an irate witness to the Court. How many of us can sympathize with the poor witness! But it came out afterwards that the witness had been instructed what to say, and when he got off the beaten track he was fearfully astray, and the "fool of a fellow" mixed him wofully up

He resembled the little fellow in school, who was asked what the second letter of the alphabet was. "C," was the reply. "Wrong," said the examiner. "No, 't ain't wrong nuther: I 'm the C feller; the feller that has B is sick, and had to stay to home."

I 'm not a betting man, but I 'll donate a week's salary to the League if any one will prove to me that the Tariff Commission did n't have a quiet laugh.

Freddy is devoting a good deal of space to make known what he does n't know, and it is rumored that the *Wheel* is to be enlarged and come out daily to accommodate him.

Papa has come at last, and they do say he is crammed, from crown to toe, topful, not of distressful bread, but of facts, ideas, suggestions, etc. We, his children, will sit at his feet and drink deep of his wisdom.

It has been said "There is no one true church," and neither is there a perfect bicycle; but we suspect Papa will tell us how to make it.

The dear old fellow says the "Tandem" is the best form of sociable. One

cannot use his arm for waist purposes, it is true; but then think of the retired spots where one can lean back and gently rest his tired head on her welcome shoulder. Oh, Papa!

DID you go to the recep.? No? Ought to have been there. I saw a dozen Boston Club men in front of as many swallow tails. And Charlie was there, beaming with smiles from his position at the left of the president. We did n't blush for you, Charlie, and we thought that if this were indeed the Round Table, with King Arthur at the head, he could find no truer knight than our own Charlie.

"Just for a handfu' o' siller he left us,
Just for a ribbon to wear in his coat."

EDITOR MCCLURE was there, also. Ah, you sly dog, how quickly you acquire the true journalistic instinct! Thanks for your services in guiding me to the best place in the supper-room. You gave me 'vantage ground, from which I attacked the fiesh-pots with good success, and came off victor in the gastronomic set-to. Lobster salad is delicious, but it will not do for those in training to indulge in it.

COME around and see me some day, Mc., and I will show you where there is a pretty waiter girl that you can make up to, and get the best piece of pudding, and the best cut from the joint.

To be a Roman citizen was once a proud honor. Judging from the appearance of the men, to be a New York "Citizen" is no small honor in these days. The Citizens' Club of New York have been with us, and left a grand impression behind.

LOOK at here, you Park Commissioners, do you know what a fine lot of fellows you have among the wheelmen of New York? Cherish them! Favor them! Don't let it be said that New York does n't know a good thing when she has it. Open the Park to them! Don't act like a parcel of fools.

BROTHER JENKINS has been working hard. He has been searching the records for good performances made on the Monopoly machine. He gets little reward for his trouble. Let me suggest to him to take a census of machines. Let him go to the leading clubs of the country and find out how many Monopoly machines are ridden. Let him commence with the Boston Club, and follow up with the Crescents, and even the Massachusetts. Then let him go to New York, Chicago, Philadelphia, etc., and see whether the Monopoly is ridden in places where riders have a chance to see other mounts. The Monopoly starts with a handicap of twenty-five per cent in price. Will Fred go to work?

ONE good feature about the Sociable is the ease with which the riders can get their heads together. Now if the Colonel and his attorney will ride a sociable the next time they talk about the tariff, perhaps their figures will agree better.

LONDON W.

CURRENTE CALAMO

ATTEND the League Race Meeting at Beacon Park to-day.

THE Cincinnati Bicycle Club talks of running a bicycle rink during the winter.

THE Marblehead *Messenger*. — not "*Register*," Geesee correctionally informs us.

SEND along your orders now for the "Indispensable," and "Cortis on Training." We have them in stock.

IN a private letter, John Keen announces that he will soon be in this country to again try conclusions with Prince.

A LOS ANGELES (CAL.) correspondent informs us that a bicycle club is being organized down in his section of the country.

W. C. DENNY of Portsmouth, and not B. O. Sawyer of Weare, was the winner of the half-mile dash in the Goffstown, N. H., races, 28 September.

CAPT. W. V. GILMAN, of the Nashua Wheel Club, has averaged riding about one hundred and fifty miles a week this season, on bikes, trikes, and marines.

THE president and secretary of the Chelsea Bicycle Club propose to join the League Run to-morrow, on a "sociable," unless the roads are too heavy for good wheeling.

OUR thanks are gratefully tendered the Scranton (Pa.) Bicycle Club, for invitation to a social entertainment to have been given yesterday, but which we were unable to avail ourself of.

T. S. MILLER, of Chicago, says that the Owl Wheeling Club, of that city, has captured the finest fancy rider in the country, in the person of Mr. Wood, who is open to amateur competition.

THE Taunton bicyclers who competed "with a professional for a prize, or with a professional where gate money" was charged, were made professionals thereby, according to the League rules.

WE regret to learn that MR. C. W. Nairn, the London editor of the *Cyclist*, was thrown from his bicycle on the night of the Facile road race, 27 September, and sustained a fracture of the right wrist.

CAPT. HODGES, of the Boston Bicycle Club, is ecstatically gloating over the possession of a new 54-inch Yale Roadster, which carries his two hundred or more pounds weight with perfect rigidity and ease.

DR. WHITESIDES and wife, of Dayton, Ohio, ride a double-driving "sociable" tricycle, appearing on the streets daily. The lady has abandoned horseback riding for the three-wheeler, much preferring the latter.

THE proposed 100-mile race between Prince and Morgan, for $500 a side, has fallen through, and a 20-mile event for $100 is now up, Morgan to have two minutes' start, and the race to be at the Casino, Boston, sometime in November.

MR. H. W. WILLIAMS, one of the Massachusetts Club "century" riders, influenced, no doubt, by the constant cry of the wheelmen for guide-boards, has hung his sign up in the WORLD columns, as our readers may see by reference to our "Miscellaneous" department.

THE BICYCLING WORLD offers a silver cup as a prize to be competed for in a five-mile race at the L. A. W. race meeting to-day, at Beacon Park, the event to be open to all amateurs, and to be run either before or after the championship race, as the judges may determine. Post entries.

"FAED" has just obtained entrance to the list of "Century" tricyclers, having ridden from Clapton to Basingstoke and back, a distance of one hundred and eight miles, in 16h., or 10h. 50m. riding time; about ten miles an hour riding pace. The machine was a Coventry Rotary.

THE Boston Bicycle Club will receive and entertain the Providence Bicycle Club at South Canton, Wednesday, 25 October, when a run to Cobb's tavern at Sharon, to lunch, a run to Boston from thence, and an entertainment at club headquarters in the evening, will be a portion of the programme.

DR. LORIMER told the Chicago people recently that Boston is wickeder than their city, because he had seen bicycle clubs and ladies on horseback, riding on Sunday. If the reverend gentleman will accept a seat in our "sociable" some pleasant Sabbath here, we will be pleased to escort him to the church where he is to preach.

SUB-CAPT. O. E. SMITH of the Hartford Amateur Bicycle Club was in Boston last week, having wheeled from Hartford hither, stopping a ni ht in Brookfield, and finishing the journey next day by way of Worcester. Mr. Smith rides a 52-inch Yale Light Roadster. He found the roads from Hartford to Worcester generally poor.

EX-CAPT. JOHN FERGUSSON of the Philadelphia Club has accepted the command of the unattached riders for the grand meet and review to be held in that city on 26 October, 1882, in the Park. A meeting of all riders not connected with any club was held last Monday evening, at Horticultural Hall, to arrange the necessary details.

MEMS. for the *Bicycling Times: V. C.* Place of *Greenville, Pa.*, won the 50-mile race at the Manhattan Athletic Club grounds, New York city, 2 September. ....Moore lowered only the six, seven, eight, nine, and ten mile American record at Beacon Park.....John *S.* Prince is his name.....As you have doubtless learned ere this, the gallant Moore, at Springfield, carried off our one, two, and five mile records.

WHILE John Sawyer was riding on his bicycle on one of the public streets of Cambridge last Saturday, a horse and wagon belonging to David Brewer, a provision dealer of that city, was driven upon Mr. Sawyer, throwing him off his machine, tearing his clothes, and injuring him slightly. Mr. Sawyer was riding on the extreme right of the road, and in the exercise of due care, but the driver seemed determined to run him down.

ALL ready at nine o'clock in Trinity Square for the Massachusetts League run to-morrow morning. The route will be Dartmouth street, Commonwealth avenue, Chester Park, Harrison avenue, Warren street to Roxbury, Norfolk street to Dorchester, Mattapan, Canton, Sharon (dinner); return, Canton, East Dedham, West Roxbury, Brookline, East Newton, Brighton *via* Chestnut Hill Reservoir, Beacon street, Dartmouth street, Trinity square.

THE League championship race meeting is to be held to-day, in accordance with the L. A. W. rules. At the time of going to press we have received no official intimation as to the hour of holding it, whether any other than the one-mile event is to be run, whether any one has entered, who are to be the officers, or in fact anything more than the announcement we made last week in "Coming Events," and which we received just as we went to press. Entries to S. A. Marsden, Hotel Vendome, Boston.

ON Monday, 25 September, J. H. Hart and H. Allen started, on a 50 inch level-geared Excelsior Sociable, from West Bradley, England, and in 21¾h. after had covered one hundred and forty miles, the longest ride yet made in a day on a "double." The stoppages aggregated 5¾h., thus giving their riding time an average of nine miles an hour. The first fifteen miles of their trip took them three hours, the roads being heavy with mud, and the usual defective cementing of the tires requiring frequent halts for temporary repairs.

THE Cincinnati *Gazette* claims first place for the Cincinnati Bicycle Club, instead of the Boston Bicycle Club, in priority of the "century" business, the former club having officially called a run to Xenia (62 miles) and return, for the evening of 12 August, the route being by way of Lebanon. About a dozen members made the start at the required time, and most of them accomplished the distance to Xenia, and six of them the run home, where they arrived early in the morning of the 14th, the total distance being one hundred and twenty-four miles. The whole time out was thirty-six hours, and the riding was at the rate of eight and a half miles an hour the entire distance. This was excellent work, comparing the Ohio and Massachusetts roads; but not having been done inside of twenty-four hours, the riders cannot lay claim to being "centenarians." The Champion City Club holds the Ohio record. Try again, Cins.: you can do it easily. The American record is now with the Æolus of Worcester at one hundred and thirty-six miles.

PHILADELPHIA, PA.

Thursday, 26 October, 1882 - - Grand Bicycle Meet.

IN FAIRMOUNT PARK, AT 10 O'CLOCK, A. M.

RACE MEETING

At the Gentlemen's Driving Park, near Belmont Mansion, at 3 o'clock, P. M.

GRAND PROCESSION.

FIRST EVENT. — Competitive Club Drill, in club squads of eight. Prize, a banner composed of the winning club's colors.

SECOND EVENT. — Best Fancy Riding, Single. Prize, gold medal.

THIRD EVENT. — One Mile Race, in heats open to all amateurs. Three fastest winners, and second man in fastest heat, ride in final.

FOURTH EVENT. — Two Mile Handicap, 200 yards limit, open to all amateurs.

FIFTH EVENT. — One Mile Race for Novices. Open to all never having won a first prize.

SIXTH EVENT. — Half Mile Dash. (L. A. W. Men only.)

SEVENTH EVENT. — Five Mile Handicap. All amateurs.

Prizes in each race will be medals; gold to first, silver to second. Entries should be sent to G. D. Gideon, 2023 Ridge avenue, Philadelphia. Entries close 20 October. Fee, each event, $1.00, returnable to starters.

PHILADELPHIA, 5 October, 1882.

All amateur wheelmen are cordially invited to attend the Fourth Annual Meet of Philadelphia Bicyclers, which will be held this year in connection with the Bicentennial Celebration. The meet will be held at the Columbia avenue entrance to Fairmount Park, on Thursday, 26 October, at 10 o'clock, A. M., and will proceed through some of the most picturesque portions of the Park. Dinner will be served at 1 o'clock, P. M., at Belmont Mansion. Tickets, $1.75 each. Races will take place at the Gentlemen's Driving Park, near Belmont Mansion, at 3 o'clock, P. M., under the rules, and with the sanction of the L. A. W. Your attendance is especially requested, and you will oblige by extending the invitation to your cycling friends. Send definite word if you will be present, and whether you will attend the dinner, to J. PENNELL, Fisher's Lane, Germantown, Philadelphia.

Railroad rates will be greatly reduced during this celebration. Transportation of wheels will be free on lines of Penn. R. R. and Phila. & Reading R. R. and branches. Members of Reception Committee will be in attendance at the depots all day Wednesday and on Thursday morning, and at Belmont Station, Reading R. R., on Thursday morning.

HOTELS. — Location and Rate per Day.

Lafayette, Broad and Sansom, $3.00; Continental, Ninth and Chestnut, $3.00 to $4.00; Colonnade, Fifteenth and Chestnut, $3.50; Girard, Ninth and Chestnut, $3.00; St. Cloud, Arch, above Seventh, $3.00; Plumer's Am. Hotel, Chestnut, above Fifth, $2.50 to $3.50; Washington, Chestnut, above Seventh, $2.50; Bingham, Eleventh and Market, $2.50; Guy's Hotel (European) Rooms, $1.00 to $2.00; Merchants, Fourth and Arch, $2.00; Irving House, 917 Walnut, $2.00.

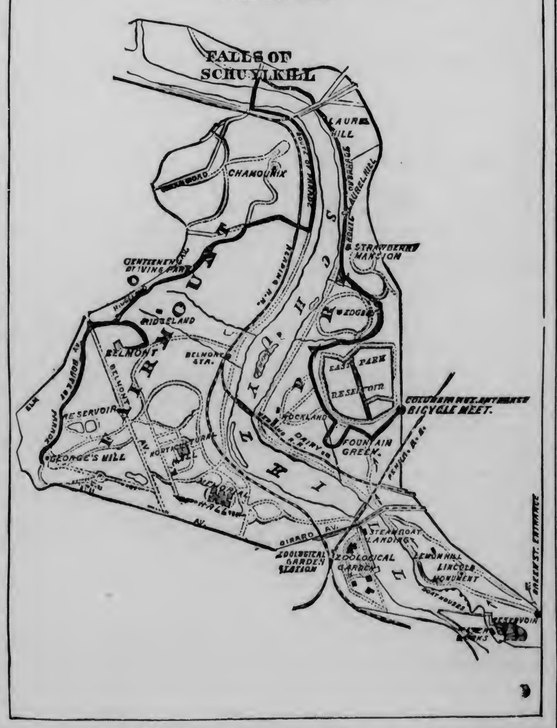
Visiting Clubs. — Secretaries of clubs are requested to send word as early as possible of the probable number who will attend. Storage for bicycles will be provided free on Fairmount avenue at Park entrance.

Uniform. — All participants are expected to appear in uniform. Headquarters of Commander and Reception Committee will be at Room No. 7, St. George's Hall, Thirteenth and Arch streets. Dinner will be served at Belmont Mansion, in the Park, at 1 o'clock, P. M., rain or shine.

Park Regulations. — No "coasting," path-riding, racing or speeding allowed. Trill whistles must not be used. Each bicycle must have a bell attached to it by day, and also a lantern at night.

MAP OF FAIRMOUNT PARK,

PHILADELPHIA.



BICYCLE REPAIRING,
NICKEL PLATING AND PAINTING.

HARRY D. HEDGER,

28 1-2 Piedmont Street - - - BOSTON.

Rubber Handles for the Expert Columbia and British Challenge. Best English Cement, $1 25 per pound.

First-Class Excellence and Moderate Price.

Specialty of unique Jewelry, Medals, Badges, etc., from original designs. Fine Monogram and Fancy Engraving. Estimates and Sketches furnished.
Repairs of Fine Jewelry receive careful attention.
Bicycle Medals of finest workmanship. Correspondence solicited.

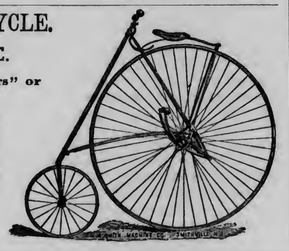
L. L. PEDDINGHAUS,
329 CLINTON ST., BROOKLYN, L. I.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.





Patented in England and the United States.

BURLEY'S
ADJUSTABLE SKELETON SADDLE,
WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $3.50. Nickel Plated, $4.75.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

THE
American Sanspareil Roadster,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 50-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle
NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

Standard Finish. Head. Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold. Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, $125.00

Full Nickelled. Every part on copper, except felloes, which are painted and striped as above . . . $137.50

DUPLICATE PARTS IN STOCK. Send five 3-cent stamps for cabinet photo, or 3-cent stamp for illustrated catalogue containing specifications of this and other English machines and imported sundries. to

SAMUEL T. CLARK & CO., Importers, Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

SPECIAL NOTICE
TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Carocho single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,
MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,
1291 WASHINGTON STREET, BOSTON, U S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets. Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy. | BOSTON, 27 OCTOBER, 1882. | Volume V. Number 25.

[VOL. V. CONTENTS. No. 25.]

Editorial: The Officers' Powers; "The Tariff Question" 615
Wheel Club Doings: Wanderers; Star Wheel; Cohannet 616
Races: Boston, 20 October, League Race Meeting; Great Bend; Emporia; New Haven; Newark; Newport: Toronto; Philadelphia; South Bethlehem; Montreal; North Adams; New Haven; New York; English Twenty-Mile Professional; Fifty-Mile Irish Championship 616
Correspondence: New York; Chicago; Telzah Says; Buffalo; The American Star; About the Start; The Extraordinary Challenge . . 617
The Ring 619
L. A. W. Officers' Meeting 619
Currente Calamo 620
L. A. W.: Applications; Mass. Consuls . . 621
Cycling Mems. 621
Mass. Division, L. A. W. 622
Safety Bicycles, II. 622

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

SCHUYLER & DUANE,
189 BROADWAY . . . . NEW YORK,
Sole U. S. Agents for
THE COVENTRY MACHINISTS' CO., LD.
THE "AMERICAN CLUB" BICYCLE.
THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,
Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - - BOSTON, MASS.

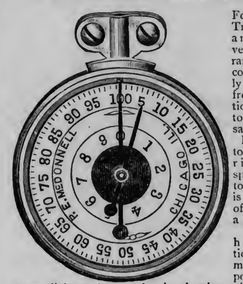
New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

Coventry - - - England, (BAYLISS, THOMAS & CO.) THE "HARVARD," ROADSTER AND SEMI-RACER.
London - - - England, (SURREY MACHINIST CO.) THE "YALE," ROADSTER, LIGHT ROADSTER & RACER.
Birmingham - - England, (THOS. SMITH & SONS,) THE "SHADOW," LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "London," the "Stanley," the "Matchless," and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the "L. L. C." and **Bicycle Sundries and Fittings,** of every description. supplied from stock or imported to order.
Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

A CYCLOMETER



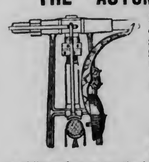
For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.

FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,

SALEM, MASS.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

PATENTS **SECURED** in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite *Herald* building.)

ST. LOUIS, MO — Garvey's Bicycle Agency, 407 S Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

STARBROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, $3.50; nickelled, $4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

COY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

Exact Size.



Pat. Sept. 13, 1881.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each. The same with extra finished settings, $7.00 and $8.00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

TRICYCLING INDISPENSABLE ANNUAL for 1882.

Postpaid, 65 cents.

INDISPENSABLE BICYCLISTS' HANDBOOK

(14th Thousand) FOR 1882. Postpaid, 55 cents.

"PRINCIPLES OF TRAINING," By H. L. CORTIS, showing how to make **20 miles** in **59m. 20⅗s.**

Postpaid, 43 cents.

The above three books mailed to one address for $1.50. Orders from the trade solicited, and a liberal discount offered by the sole United States Agents and Publishers,

OVERMAN WHEEL COMPANY,

Hartford, Conn.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

BICYCLE FOR SALE AT A BARGAIN. — A 54-inch Columbia, ball-bearing, painted throughout, little used, and in good order. Address "X," this office.

FOR SALE — 56-inch Special Columbia Bicycle, full-nickelled, in good condition, rubber handles, and bent-down handle bars. "A bargain." GEO. S. POWELL, 406 Commerce street, Philadelphia, Pa.

A BARGAIN. — A 54-inch Yale, light roadster, full-nickelled, in first-class order; no reasonable offer refused. H. C. DOUGLAS. P. O. Box 3505, N. Y.

FOR SALE. — An *ordinary* Columbia, with hub lamp, Hill & Tolman alarm, in good condition. Price $45. Address CHAS. G. WIESINGER, P. O. Box 35. Adrian, Mich.

FOR SALE. — A 50-inch Harvard, with cradle spring, H. & T. bag, rubber handles; cost $130, will sell now for $115; been carefully run for two months. Box 355, Lowell, Mass.

IT HAS COME AT LAST.

THE

"INDISPENSABLE"

BICYCLISTS' HANDBOOK,

For 1882.

BY HENRY STURMEY.

CONTAINS

Complete Analysis of the Modern Bicycle, with fully Illustrated Descriptions of

All the Latest Novelties in Bicycle Construction. Fully detailed descriptions of all the Bicycles in the Market, with illustrations of all the Leading Makes. Exhaustive Chapter on Peculiar Bicycles, with illustrations of each. Hints on Selection and Purchase of Machines. Comparative view of Prices and Weights. Illustrated Addenda revised to date. Directory to Manufacturers. Indices of Novelties and Obsolete Parts, etc., etc., etc.

Price, 50 cents. By mail, 55 cents.

We have also received and have now in stock,

"CORTIS ON TRAINING."

Price, 43 cents, by mail.

E. C. HODGES & CO.

8 Pemberton Square, Room 12 - - Boston, Mass.

C. R. GARRARD, the English twenty-mile professional champion, and H. O. Duncan, ran a twenty-mile dead heat at Stafford, 2 October, in 1h. 8m.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 205 N. 5th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

☞ Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 27 OCTOBER, 1882.

THE OFFICERS' POWERS.

WE have always believed that the rules of the L. A. W. vested too much power in its officers; and the important business done at the meeting of the board last week has confirmed us in that belief.

Of course, in an organization like ours, where the general meeting is held but once in twelve months, it is necessary, in order to meet emergencies not provided for in the rules, to delegate an executive body or committee with discretionary and positive powers to treat them; but even then this committee should be accountable to the general body for the use of its power, and its action subject to revision, if of a remediable nature, and this need is met in Article 4 of the L. A. W. constitution, and in Rules 13 and 14. The latitude of power which this article and the rules mentioned confers is almost autocratic, and is entirely sufficient to meet any actual need likely to arise during the interim between the annual general assemblies. As if these were not enough, however, a still greater and a very dangerous power is given the board of officers in Rule 36, as follows: —

"36. Additions or amendments to the rules may be made after notice, by mail or otherwise, to every member of the board of officers, at a meeting of the board, or as provided in Rule 14."

We say "dangerous." Let us consider wherein this danger lies. The full board of officers at present would number about seventy. These are scattered over the continent at many points, some several thousand miles apart, and few can spare either time or expense in travelling from these and even intermediate distances to attend a meeting. Consequently, wherever the meeting of the board is held the members present must of necessity largely comprise resident or local representatives. For instance, at the officers' meeting in New York last October, there were but sixteen present, five of whom were from New York City and vicinity; three were from Pennsylvania, two were from Massachusetts, and one each from Maryland, Connecticut, New Hampshire, Maine, and Ohio. At the March meeting held at the same place there were nine only present, four of whom were from New York, three from Massachusetts, and from Connecticut and Pennsylvania one each. At the meeting held in Boston last week there were seventeen officers present, of whom ten were from Massachusetts, three from New Hampshire, two from Connecticut, and from Maine, Ohio, and New York, one each. Of course, it was to be expected that a fuller attendance would result from the meeting's being held in Boston, where so great a proportion of wheelmen reside, therefore we mustered three more (!) men than at the fullest previous meeting. These seventeen representatives (?) of fourteen hundred wheelmen changed the most important and the most deliberately framed and adopted rule in the entire code. If the officers' meeting next March is held in New York, and only eight members are present, five of them can restore the rule, substitute another, or adopt an entirely new constitution, if somebody only puts a previous notice in the WORLD announcing such intention, and the League wheelmen of the country can do nothing about it except in general convention. If the local wheelmen, wherever the officers' meeting is held, desire to make any changes for their sectional benefit, or to meet any case in which they are personally interested, even though detrimental to the interests or against the wishes of all others, it is, under the rule, the easiest thing in the world to do; and we are ashamed to say that not even the wheelmen of Massachusetts are unselfish enough to not take advantage of it. The power to change the rules would not be so dangerous in the hands of the board of officers, if each officer had the privilege of voting by mail on each proposed amendment, as then each section might have at least one voice in its disposition; but it is optional with the mere majority of the quorum of eight, whether a question is so submitted or not.

It is not necessary, however, that the board of officers should have anything to do with amendments to the constitution and rules (in this case the two are synonymous), except by way of recommendations. The least part in the way of amendments or additions should be submitted to the entire League membership, either by mail or in the general convention, after due notice. Neither the national nor the State Legislatures have the power to amend so important an instrument as their constitution, but all propositions must be acted upon by the whole people before they can become laws; and so it should be with ours.

IN the October *Wheelman* appeared an article "The Tariff Question," in which the writer combines a special plea in behalf of the Pope Manufacturing Company with a speciously worded but unjust and unnecessary attack on the petition of wheelmen for a reduction of the tariff on imported bicycles and tricycles. Apparently deeply grieved at the hasty and "ill-advised" manner of its "construction" and "presentation," after referring to the large number of wheelmen in the country, and the need of concerted action to bring the good end to pass, the writer with masterly guilelessness asks, "Would it not be wiser to co-operate with one who has asked what all desire, rather than to prejudice what has already been done by seeking to discredit the doer?" But why did not our pleader for "fair trade" let the wheelmen of the country know that he was going to ask this reduction, and request their co-operation? Surely, with the thousands

of wheelmen at his back to indorse his plea, his arguments would have been strengthened rather than weakened. And why, since the wheelmen (unaware of his generous private action in their (?) behalf, but understanding instead that he was asking an increase of the tariff) have sent a petition, asking the same thing which Col Pope desires, does his legal adviser endeavor to prejudice their action by seeking to discredit the framers of the petition? Every sensible wheelman outside the trade is in favor of a reduction of the duty on steel and on bicycles, both, and cares little how or by whom it is obtained, and would gladly have co-operated with Col. Pope for that object.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

STAR WHEEL CLUB. — A wheel club was formed in East Rochester, N. H., 16 October, with the following organization: President, Frank B. Parshley; captain, Elbridge H. Corson; secretary and treasurer, George L. Hayes.

WANDERERS' BICYCLE CLUB. — At a meeting of wheelmen in Toronto, Ont., 19 October, a club was formed under the above title, with an active membership of sixteen, and the following organization: President, Lieut.-Col. Otter; vice-president, P. D. Ross; secretary, G. H. Orr; committee, Messrs. Robinson, Cooper, Duff, and Fitzgerald. The club starts under excellent prospects, and expects to become one of the leading clubs in this province. G.

COHANNET WHEEL CLUB. — At a meeting of the wheelmen of Taunton, interested in forming a club, thirteen persons signed the membership roll and elected the following officers: President, George E. Whitehead; secretary, William H. Pendleton; treasurer, Edward Brown; captain, John M. Hardy; lieutenant, Harrison O. Baker. The association will be known as the Cohannet Wheelmen's Club.

W. H. PENDLETON, *Sec.*

RACES

BOSTON, 20 OCTOBER. — THE L. A. W. FALL RACE MEETING. — There were about one hundred spectators at the race meeting of the League of American Wheelmen, last Friday afternoon, at Beacon Park. The races had been announced for three o'clock, but incomplete previous arrangements and the protracted morning session of the League officers combined to delay matters, and the first race — the one-mile championship — was not called until past four o'clock. For this race there were but three entries, namely, Lewis T. Frye of Marlboro', Mass., the holder of the medal and title, George M. Hendee of Springfield, Mass, and V. C. Place of Greenville, Pa. The men all looked and were in prime condition, and took their places in the following order: Frye at pole, Hendee second, Place third. At the sound of the pistol all got off in good form. Frye taking the lead, and working in his usual fine way, his intention evidently being to keep the lead and force the pace for the others. These, however, showed their ability to take his pace and followed him in close order during the first lap, and on the second Hendee let himself out, and made a pace for himself which Frye, despite a most gallant struggle, was unable to equal, and had to fall to second position, and the third quarter was entered in the following order: Hendee, Frye, Place. But the champion seemed determined to regain the front, and pushed his pedals splendidly for a good space, entering the last quarter well up with Hendee, with Place third by several rods. The Springfield man, however, did not seem satisfied with merely leading, and showed that his fine spurt had not by any means winded him, for he now began to draw away very perceptibly, and had got such a long and increasing lead at the half-turn that both Frye and Place succumbed to the inevitable, and slackening paces, rode home at ease, while Hendee came flying down the home stretch at a tearing gait and passed the line in 2m. 57½s. It should be stated, however, that in accordance with recent private measurements, which made the course some ten yards longer than one fourth of a mile, the men were started forty yards in advance of the scratch. The time, therefore, will not stand as a record until the track has been surveyed, and its measurement certified to by a professional surveyor, which we understand will be done immediately.

The next and final event was a five-mile amateur open race for two silver cups, first and second prizes, respectively, offered by the BICYCLING WORLD. Messrs. Frye, Hendee, Place, J. W. Wattles of Canton, and John Tacy of Lawrence were entered for this, but Frye and Hendee withdrew. The start in this was made from scratch on the old basis of measurement, and the three men went away in good shape, Place taking the lead, Tacy second, and Wattles last, and this order was maintained throughout; and the only feature of the contest which saved it from being monotonous was the excellent and unexpected style and pace of Tacy, who was a new man to racing in this section, and also hitherto unrecorded, but he held his own finely in Place's rear, and finished only a few seconds behind. Place's time was 17m. 39s.; Tacy's, 17m. 45¼s.; Wattles's, 19m. 20s. The track was in fair condition, but the wind was quite strong, considering which the time was better than was expected. The officials were: Referee, Charles E. Pratt of Boston; judges, Fred S. Pratt of Worcester, Charles A. Hazlett of Portsmouth, N. H., Dr. A. G. Coleman of Canandaigua, N. Y.; timers, J. S. Dean, Edward W. Pope, Louis Harrison; scorer, William E. Gilman; starter, Frank W. Watson.

SUMMARY: One-mile L. A. W. championship — G. M. Hendee, Springfield, Mass., 1; L. T. Frye, Marlboro', Mass., 2; V. C. Place, Greenville, Pa., 3; time, 2m. 57¼s.

Five miles, amateur, open — V. C. Place, Greenville, Pa. 1; times — one mile, 3m. 24s.; three miles, 10m. 29s.; four miles, 14m. 13⅝s.; five miles, 17m. 39s. John Tacy, Lawrence, Mass., 2; times — one mile, 3m. 28s.; three miles, 10m. 29⅛s.; four miles, 14m. 13⅝s.; five miles, 17m. 45⅛s. J. W. Wattles, 3; time — five miles, 19m. 20s.

GREAT BEND, PA., 5 OCTOBER. — The Binghamton Bicycle Club wheeled to Great Bend, Pa., a distance of twenty miles, to attend a mile race, the best two out of three heats. C. E. Titchener riding a 58-inch wheel, E. E. Kattell a 60-inch, and Andrew Crandall a 54-inch, entered for the race. On the first heat Titchener was leading at the quarter pole, Kattell closely following, and Crandall last; but before the half-mile was reached, Crandall passed Kattell, who dropped to the rear. When Titchener reached the home stretch, Crandall was way behind, but by a brave spurt passed the wire only half a wheel behind Titchener. Time, 3m 31⅛s. Crandall's pedal broke after he had passed the wire, giving him a severe header. On the second heat, Crandall being too much bruised to run, A. W. Clark took his place. On the start Titchener took the lead, Clark lapping his wheel, Kattell last; these positions were unchanged until rounding the turn into the home stretch, when Clark spurted by Titchener, leading until about ten feet of the wire, when Titchener passed him, winning by quarter of a wheel. It was evident that Clark could have won had he wished to, as he rode down the home stretch with one hand. Time on last heat, 3m. 19⅛s. The prizes were an ivory-handled silk umbrella, a hub lamp, and an Acme stand.

IN BRIEF. — Emporia, Kan., 29 September, one mile, best three in five; J. W. Murphy took three straight heats, fastest being 3m. 59s.; W. and C. Severy, second and third respectively.....New Haven, 5 October, at Hamilton Park. One-mile championship of New Haven, gold medal best two in three; H. Clark, two straight heats; times, 3m. 14⅜s. and 3m. 20s.; L. B. Hamilton second. Ride and run, half-mile, silver medal, G. M. Hendee of Springfield, 2m. 9⅛s. One-mile, boys' race, silver medal, J. H. Flock, New Haven, 3m. 29s. Slow race, 200 feet, G. M. Hendee, silver medal. Five-mile, gold and silver medals, G. M. Hendee, 18m. 9⅛s.; J. F. Ives of Meriden, second. Half-mile without hands, G. M. Hendee, 1m. 54½s.; J. D. Canary, second, 1m. 55s.....Newark, Ohio, 5 October, two miles, G. Davidson, 7m. 7½s. .. Newport, R. I., 13 October, half-mile, two-mile and a one-mile race, Fred Binford, Edward Buffum, and C. S. Plummer, winners, respectively. ...Toronto, Ont., 14 October, Lacrosse Club bicycle race, two-mile, P. Doolittle of Aylmer, Ont., 8m. 51s.....Philadelphia, Pa., Olympic Athletic Club games, bicycle race, three-mile, A. G. Powell, 10m. 12½s.....South Bethlehem, Pa., 14 October, Lehigh University Athletic Association games, two-mile bicycle race, P. D. Millholland, '86, 7m. 47¾s.....Montreal, 14 October, Bank Athletic Association games, two-mile bicycle handicap, W. G. Ross, Montreal Bicycle Club.....North Adams, Mass., Williams College sports, half-mile bicycle race, Ames, '85, 1m. 4c⅛s.....New Haven, Conn., Yale Athletic games, two-mile bicycle race, Hamilton, '86, 7m. 25⅞s. New York, 21 October, Columbia College Athletic sports, two-mile bicycle race, R. C. Kemp, 6m. 33⅛s.; G. M. Gray second.

THE second race for the English 20-mile professional championship was run on the Belgrave road ground, Leicester, 7 October, the competitors being J. Kean, London, R. Howell, Coventry, F. Wood, Leicester, R. James, Birmingham, C. R. Garrard, Coventry, B. Keen, London, F. Lees, Sheffield, and Warwick, Birmingham. The race was splendidly contested, J. Keen, James, Wood, Garrard, Lees, B. Keen, and Howell leading at various times, and was finally won by Howell in 2m. 55s., which beat the professional record made by Wood in July.

W. M. WOODSIDE won the fifty-mile bicycle championship of Ireland, 7 October, at Phœnix Park, Dublin. Time, 4h. 14m. 20s. Raining, and track bad in consequence.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

New York Letter.

Editor Bicycling World: — Well, this week there is in very truth a dearth of news, except that which I can give you in regard to the rain which we have, by way of a change, had all through it. It commenced bright and early to rain on Monday morning, and kept it up with little variation until this Saturday, when it partially cleared and has left us Sunday to enjoy; and we have taken it out of Sunday. The only event of the week that had much bearing on us New-Yorkers was the news of Pitman's admittance to the League, which, though not conveyed in exactly an official way, came from certain information. We rejoice with you, old boy: after many years the victory has come. That you deserve it, few here doubt; that you have well earned it, we all know; and that you will not (as some of its members seemed to fear) bring odium upon its ranks is the unanimous vote of all your friends who know your genial character of old. Clear in the banner of Ixion shines the Lone Star, and now new lustre is added to its beams, set in the black and silver. We shake with you, "London W," and echo your cordial sentiment to "Still shine on, Brother Pit." Congratulations are pouring in upon him from all sides; but I hope that mine, though one of the last to arrive, may not prove the least acceptable.

I note with pleasure young Hamilton's victory at Yale, and hope he will be able to put in an appearance at Philadelphia. It was too bad that he was jilted at Springfield. Place, too, we hope to see at Philadelphia. He will surely not be content, after beating the Boston men on their own ground in the five-mile, to lose the chance of doing the same thing by the riders of Quakerdom. And by the way, speaking of the Philadelphia races, the finest machine, without any doubt, will roll from New York. It will be ridden by Mr. Schuyler (of Schuyler & Duane). It has ivory handles, with gold-plated handle bar and brake, the rest of the machine being painted a deep brown striped with gold; look out for it!

The Columbia College games on Saturday afternoon were hardly a success from any point of view, the most of the athletic events being mere walk-overs; the bicycle race, a two-mile handicap, was won by R. C. Kemp in 6m. 33⅛s., G. M. Gray coming in second. They each of them had four hundred yards on the scratch man, Frank D. Howard of the Ixion Bicycle Club, — that is to say, they had about two laps handicap in sixteen laps, the track being eight to the mile. This seems to me something fearful to give on any man, to say nothing of one who had no record for two miles. The affair was if possible rendered a little more ridiculous by Mr. L. E. Myers, the runner, protesting Mr. Howard: no reasons of any account being advanced, except that it was that powerful star in the athletic firmament's will and pleasure so to do. But of course the king can do no wrong. I notice that *Puck* is one of the first to accept the bicycle as the coming steed, for in one of its latest cartoons — the one, I think, on the tunnel disaster — instead of mounting Death on the traditionary pale steed, it places him on a bicycle of wondrous construction and girth. I think it more appropriate, even if it does contain a covert fling at us.

Till we meet in Fairmount Park.

CHIC.

NEW YORK, 22 October, 1882.

Chicago.

Editor Bicycling World: — With the perfecting of Stony Island avenue, stretching south from city limits to South Chicago, a distance from the centre of the city of thirteen miles, a splendid bicycle run is opened up to bicyclers. From South Chicago a fine road branches off to the west and south, leading around through woods and along the bank of Lake Calumet, three miles, to Pullman, the Magic City of palaces, built in one year. Pullman is perhaps one of the most wonderful places to be found, in that it is the very essence of the most expensive and refined civilization in the way of costly public and private buildings, built in the midst of a howling wilderness of flat prairie in a period so short as to make it worthy its name of the "Magic City." It is a city of the most metropolitan style, built entirely of pressed brick and cut stone, with solid blocks of houses the architecture of which, although different in almost every building, still follows out one plan or scheme of general design, — that of the Renaissance. Streets broad, and of the finest macadam, with stone gutters, and wide squares laid off with fine gravel walks, grass of the most cultivated velvet green, and flowers such as only the most skilful park gardening can produce. This magnificent triumph of high art in city building contains the great works of the Pullman Palace Car Company, built of the finest pressed brick and cut stone, and run by the monster Corliss engine exhibited at the Centennial, enclosed in a splendid plate-glass engine house. A hotel than which there is not a finer in the country, the "Florence," built and run upon the most extensive and elaborate plan, will receive and entertain the bicyclic visitor at reduced rates, thanks to the Chicago wheelmen who have "appointed" it a League hotel. Pullman has a rowing and athletic association, with a capital of $10,000, whose grounds consist of a little island in Lake Calumet, at the foot of the principal street. Upon this island they have built a cinder track of six laps to the mile, a splendid grand stand and boat-houses, with a fine sodded field in the centre of the track, the banks of the little island being finely sloped and sodded. Chicago wheelmen are highly elated over this prospect for future races on a track where good records will be the rule and not the exception. The opening of this track will occur on the 21st inst., when the Chicago Bicycle Club will contest for the prizes offered — gold and silver medals — with five other wheelmen. A new boulevard is in process of completion, which will be finished in the course of a year, and will connect Pullman with the South Park system. This will give our wheelmen a delightful spin of fourteen miles over a sandpapered surface, level as a floor. Should the wind be strong from the south, the trip can be made out in the cars, and the return on wheel before the gale, or *vice versa* if from the north. This has been done lately, and makes a bicycle ride of the most extremely delightful character.

Mr. C. C. Philbrick has just received his 61-inch Harvard, and lost no time in discovering that he could not ride it with any comfort. He has consequently bought Capt. Miller's 57-inch D. H. F. Premier, and finds a good fit. He expresses his intention of keeping the Harvard for "parade purposes." We hear of an American traveling in England, who, observing the small machines ridden there by bicyclers generally, asked why it was, and was ad-

vised that they sent all the 60s over to America.... The *Wheelman* is at hand, and is received very kindly. Its make-up is very fine,— unexpectedly so. One cannot help offering a friendly criticism, however, in the matter of the bicyclers on the title-page. Their attitude seems altogether too pronounced. Their arms, which appear bigger than their legs, are in a very uncomfortable position, and we have failed to find a wheelman yet who rests his thumbs on the handle bar in the style illustrated. We would suggest a little more development of the lower limbs, even if the exuberant mustaches have to be curtailed for the purpose. ....Several Milwaukee wheelmen visited the Aeriel Club on the 14th inst., and with the Chicago, Owl, and Hermes Clubs, forty-five strong, made a tour of the boulevards. They were entertained by the Aeriels at a banquet in the evening. During the procession in Drexel Boulevard, a lady and a child in a buggy were upset through the lady becoming alarmed and pulling her horse up against the sloping banks of the roadway. No serious damage done. It may be that it is not a good idea for bicyclers to appear in too large numbers on drives without the escort of police or patrolling wheelmen. While in this case it was more the driver that was frightened than the horse, yet misunderstandings are apt to arise between the bicyclers and timid lady drivers that ought to be calculated for and guarded against to insure the protection of bicyclers from unjust construction of the cause of the accident and the safety of the latter.

STENO.

Telzah Says

A good many excellent things, and makes the most out of our poor and barren State of New Hampshire, and we are all proud of him as a chief consul; but of all the good things from Telzah's pen, nothing exceeds his remarks upon the action of the Æolus Club of Worcester. There is sufficient vim and life displayed in opposition to the L. A. W. to render it one of the most active and prosperous organizations of the country, could these guns but be reversed. Come, brother wheelmen, leaguemen, let us join hands and work in harmony. NASHOONON.

NASHUA, N. H., 23 October, 1882.

Buffalo.

AT a regular meeting of this club on Wednesday evening, 11 October, nothing of great importance came up. The regular business was transacted as usual, with a little debate on club uniform, which was tabled for one month. Report of the tournament committee was received and placed on file, showing a balance in our favor.

The tournament is voted a success. We had a beautiful day, good track, fine crowd, and enough visiting wheelmen to make it pleasant. The Rochester Club turned out a goodly number, as also did the Dunkirk boys, and the "Rochester eight" received hearty applause for their fine drilling. In fact, it was something our people had never seen before; and if they will come this way again, we can promise them a large audience. There were also several wheelmen from surrounding towns. Dr. Coleman makes a splendid judge, and I hope to see him in the stand again next year. I also noticed Dr. Blackham of Dunkirk and Miss Lotta among the visitors.

Capt. Sholes and Mr. Forward of the Cleveland Bicycle Club made us a call some time since, having ridden from Cleveland to Buffalo. We enjoyed their visit much, and hope they will come this way again. The *menu* card of their annual dinner, 3 October, was both artistic and original. Which makes the best pie, Friend Sholes, full-nickelled red Para rubber crust, or Hancock's patent non-slipping?

Sunday morning is a favorite time for riding in the Park among our club members, thirty wheelmen making a fine show last Sunday. In the afternoon our captain, while taking a spin, was thrown quite violently, and now is carrying his arm *à la* swing. The captain had called a club run for 17 October, but on account of his accident has postponed it one week.

I wish to say something to some one in regard to the L. A. W., and guess now is a good time and place. I think we should form a State branch, and then, perhaps, some interest will be taken in it. The riders, or some of them about here, say that they cannot see any good in belonging to the League, and I must admit that they have good reason for saying so. I am only a member, and cannot very well do more than talk, but I can talk. I think our representative at this end of the State can be braced up to do something, if a start is made. We are in the same office, and if necessary I can give him a stirring up at any time. Our State ought not to be left behind in this movement, and I say, Wake up, Mr. Chief Consul, and let us hear your bark! Chief consul Pratt of Massachusetts is a good criterion. Who is our chief consul? Why don't he follow suit? If he wants any help at this end of the State, I'm sure Dr. Coleman of Canandaigua is awake, and I'm also sure he can find a coadjutor in Buffalo. Dr. Blackham of Dunkirk is an enthusiastic wheeler, and can be counted on also. Perhaps I have said more than becomes an unofficial member, but I want to see something done.

C. K. ALLEY, *Cor. Sec.*

The American Star.

AT the recent industrial exposition in Cincinnati there was a very fair exhibit of bicycles, both English and American, several of the latter being Stars of different sizes and styles of finish. The crank machines, of course, made a good appearance, but they were merely placed upon pedals and labelled, and had no exhibition of their qualities; while the gentleman in charge of the Star attracted attention to his exhibit by riding it to show of what it was capable. Among other feats he would cut the figure 8 in nearly all possible forms, and would close his performance by riding with apparent ease and perfect safety over a piece of joist or plank six or eight inches square without being dismounted. These features impressed the judges, and the machine received the highest medal and first premium.

AN EXHIBITOR.

About the Start.

Editor Bicycling World: — I would like some kindly disposed brother to enlighten my uneducated Western mind with a good reason why League races should be run from a stand. I have never heard a reason given, and do not see why it is not just as sensible to come to a stand at the finish as at the start. What is the object of a fast race anyhow? Is it not to see how quickly a given distance can be covered, rather than how quickly a start can be made?

There are several reasons which seem to me good and sufficient why a standing start should not be used. In the first place, it is unfair: a man with a small or a light wheel can gain twenty-five yards at the start, by his advantage in leverage or weight. I have repeatedly bent my pedal pins in trying to get started, and cannot possibly get up speed inside of half a dozen turns.

Again, it is liable to cause accidents when three or four start together, for there is always more or less tendency to wabble in starting from a stand. In the twenty-mile race at Louisville, last spring, where I had the honor to get beaten, three men ran into each other at the start, and piled up on the floor, while subscriber got out more by good luck than good shooting.

Then it makes the time compare unfavorably with trotting time: why should a horse have the advantage of a bicycle in making records?

Hoping that some one will take pity on my ignorance, I am JUMBO.

ST. LOUIS, 16 October, 1882.

The 'Xtraordinary Challenge.

THE author of "Safety Bicycles," in the BICYCLING WORLD of the 13th inst., admits that he has never tried the 'Xtraordinary Challenge, and says that he must therefore be careful in criticising it. His fairness of intention is quite evident; but it seems to me that no testimony should be accepted as valuable in regard to the performance of a peculiar machine, except as it comes from one personally experienced in its use, or from one who has collected the testimony of others who do know whereof they speak or write.

Having ridden the 'Xtra, and associated with many, perhaps twenty, riders who use it, I venture to give some information about it. This machine can be ridden, after a fashion, by any average bicycle rider; but it is a rather difficult mount for a tyro, and requires a special training before one can ride it well. The vertical action of the leg, which is one of its features, is very effective and desirable, but time is required to acquire it. I think an average rider should do as much as one or two hundred miles on it before attempting to judge of its value for road work. On the road I find that, with riders of equal experience and ability, the 'Xtra will make fully as straight a track as the other machine, and if there is a difference it is in favor of the safety. The latter, for a beginner, is more erratic in steering, *but it is easier to steer* than the former; and when a rider learns it, the wabble disappears as much as from any bicycle. Any machine at high speed wabbles if the rider is unaccustomed to such speed, but I can show Mr. Wilcox riders of the 'Xtra who will steer as straight a course at any gait as any riders on other bicycles. The 'Xtra is nothing like so hard on the hands or exhausting to the arms as other machines, the American Star alone excepted.

In further proof of this, the rider who learns to ride the 'Xtra "hands off" finds it no more difficult than with any other machine. One fact is worth a thousand arguments or surmises. A gentleman of my acquaintance rode an 'Xtra, not long since, thirteen miles in sixty-five minutes. About nine miles of this was ridden *without the rider touching the handles*, except for a few seconds on one occasion, when turning a sharp corner. During the nine miles he descended a hill 1,100 feet long, with an average grade of five feet per hundred, and crossed about fifteen car tracks. Surely a machine must steer well to make such a performance possible.

I know many riders of experience who share my opinion in regard to the steering of the 'Xtra.

The charge of poor construction can be extended to nearly all bicycles at times. Some rather startling figures can be given in regard to some of our most popular ones. The first 'Xtras imported were defective in the centres, hubs, and spokes. Now the spindle and its bearings are thoroughly hardened, and wear nearly as well as those of any machine made, *if properly cared for, and not allowed to run too loose.* The addition of a dust cap to the head has done a great deal to prevent destructive wear of the centres. The hubs and spokes are now well made, and I think the front wheel is subject to less wear than on the ordinary bicycle. The reason for this is apparent: this wheel carries less weight, and does not have to raise the rider so much in passing over obstacles. The extra size of the rear wheel causes it to bridge small depressions and ride over obstacles more easily than a smaller wheel, and a pretty extensive comparison shows me that the rear wheel of the 'Xtra lasts about as long and wears about as well as the rear wheel of any machine.

Mr. Wilcox remarks that the 'Xtra makes no well-founded and direct claim to either especial power or speed. On the contrary, all riders I have known claim great speed, at least *for road work*, and great hill-climbing power; and its records on the path are of high standard from one mile to one hundred miles.

I have ridden one 'Xtra probably more than 2,000 miles within the last twelve months alone, and shall probably make, during this month of October, as much as seven hundred miles more on a 54 inch 'Xtra. I have been the possessor of three 'Xtras and of eight or ten ordinary machines, and have ridden all sizes of the latter up to a 56-inch, and have had more experience with it than with the 'Xtra. This experience has been marked in favor of the 'Xtra for speed *on the road*, and up and down hill. I rode a 50-inch this summer twenty-seven miles in just three hours, over a hilly and stony road. My companion, a good man and well mounted on an ordinary, could not run hills as rapidly as I could, and yet I consider him my superior as a rider. The difference was in the machines. My companion in one trip this summer is one of the veteran riders of the United States; I know of none better. He is thoroughly expert with both styles of bicycle, and says decidedly that he can climb hills with the 'Xtra which he cannot mount with the other machine. This is my own experience. Nothing can upset such testimony except truthful testimony of contrary experience coming from riders who really know both machines.

On the level the 'Xtra is probably a little, a very little, slower than the ordinary, but it is quicker on rough ground; I believe it is quicker up-hill, and I know it is safer to run fast down-hill.

Mr. Wilcox dwells lightly upon the advantages possessed by the 'Xtra, — so lightly that I am led to believe he does not fully realize their importance. City riders may not value an easy mount and dismount, but a tired traveller in the afternoon knows what a grand point of superiority resides in the 'Xtra in this respect.

Possibly twenty per cent, or say only ten per cent, of a rider's strength is exhausted, on a journey, in back-pedalling on the ordinary. The great brake power of the 'Xtra does away with this unavoidable loss. Back-pedalling is a necessary accomplishment for all riders, but on a journey the brake should be used as much as possible to save the rider's strength.

The strain on the hands and arms on the ordinary machine causes a large percentage of the exhaustion of a journey, but the pedals on the 'Xtra are relatively farther back by about three inches, and this gives the rider more effective weight for propulsion, with much less strain on the arms. This is an advantage which cannot be overestimated.

But over and above all, the element of safety is the grand feature of the 'Xtra. It makes night riding an unalloyed pleasure. It enables many men to ride who could never be induced to take the risks of the ordinary, and it also enables one to ride down steep descents and across broken grounds where the ordinary machine must be pushed by hand.

I have known many good riders to abandon their ordinary machines permanently for the 'Xtra. I have known a few beginners with the 'Xtra to give it up for its rival, but I have never known or heard of a single case wherein a really experienced rider of the 'Xtra gave it up for any other style of bicycle.

This may be called a eulogy; but I ask anyone who wises to criticise this article in fairness, and for the sake of bicycling and the truth, to reply to the statements of fact and experience herein contained, if he can. I repeat that facts are worth more than arguments or theories, and I can, if necessary, furnish ample testimony from experienced riders as to the many advantages of the 'Xtra.

SAFETY.

P. S. There is no force in the statement that the inventor once made an immense 'Xtraordinary, and never made another. The same kind of testimony applies to ordinary machines. The Aeriel Works once turned out a seven-foot wheel which was a failure, and could not be run up to the speed a friend of mine gets on a 48-inch 'Xtra. The famous monster bicycle of Coventry is a useless toy, and Mr. Albin's big circus wheel is simply the laughing-stock of bicyclers.

S.

The Ring.

(For the Bicycling World.)

LONG cycles since, so chroniclers relate,
(Scratching, the while, with inky quill, a pate
Smooth-shaven,) down stepped to the roaring sea
A sleepless king.

With troubled mien he cast far in the deep
An amulet, and watched, as with a leap,
The mad waves sprang and grasped with savage glee
The royal ring.

And history relates how in amaze
A fisherman found glittering in the rays
Of morning glory — all bedewed with slime —
The wondrous gem.

So, king and humble fisherman in one,
The doubting tyro feels his life is done,
As o'er his prostrate form wild cycles climb
In rampant strife.

But lo! persisting, swift the crown of health
Dazzles his unaccustomed eyes with wealth
Of joy perennial, — the diadem
Of new-born life!

J. PARK STREET.

L. A W. Officers' Fall Meeting.

LAST Friday, at 10.30 A. M., the board of offcers of the League of American Wheelmen assembled at the Hotel Vendome, Boston, to hold its annual fall session. We shall give this week but a brief synopsis of the business done; and next week, or as soon as the copy is furnished, we shall print from the stenographer's notes the report in full. Those present comprised President W. H. Miller of Columbus, Ohio; Vice-President A. W. Parsons of Cambridgeport; Chief

Consuls S. A. Marsden of New Haven, Conn., C. H. Lamson of Portland, Me., Fred S. Pratt of Worcester, C. A. Hazlett of Portsmouth, N. H.; Representatives George H. Day of Hartford, Conn., E. K. Hill of Worcester, F. N. Carpenter of Boston, C. P. Shillaber of Boston, C. L. Clark of Newton. M. D. Currier of Lawrence, Frank S. Winship of Lynn, A. J. Philbrick of Salem, E. M. Gilman of Nashua, N. H., Dr. A. G. Coleman of Canandaigua, N. Y., and Treasurer W. V. Gilman of Nashua, N. H. The notices had been issued quite late, and this, combined with the distances to be traversed by many of the chief consuls, occasioned the slim attendance. A large number of tie votes in the recent election by mail voting, and several resignations since, had occasioned many vacancies, and the greater part of the meeting in the morning was taken up in filling these, the following being the elections made: L. M. Beebe, Jr., of Charlestown, to be chief consul of South Carolina; Philip T. Dodge of Massachusetts to be chief consul for the District of Columbia; Harry Bates of Indianapolis for Indiana; Horace Beddo of Louisville for Kentucky; A. G Carpenter of Providence for Rhode Island. The following representatives were elected: C. Waterhouse of San Francisco, C. E. Hawley of Washington, H. G. Rouse of Peoria, Ill., H. W. Williams of Boston, C. K. Ferry of Springfield, J. A. Cross of Providence, C. W. McLean of Louisville. The treasurer, W. V. Gilman of Nashua, N. H., submitted a report of the financial business of the League for the six months ending 20 October, 1882, which showed the total receipts to be $1,717.88; total expenditures, $748.93; balance in the treasury, $973 95. Five hundred and thirty-eight members have been added, and eight hundred and seventy members have paid their dues, making a total of fourteen hundred and eight who are active members, according to the treasury record.

Little other important business was transacted in the forenoon, and the board adjourned until evening to attend the races at Beacon Park. On reassembling in the evening the proposed amendments to the rules were taken up, and the following adopted: To No. 17 of the racing rules, "The track shall be measured on a line drawn three from the pole." Of general rule 25 the words "taught or" were, after considerable debate, stricken out. Of rule 26, all after the first two lines were stricken out. Amendments were also made to rule 8, in relation to duties of representatives, and to rule 21, in regard to the method of balloting by mail. The following members were elected a racing board of the League: S. A. Marsden of New Haven, L. H. Johnson of Orange, N. J., George D. Gideon of Philadelphia, George H. Strong of Oakland, Cal., J. S. Dean of Boston, and Burley B. Ayers of Chicago.

Mr. Will R. Pitman's case was taken up, he having renewed his application for membership; and, after a brief debate, he was admitted. The president was authorized to appoint a committee of three to confer with the railroad companies of the country with a view to obtaining free transportation of passengers' bicycles. It was voted that copies of the names of applicants for membership be sent to the *Wheel* for publication A considerable portion of the evening was devoted to a consideration of ways and means, and the meeting did not adjourn until about 1 o'clock Saturday morning.

CURRENTE CALAMO

THE Bostons and Providences have been having a fine time this week in the hilariously fraternizing vein.

SECRETARY TOLMAN, of the Worcesters, has returned from his trip to Washington and tour through Virginia, having had a fine time.

WE have Dr. A. G. Coleman's narrative of his and the Rochester wheelmen's recent trip to Kansas and Colorado, and shall publish it in the WORLD at an early day.

ABOUT ten wheelmen visit Philadelphia this week from this vicinity, among them Papa Weston, the Popes, and Capt. F. W. Whiting of the Chelsea Bicycle Club, who will represent the WORLD at the wheelmen's meet.

A GRAND six-days' professional championship of America bicycle race is being projected in New York, and all who desire to participate may learn particulars by addressing F. A. Stenier of *Turf, Field, and Farm*, Church row, New York.

THE Star Wheel Club of East Rochester, N. H., all mounted on American Stars, intend a run to Boston and vicinity, starting 30 October. That will give the machine a pretty good test, for they will have some "cuss" roads to get over before reaching sandpaper.

PRESIDENT T SEDGWICK STEELE of the Connecticut Bicycle Club, Hartford, has just presented his club with a handsome flag. It is of dark-green silk, two and a half feet long, and has the name of the club lettered upon it in gold. The banner is richly and tastefully mounted, and is to be used on all club parades.

MEMBERSHIP in the L. A. W. is no longer a guaranty of amateurship to the Bicycle Touring Club, the Bicycle Union, nor the National Association of Amateur Athletes of America, and League members wishing to compete in events under the auspices of those associations must produce other credentials of eligibility.

IF the Massachusetts Division, L. A. W., impose any assessment, either voluntary or involuntary, upon membership, it will kill itself very dead. Too many things already draw the shekels from bicyclers' pockets. If the League of American Wheelmen cost nothing to join and levied no assessment, we would know in six months' time just how many bicycle riders there are in the country. because every man who had a bicycle would join.

THE Pope Manufacturing Company scored another point last Friday evening, when they made use of their club to remove professional disabilities from their riding teachers. Capt. Shillaber has a level head, and showed the courage of his convictions when he put his voice on record against the abuse of a power backed by such powerful odds.

AT the regular meeting of the Kings County Wheelmen, 19 October, it was voted to make a run election day to Orange and return, and that Brooklyn, New York, and New Jersey clubs be invited to participate. A pleasant episode of the evening was the presentation to G. W. Brown, the anti-monopolist member, of a neatly arranged basket of soup trimmings, to which he responded in an appropriate speech.

C. L. CLARK, of the Boston and Newton Bicycle Clubs, was the only member of the board of officers who voted against changing the amateur rule at the meeting last Friday, and only he and Capt. C. P. Shillaber of the Massachusetts Club opposed it in debate; Representatives Carpenter of the Boston Crescent, and Winship of Lynn, were not present in the evening, but they would have voted against the change.

THE TREMONTS TO THE FRONT!—ONE HUNDRED AND FIFTY-FOUR MILES IN 20½h.—Messrs. C. J. Holland and W. L. Jackson, of Medford, members of the Tremont Bicycle Club of Boston, made a run of one hundred and fifty-four miles Oct. 22. The start was made from Medford Centre at 12.18 A. M., and the finish at 11.49 P. M. The route was to South Framingham *via.* Cambridge, Chestnut Hill. Newton Lower Falls. Wellesley, and Natick, returning by same road; then to Gloucester, *via.* Malden, Saugus. Lynn, Salem, and Beverly, returning to Medford by same road, and again to South Framingham, and return to Medford as before, making a total distance of one hundred and fifty-four miles. Running time, 20h. 30m.; time used for meals and rest, 3h. 1m. The above is the longest run made in one day by any bicycle club in America.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

C. E., Minneapolis, Minn.—1. Not necessarily. 2. It is largely a matter of preference. We think their merits are about equal.

C. H. W., Manchester, N. H.—Thank you. Do so some more.

F. W. S., Barre, Vt.—You have probably received the book by this time, eh?

C. K. A., Buffalo, N. Y.—Have attended to the matter.

H. C. D., New York.—It is a good thing. You will make no mistake in having your machine finished that way.

C. E. T., Binghamton, N. Y.—The Yale Roadster, or the British Challenge.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins,—provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. L. A. W.

DUNKIRK BI. CLUB.—Additional: P. C. Hamilton, Henry Heyl,—both of Dunkirk, N. Y.

NASHUA WHEEL CLUB.—Additional: Frank B. McKean, Concord street; Thomas E. McAfer, 142 Bowers street,—both of Nashua, N. H.

CORTLANDT WHEELMEN.—Additional: Howard N. Simpson, Peekskill, N. Y.; Samuel Wessells, Peekskill, N. Y.; Henry Tate, Verplanck's Point, N. Y.

UNATTACHED.—Fred. Bamwell, Cambridge street, Old St. Pancras road, London, N. E.

Additional Consuls for Massachusetts.

THE following consuls have been appointed in Massachusetts since last reported: O. W. Whittmore, Arlington; Arthur L. Whiton, Hingham; Frederick E. Smith, Ipswich; Wil is Farrington, Lowell; Lewis T. Frye, Marlboro'; Adams D. Claflin, Newtonville; L. L. Atwood. Pittsfield; Chas. H. Patch, Wakefield; Edw. T. Ide, Waltham; Edw. C. Bates, Westboro'.

FRED. S. PRATT,
Chief Consul Mass.

21 OCTOBER, 1882.

Cycling Mems.

THE fall meeting has passed into history. The officers have heard our *Cead Mille Fai the*, have eaten and drunken with us, have wound up the machine to run another six months, have tasted our treadle cup, and wheeled away.

IT was a most goodlie companie, though but eighteen out of the full board of sixty-five responded to the roll-call, and fifteen of these were from New England.

PRESIDENT MILLER was with us, bringing good news from the State where presidents are born now, and where they vote out of office the officials who veto the Sunday tonics.

HANDSOME COMMANDER MARSDEN showed his big manly form in the meeting, and made us little fellows green with envy that Nature should have been so liberal with him and so niggardly with us.

AND the Canandaiguan doctor was there. It was worth a good deal to hear his jolly laugh, and "London W." thought he could well afford to have a toothache if only to have a call from such a genial fellow.

THEN there was a small host of royal good fellows whom it did one good to meet: Hazlett, the Gilmans, Fred Pratt, Currier, Winship, Hill, Day, and Lamson. In such a company who could fail to be of good cheer?

IT ill becomes one of the faithful, of whom "London W." is decidedly which, to criticise the doings of the officers, and I do not intend to.

AND yet I could not fail to see where a person afflicted with *cacoethes carpendi* might find material to work upon.

SUCH a one might say, for instance, that the League is a cumbersome affair that no one knows just how to manage, and that it may one day be run in the interest of a few to the great detriment of the many. Pshaw, man! you are a carping critic.

SUCH a one might say that the full board of officers consists of sixty-five persons, and yet they cannot hope to get a meeting where a score can attend; and if of these a majority have an evil purpose, why can they not carry it out? Don't be a fool, c. c.

THE c. c. fellow might say it was manifestly unfair that ten men, the largest possible majority to be obtained at an officers' meeting, should be able to change important rules of an organization with a membership of 1,400. But we must remember that he has the c c.

HE might go further and say, "Suppose some club had personal spite against the members of another club. Suppose they should get control of the meeting and wash their dirty linen at the expense of the League. Suppose they should call in a silver-tongued orator from abroad to champion their cause and pull wool over the eyes of the men outside the ring. Suppose they should run the League in the interest of and at the dictation of a manufacturer." Stop, fellow, you go too far. The League would rise in its might and stamp out such a conspiracy.

AND then "London W." would retire to his back attic and think.

LEW. FRYE lost the medal. I was truly sorry to see his colors go down, for I remember how well he kept them aloft when the English craft Vesey sailed into port and struck its flag in sight of Lewis's little wheel. He made a good race on Friday, but was overmatched. Better luck next time, Lewis.

HENDEE will be heard from in the future. Keep your ears open, John Bull, and keep your men in good trim.

PRINCE had Hendee in hand for a week before the race, and what Prince does n't know about training men is n't worth much. If any one doubts this, let them look at the records of his graduates: Moore, Ahl, Underwood, Claflin, Norton, Dean, and Hendee.

"LONDON W." went to a horse race the other day and stood in the cold an hour while they tried to get a satisfactory flying start; they tried it twelve times, and then did not get the best results. After such an experience, I shall not welcome the day when we have the flying start in bicycle races.

NO, no, "Cyclos," it won't do! We don't want to compare wheel time with horse time, any more than we want to compare apples and cucumbers.

IF "Cyclos" wants to know how fast a bicycle can be put over a mile track, let him pick out the fastest mile in a long race or the last in a two-mile.

BICYCLING in all its forms has been studied in England for many years, and Americans had better profit by the experience over there than go into experiments on its own hook. When Americans have lowered the English records from a standing start they can with good grace talk about a change in the rules, but not until then.

A CORRESPONDENT, "Icycle" of Washington, writes: "London W.," you ask what disadvantages, if any, has the Humber trike. I have not ridden the machine; but from what I have seen and heard of it, have formed a very unfavorable opinion. While I concede that it is a very speedy machine, I think that safety is a quality it lacks; and that the 'Xtra Challenge bike is far superior in this particular. The two principal objections are, 1st, the liability of striking the knee under the axle in front, in which case the rider would receive a very awkward fall; and 2d, the strain on the hands and arms necessary to keep the machine in a straight course when going fast. I have noticed that the course is then very erratic. I would like some information as to the hill-climbing capabilities of trikes driven with clutch gear similar to the American Star.

I have not tried any machine fitted with the clutch gear, and know of but few which are. The Victor may be taken as a fair sample of this class of trikes. Sturmey speaks of it as having an immense leverage and consequent power, and says it can be driven from a standstill over an eight-inch log.

There would be no dead centres, which might fairly be considered an advantage, as the dead centre is a great drawback in climbing hills on an ordinary crank machine. In sociables this can be got over by fitting the cranks on the quarter section.

The American Star clutch gear is objectionable, owing to the inability to backpedal; but on the other hand. hills can be coasted without removing the feet from the pedals.

"Icycle's" remarks on the Humber fully coincide with my own opinion as formed from an examination of the machine. LONDON W.

The Massachusetts Run and Division.

PURSUANT to announcement, the Massachusetts members of the League of American Wheelmen and several riders from other States, including President Miller of the Columbus (Ohio) Buckeyes, Chief Consul Lamson of Maine, Dr. Coleman of Canandaigua, N. Y., and V. C. Place of Pennsylvania, numbering in all thirty-eight riders, assembled in Trinity square Saturday morning, and at about 9.30 o'clock, headed by Chief Consul Pratt, and with the Boston Bicycle Club under Consul Everett at the right of the line, mounted wheels for South Canton. The roads leading out of the city were in rather poor condition from recent rains and fall repairs, but all arrived without mishap soon after twelve o'clock. Dinner was taken in the Canton Town Hall, at which forty-seven wheelmen sat down, others having joined the main body *en route*.

After dinner a Massachusetts division of the L. A. W. was organized under Consul Pratt, with F. P. Kendall of Worcester as secretary and C. P. Shillaber as treasurer, who, with the representatives, will form the executive board. A motion to levy an annual assessment of fifty cents occasioned some debate; but an amendment was finally carried, instructing the board of officers to consider the best method of raising money to meet expenses. After a committee consisting of the chief consul and Messrs. E K. Hill of Worcester, and C. L. Clark of Newton, had been appointed to superintend the work of locating and putting up of road signs, the division adjourned. Before returning, a photograph of the party was taken in an adjoining field.

THE ever-welcome Bicycle Touring Club *Gazette*, edited by L. A. W. Chief Consul for England, E. R. Shipton, comes to us regularly and is read with interest, and we often wish we could spare more space in the WORLD for "scissors" quotations from its pages occasionally. We see by the October issue that the total numerical strength of the Bicycle Touring Club to that date was 6,348, besides one hundred and sixty-five names in the monthly list of applicants for admission. We notice in the report of September sitting of the council that among other things it was voted: "That a petition be drawn up, to be presented with that of the Bicycle Union, requesting the Duke of Cambridge to allow 'cyclists to pass through Richmond Park." So it seems English wheelmen are not supinely submitting to unjust exclusions from public pleasure thoroughfares more than ourselves. Another noticeable item in its columns is from a correspondent who complains that a hotel at St. Asaph persists in displaying a B. T. C. sign-board, and claiming to be the B. T. C. house, in defiance of consuls' protests, and to the serious hardship and loss of the regularly appointed house; which goes to show that the patronage of wheelmen is something worth catering for by landlords over there, whatever the American Boniface may think.

Safety Bicycles.

II.

THE "bone-shaker," or velocipede, — which was simply the century-old Draisine provided with foot cranks, — placed the rider in the best possible position for safety from "headers," but there its advantages ended. Its action was a thrust forward, directly against the hands; and when the handle and wheel were restrained from being shoved around on the steering pin, the force of the thrust was diverted to revolving the wheel. Changes in detail could not help this radical fault of position; and when two or three Englishmen, who still believed in the practibility of foot propulsion, took up anew this abandoned French device, and began pondering it, they saw plainly, as the first rule in solving the problem, this: —



☞ PUT THE RIDER OVER HIS WORK. ☜

This rule, now the fixed one in bicycle and tricycle construction, and disputed by only an occasional eccentric rider, required a large front wheel, in order to give leg room; the large front wheel required a small back wheel, for without such the rider never could get up to his place. Hence the bicycle as ordinarily built, — somewhat laborious to ascend to, somewhat sudden to descend from, and somewhat mulish in its kickup propensities.

The Facile, which is the only really successful bicycle of the small-wheel type, as far as I know, was planned as a safety machine, for riders who put safety first; and it was only in the season of 1881 that it began to attract attention, as claiming and possessing other material advantages as well. Its construction is well shown in the cut annexed. Its rake is an inch or two only — about the same as in the ordinary make a few seasons ago. The back wheel is twenty-two inches; the front was formerly made from thirty-two to forty-six, but now from thirty-two to fifty-two. The crank is three inches only, and has no adjustability. Distance from fulcrum, at end of fork, to the attachment of connecting rod, is seven inches; full length of lever, twelve and one half inches. The stroke of the pedal is an arc of a circle ten and one half inches in each direction, and the motion is closely similar to that of the treadle of a foot lathe. The adjustment of leg reach is on the connecting-rod.

The safety results from the smallness of front wheel, the increase in back wheel, and the peculiar mode of driving. The lower the seat, the less distance to fall, and the less likely to tip forward, other things being equal; also, the farther to tip before the rider's centre of gravity gets forward of the axle. The larger the driver, of course the less absolute the safety, but increasing its size can only affect one of the three elements therein. The effect of the larger back wheel is obvious. The foot being always both below and behind the axle, the pressure works to keep the machine down rather than tilt it up. Safety is certainly secured; and although I have not experimented on that point particularly, I am satisfied that it would be difficult to get a hurt on it, unless in such a crash as would upset anything on wheels. Other advantages claimed are that the machine is easy to get on and off; especially good at hills and on rough roads; very easy driving; and that it puts the rider all the time just where the rider of the ordinary pattern always tries to get, but cannot quite make out, however he slides and leans forward, — *over his work*.

The 44-inch Facile in my possession is the only specimen which has come to America, so far as I know, and I did not venture the experiment until after extensive correspondence and study. The advantages above sketched are so obvious and probable that, as most riders would do, I substantially admitted them; but my question was, What defects in practical working must be accepted as the price of these good qualities? As was natural, I associated reduced speed with the smaller wheel, and queried whether the junior machine could keep even with its bigger brothers; but having already become partly freed from that usual disease of wheelmen in their tender years, "big wheel on the brain," I worked out the following comparisons, which the reader can test for himself, between a 50 ordinary and a 40 Facile, a 5-inch crank being assumed for the former, the quantities being expressed in whole numbers and decimals: —

Machine.	Inches travelled by wheel per revolution.	Number of revolutions per mile.	Number of revolutions per minute on a 10-mile pace per hour.	Travel of Foot.		Miles travelled by machine for each mile travelled by the foot.
				Inches per revolution.	Feet per mile.	
50-inch.	157.079	403.36	67.23	31.41592	1,056	5
40-inch.	125.663	504.25	84.09	21.00000	883	6 + 18 ft.

The 50-inch makes four revolutions to five of the 40, but the foot on the 50 travels about four and eight tenths feet where it travels four on the 40. When both machines run at the same speed, the 40 wheel makes one fourth more revolutions, and the foot one fourth more strokes than the 50; but the foot travels more slowly on the 40, although making more strokes in a given time, because its strokes are shorter. On the 50 the foot traverses a circle of five inches radius (31.41592 inches) for each revolution of wheel; on the 40 it traverses an arc of ten and one half inches and back; hence the four revolutions of the 50 require 125.663 inches of foot travel, and the five revolutions of the 40 require one hundred and five inches, both done in the same *time*.

As to power, the comparison may be made thus: —

Wheel.	Length of crank to that of wheel radius is as '	Or, as
50-inch.	5 inches to 25 inches	1 to 5
40-inch.	3 inches to 20 inches	1 to 6.66

But as the Facile lever gives the foot five and one half inches of leverage (*i. e.*, distance from pedal to connecting rod), the crank is practically eight and a half instead of three inches, and the comparison becomes thus: —

Wheel.	Leverage of power to that of resistance is as	Lbs. on Pedal required to turn.
50-inch.	1 to 5	2.123
40-inch.	1 to 2.355	1

If the Facile lever is applied to a 50-inch wheel (and retains the same measurements) we have the comparison of a 50-inch wheel with a 5-inch crank, and another with a 3-inch crank, to which five and one half inches are added practically. The leverage of power (or crank) to that of resistance (or the wheel radius) is then one to five in one case, and one to 2.941 in the other; and the number of pounds required on pedal will be one and seven tenths in one case and one in the other. It thus appears that the advantage in respect to power does not depend upon smallness of wheel, but that this simple driving device *at once lengthens the crank and shortens the stroke*. The oblique direction of the pull apparently wastes some power at one point in the stroke; on the other hand, it apparently adds power at another point. The smaller front wheel increases axle-friction per mile: the larger back wheel decreases it. There are two additional frictional points; but the motion is very slight there. Again, the direct vertical action, and ability to utilize the weight of the body as driving power, are "points."

This theoretical demonstration appears to me unassailable, as such things go; but a pound of experience is worth a ton of theory. We find that the 48-inch wheelman keeps up with the 54-inch ordinarily; and when we come down to what may be reckoned "boys' sizes," the question is whether the short and quickly made stroke of the Facile compensates for the lessened circumference of wheel. The following "times" with a 40-inch machine are recorded: —

25 miles in 1 h. 58 m. = 12¾ miles per hour.
20 miles in 1 h. 32 m. = 13 miles per hour.
10 miles in . . . 42 m. = 14 miles per hour.
56 miles in 5 h. 25 m. = 10¾ miles per hour.

This is all road work. The first was the road race in September, 1881, and is of course unquestionable, Mr. Harry Etherington acting as timer and referee; in the last, Mr. Lacy Hillier was one of the riders, and this was in a heavy rain. Mr. C. D. Vesey claims to have done a mile, on the track, on a 40-inch, in 3m. 28s., and Mr. Larette claims to have done thirty-one miles on the road on a 44-inch in 2h. 20m., equivalent to thirteen and one third miles an hour. The general claim of its friends is ten to twelve miles an hour for the Facile, and there does not seem to be any sacrifice of speed, as far as I can learn.

To the above may be added mention of the Facile road race, beginning at midnight on Sept. 30 last; about twenty-two riders took part, and over a hundred bikes and trikes, with lamps burning and bells jangling, started with them as escort. The object was to see what distances could be traversed within twenty-four hours, and the three riders who took highest prizes did 189, 198, and 214½ miles.

Circumstances have so abridged my riding this year that I cannot report, as yet, any extended use of my specimen machine but it has given me no cause to regret the experiment of purchasing it. I feared the vertical action might prove fatiguing, but cannot say that I find it so, although the machine, like all new things, must be "got into," by some training before doing its best. I find the steering a very little peculiar, as the feet have little share in it, but this will quite disappear in practice; on the other hand, I find almost a total absence of the usual pull on the handles, the feet not pushing against the hands. The *feeling* of security is itself agreeable, and the ease of mount and dismount is valuable, this being all the greater in sections where the rideable surface is in bits.

The makers of this machine believe it will ultimately supersede the ordinary pattern. I cannot say that I think so, or even that any safety bicycle will do that (although this one is making good progress); because people will differ, it is impossible to unite all good points in one thing, and there will always be an attractiveness, to vigorous youth, in daring, difficulty, and danger. But the 150,000 bicyclers of to-day will be, a dozen years hence, either "out of it" by death or disability, or else largely mounted on trikes or safer bikes, or going afoot. Who that has once pushed the rubber pedal is willing to relinquish it while his joints know how to bend? Those who want speed most, or require the spice of danger, can have it; whether they or those who prefer "safety, speed, and comfort," will become the majority, time will show. Meanwhile, we can all admit that the safety or safe bicycle has its place, and a wide one, and we can (as certainly we ought to) rejoice to see every form of the steel steed, on any number of wheels, arise and roll on, for whatever enlarges the field of choice is for the general benefit, and whatever would tie up competition is either greedy monopoly or bat-eyed indifference. And especially I want to whisper the hint that, in this semi-roadless country of ours, any machine (two-legged or more) which somewhat defies bad roads and teaches the maturer and doubting citizen how to ride, and what roads are, is a welcome preacher in the cause of wheelmen.

JULIUS WILCOX.
63 MURRAY ST., NEW YORK, 3 October, 1882.

FOR a man so addicted to "looking down in the mouth," Dr. Coleman of Canandaigua has a very jovial expression of countenance — and his countenance does n't belie him.

BICYCLE REPAIRING,
NICKEL PLATING AND PAINTING.

HARRY D. HEDGER,

28 1-2 Piedmont Street - - - BOSTON.

Rubber Handles for the Expert Columbia and British Challenge. Best English Cement, $1.25 per pound.

First-Class Excellence and Moderate Price.

Specialty of unique Jewelry, Medals, Badges, etc., from original designs. Fine Monogram and Fancy Engraving. Estimates and Sketches furnished.
Repairs of Fine Jewelry receive careful attention.
Bicycle Medals of finest workmanship. Correspondence solicited.

L. L. PEDDINGHAUS,
329 CLINTON ST., BROOKLYN, L. I.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.



The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, $3.50. Nickel Plated, $4.75.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

THE

American Sanspareil Roadster,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 50-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

Standard Finish. Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold. Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **$125.00**

Full Nickelled. Every part on copper, except felloes, which are painted and striped as above . . . **$137.50**

DUPLICATE PARTS IN STOCK. Send five 3-cent stamps for cabinet photo, or 3-cent stamp for illustrated catalogue containing specifications of this and other English machines and imported sundries. to

SAMUEL T. CLARK & CO., Importers, Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U. S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Bugles and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States,*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Hillman, Editor. E. C. Hodges & Co., Proprietors.

$2.00 a Year. 10s. Foreign. 7 cents a copy.

BOSTON, 3 NOVEMBER, 1882.

Volume V. Number 26.

[VOL. V. CONTENTS. No. 26.]

Editorial: A Question 627
Wheel Club Doings: Tremont; Scranton; Boston and Providence 627
Races: Cleveland, 24 Oct.; Pullman, 21 Oct.; Philadelphia, 21 Oct.; Philadelphia, 23 Oct; Philadelphia, 26 Oct. 628
Correspondence: The L. A. W.—Reorganization Needed; The Amateur Question; Haverhill; Chicago Notes; Lawrence to the Front; Portsmouth 628
Philadelphia Meet 631
Tricycling: Tricyling in New Haven; The Ease of Tricycling; The Pace of Tricycling; Notes, 632
Suing a Bicycle Rider 632
The Harwood "Safety Step" 632
L. A. W.: Applications; Resignation; From the Corresponding Secretary; An Open Letter to the Members of the League 633
Cycling Mems.; Currente Calamo 634

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

STODDARD, LOVERING & CO.
2 Cumberland St., 10 Milk St.,
MANCHESTER, ENGLAND; BOSTON, MASS.
Importers of various kinds of
ENGLISH BICYCLES
AND TRICYCLES.
Sole Agents for the United States for
SINGER & CO., COVENTRY.

SCHUYLER & DUANE,
189 BROADWAY . . . . NEW YORK,
Sole U. S. Agents for
THE COVENTRY MACHINISTS' CO., LD.
THE "AMERICAN CLUB" BICYCLE.
THE "CHEYLESMORE" DOUBLE DRIVING TRICYCLE.

Bicycle Suits AND Sporting Goods
A SPECIALTY.



Send for Samples and Circulars.

G. W. SIMMONS & SON,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

New York Address: 791 Fifth Avenue, New York City. Fred. Jenkins, Manager.
Chicago Address: 108 Madison Street, Chicago, Ill. A. G. Spalding & Bros., Sole Central Agents for the Northwestern States.

FACTORIES.

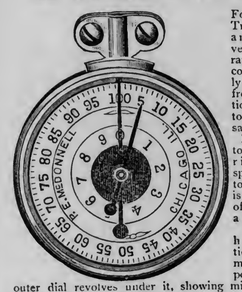
Coventry - - - England,
(BAYLISS, THOMAS & CO.)
THE "HARVARD,"
ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)
THE "YALE,"
ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)
THE "SHADOW,"
LIGHT ROADSTER.

Direct Importers of the **"Special Timberlake,"** the **"London,"** the **"Stanley,"** the **"Matchless,"** and all other absolutely first-class **English Machines.** Harrington's **Cradle Springs,** Nash's **Patent Rubber Handles,** Joseph Lucas's Celebrated **Lamps,** Lamplugh & Brown's **Saddles, Bags, etc.,** Butler's **Rat-Trap Pedal Slippers,** Hancock's **Patent Tires and Pedal Rubbers,** Thompson's **Cyclometers,** the **"L. L. C."** and **Bicycle Sundries and Fittings,** of every description, supplied from stock or imported to order.
Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

A CYCLOMETER



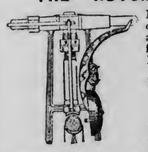
For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, $4.00. Gold plated with name engraved (for prizes), $10.

FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of $3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,

SALEM, MASS.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

MISCELLANEOUS.

4-line Advertisements in this department, $12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite *Herald* building.)

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

STARBROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

BOYS' BICYCLES. — Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 so. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price ($1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington. D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

PINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made: it combines comfort, durability, and neatness. Price, plain, $3.50; nickelled, $4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

GOY, the Athletic Outfitter, 21 and 22 Leadenhal street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, $3.50 and $5.00 each The same with extra finished settings, $7.00 and $8 00 each. Best finish with small DIAMONDS, $15 to $25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

TRICYCLING INDISPENSABLE ANNUAL for 1882.

Postpaid, 60 cents.

INDISPENSABLE BICYCLISTS' HANDBOOK

(14th Thousand) FOR 1882. Postpaid, 55 cents.

"PRINCIPLES OF TRAINING." By H. L. CORTIS, showing how to make **20 miles** in **59m. 20⅘s.**

Postpaid, 42 cents.

The above three books mailed to one address for $1.50. Orders from the trade solicited, and a liberal discount offered by the sole United States Agents and Publishers,

OVERMAN WHEEL COMPANY,

Hartford, Conn.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 44-inch full-nickelled Cheylesmore Tricycle, with clutch for back pedaling. Price $100 cash. Address H. R. BRYAN, Hudson, N. Y.

CAPITALISTS

Interested in the

Manufacture and use of the BICYCLE

Are invited to join a

STOCK COMPANY

About to be formed in Chicago, to manufacture

BICYCLES AND TRICYCLES.

The business can now be very profitably conducted, with or without the consent of the owners of the crank patent, immunity from damages being assured and, if necessary, guaranteed. For particulars, address

R. P. GORMULLY,

40 South Canal St., Chicago, Ill.

IT HAS COME AT LAST.

THE

"INDISPENSABLE"

BICYCLISTS' HANDBOOK,

For 1882.

BY HENRY STURMEY.

CONTAINS

Complete Analysis of the Modern Bicycle, with fully Illustrated Descriptions of

All the Latest Novelties in Bicycle Construction. Fully detailed descriptions of all the Bicycles in the Market, with Illustrations of all the Leading Makes. Exhaustive Chapter on Peculiar Bicycles, with illustrations of each. Hints on Selection and Purchase of Machines. Comparative view of Prices and Weights. Illustrated Addenda revised to date. Directory to Manufacturers. Indices of Novelties and Obsolete Parts, etc., etc., etc.

Price, 50 cents. By mail, 55 cents.

We have also received and have now in stock,

'CORTIS ON TRAINING."

Price, 43 cents, by mail.

E. C. HODGES & CO.

8 Pemberton Square, Room 12 - - Boston, Mass.

The Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance..... $2.00
Six months " 1.00
Three months " ..... .60

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
Cunningham Co., Odd Fellows' Building, Boston.
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 205 N. 5th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G Carter, 4 E. 59th St., New York.
The Cunningham Co, 791 5th Ave., New York.

WILLIAM E. GILMAN . . . . EDITOR.
J. S. DEAN . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

☞ Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 3 NOVEMBER, 1882.

A QUESTION.

THE large number of wheelmen has not been without its effect on the public laws, and courts have rendered decisions to meet special cases brought before them. These decisions have related mainly to the rights of bicyclers to the use of highways, and have been, in nearly every case, uniform to conceding to riders equal rights with travellers by other modes of locomotion. It is not strange, with the multitude of cyclers and the large number of makers, many of the latter turning out machines of inferior quality and defective mechanism, that occasional accidents should occur from the breaking of parts. Many complaints have been made in the English wheel press about the breaking of backbones of bicycles, and a correspondent of the *Cyclist* asks whether there is any remedy against the maker. This opens a question not new in respect to sales of other commodities and merchandise, but we have not heard of any attempt being made to recover, in an action at law, damages for injuries sustained by reason of a defective bicycle; nor do we believe that in the ordinary cases of breakages could an action be maintained. The use of the bicycle and its attendant results are so comparatively novel that the law which has applied to heavier vehicles, requiring less care in construction, might be open to question by some acute lawyer. If the defect is a patent one, that is, one which might be ascertained and remedied by reasonable care on the part of the vender, and the purchaser relies on the former's judgment in the selection of his mount, it would seem that the implied warranty would be sufficient to maintain an action in case injuries are sustained. If, however, the defect is a latent one, and the purchaser uses his own judgment in his selection, he must bear patiently any injuries he may suffer. The law of warranty is somewhat complicated, and the decisions are not in harmony, although the principles are pretty well settled. The question is, whether the bicycle, being so different in every respect, — so much lighter, and necessitating such great care in its construction in every detail, and the consequences of a breakage so liable to be severe, and possibly fatal, — should warrant more liberality of decision in respect to vendees of bicycles than those of other vehicles and articles of commerce. We refer to this subject as being a live topic, and of considerable interest to makers, dealers and purchasers alike. Our dealers could, as a rule, ill afford to defend suits of this class, even if resulting in their favor; and, except in very rare cases, would riders care to bring suit. Thus it behooves riders to use great circumspection in selecting a mount, and makers to use care and judgment in their manufacture, and see that the material used is of the best. Even with what the law calls reasonable care, a defective machine will occasionally find its way to the salesroom, and finally to the road; so that this question may arise for adjudication at any time. We are pleased to say that in our dealings with the different firms engaged in the "bicycle business," we have found them generally inclined to replace parts broken by reason of a defect; but this would not be sufficient compensation if severe injuries were sustained by reason of such breakage.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

TREMONT BI. CLUB. — At a meeting held in Boston, 20 September, 1882, a number of amateur wheelmen formed the Tremont Bicycle Club. At a second meeting held 18 October, 1882, a code of by-laws, prepared by a committee appointed at the previous meeting was adopted, and the following officers elected for the ensuing year: President, C. J. Upham; secretary and treasurer, E. A. Hemmenway; captain, M. L. Brown; first lieutenant, W. L. Jackson; second lieutenant, E. A. Tenney. A uniform will probably be selected without delay. The club starts with a membership of thirteen, and several others are expected soon to join.

E. A. HEMMENWAY, *Sec.*
40 State street, Room 41, Boston.

SCRANTON. BI. CLUB. — The wheel is becoming more popular in this city each season, and our club now comprises some of our leading professional men and most active business citizens. 19 October we gave our first entertainment and social, which was a grand success; the programme comprised a promenade concert by the battalion band, and exhibition drill by members of the Scranton Club, and an exhibition of fancy riding by Prof. Kaufman of the Rochester, N. Y., Club, concluding with a social hop, all of which was enjoyed by the large and select audience which completely filled the Armory. The Binghampton Club, who came as our guests, we found very pleasant company, and the relations between the two clubs are the most pleasant; we are always pleased to see bicyclers from all points, and do our best to make them feel at home.

F. C. H.

BOSTON AND PROVIDENCE BI. CLUBS. — On Wednesday, 25 October, the Providence Bicycle Club, in response to an invitation from the Boston Club, embarked on the cars for Canton Junction, where they were met by members of the Boston Club, and escorted to Cobb's Tavern. A ramble in the woods, a game of base ball in which the Boston nine was defeated, and wheel talk consumed the time before dinner, which was served at one o'clock. Shortly after dinner, wheels were mounted, and under command

of Capt. Hodges, an enjoyable run was had to the city. In the evening an elegant collation was served at the Bostons' Club House and the hours previous to the departure of the Providence Club for home spent in that joyous sociality for which these two clubs are famous. Nothing occurred to mar the pleasure of the occasion, which was enjoyed by all.

RACES

Coming Events.

4 November. New York. At Polo Grounds, under auspices of Manhattan A. C. and Moseley Harriers of Birmingham, England; three-mile bicycle handicaps. Saturday, 11th, one-mile bicycle handicap in heats.

6 November. New York. Manhattan Polo Grounds, one-mile bicycle handicap in heats.

CLEVELAND, OHIO, 24 OCTOBER. — The Cleveland Bicycle Club held its fall race meeting at Perkins' track, West Cleveland, 24 October, in the presence of a number of guests and persons interested in wheeling. The track was rather heavy, and the strong wind blowing made fast time difficult. All the races were excellently contested, and the afternoon's sport was a success in every particular. The judges were Messrs. William Edwards, J. H. Wade, Jr., and W. H. Backus. There were six races on the programme. The first was the five-mile race for the championship medal of the Cleveland Club; a handsome gold badge got up by President J. H. Wade, Jr. It brought out a keen contest. Messrs. George Collister, W. H. Wetmore, Andrew Janes, Paul North, J. D. Pugh, Jr., H. Avery, and G. H. Potter were the starters, and all went away well together. W. H. Wetmore took the lead and held it for four miles, riding fast and steady. George Collister hung to him closely, and on the fifth mile came up with Wetmore, and in a fine exhibition of fast riding passed him and won by several yards. Wetmore was second, Janes third, and Potter fourth, the others not finishing. The time for the miles was 3m 32⅛s.; 7m. 23½s.; 11m. 18½s; 15m. 6¼s.; 18m. 49¼s.

The next race was mile heats, best two in three, for two prizes. The starters were Messrs. Wetmore, Root, Hathaway and North. North dashed away with the lead, and he and Root had a great race for nearly the two laps. On the turn of the second Root came up with, and after a hot brush, passed north, who slacked and let Wetmore also pass him. In that order the two finished, Root one hundred yards ahead of Wetmore, Hathaway riding easily, last. Time, 3m. 30½s. In the second heat, only Root and Wetmore started. Wetmore led from the start and to finish in a pretty race ridden out to the end. Time, 3m. 34⅛s. The third heat was almost a repetion of the second, Root again trying hard to head the Cuyahoga Falls man, but never quite reaching him. Time, 3m. 36s.

The third race was half-mile heats, best two in three. The starters were Messrs. Pugh, Janes, Biddle, Douglass, Hathaway, Potter and Avery. Pugh took the lead in both heats, and held it from first to last, Janes second, and Biddle third in both rounds. Time, 1m. 39⅛s., 1m. 40s.

The fourth race, half-mile without using hands, was won by W. H Wetmore in 1m. 50⅛s., J. D. Pugh, second.

The half-mile tricycle race followed. Much interest centered in this race, as it was the first of its kind ever ridden in the West. There were three entries. J. H. Collister. C. W. Norman and F. T. Campbell. The race was a close one between Norman and Collister, the latter gentleman finally winning. Norman being second, and Campbell, back quite a distance, last. Time, 2m. 31s.

The last race was a mile consolation, one in which all members of the club not winning a race in this or previous meetings were compelled to enter. It brought out twelve starters, and was won by T. S. Beckwith in 3m. 26½s., the best mile time ever made in Cleveland. A. E. Sprackling was second, and H. Avery third.

Following the races, Mr. W. H. Wetmore gave a grand exhibition of fancy riding, after which the members returned to town on their machines.

PULLMAN, ILL., 21 OCTOBER. — Pullman A. A. games. Two-mile bicycle race, Crawford of Chicago, first; time, 7m. 30s. Five miles, Philbrick of Chicago, first; time, 18m. 37s.

PHILADELPHIA, 21 OCTOBER. — Fall field meeting of Young America Cricket Club, at Stenton. One-mile bicycle race, A. G. Powell, first, in 3m. 24s. Three-mile bicycle race, A. G. Powell, first, in 10m. 10s.

PHILADELPHIA, 23 OCTOBER. — Fall field meeting of the Pennsylvania University A. A. Two-mile bicycle race, J. P. Croasdale, first, in 7m. 17s.

PHILADELPHIA, 26 OCTOBER. — The bi-centennial races were held at the driving park on a half-mile track, and were the christening races on an excellent course. The first event was a club drill by the Capital Bicycle Club of Washington, Capt. Fowler, whose manœuvres were finely executed and highly applauded. Following this was a mile race in three heats, won by E. A. Thompson of the Lenox Club in 3 9½. The second event, a mile dash for novices, was taken by C. H. Chickering riding an 80 pound Star in 3.20, with B. G. Sanford of the Ixions, N. Y., on a regulation, second, in 3.24. The third event, a two-mile handicap, was entered by V. C Place, scratch; E. A. Thompson, 100 yards; and W. H. Austin, 185 yards. Austin led in the first mile, but was overtaken by Place who closed the two miles in 6 50. The fourth event was a five-mile handicap, entered by Place, scratch; Thompson, 250 yards; Joseph Dyson, 400 yards; J. G. Burch, 400 yards; Oscar Kline, 450 yards; C. G. Wilson, 450 yards. Place gradually passed his competitors, completing the five miles in 16.58¼. Place's time by miles: 3.07½, 6.27¼. 9.58, 13.30, 16.58¼. The half-mile League race was entered by Messrs. Place, Dyson and W. W. Cole, the former winning in 1.30 with Cole second. 1.33¾. The final event was a consolation race for beaten men, and was won by B. G. Sanford of the Ixions in 3.31. Between the heats were displays of fancy riding. Burt Pressey went through a series of remarkable acrobatic feats on his machine, a Star. After exhibiting two or three dozen different ways of riding backwards, forwards, sideways, and on one wheel he dropped his handkerchief, rode away about fifty yards, turned and, coming back at full speed, jumped off his machine, which he let go, picked up the handkerchief, ran after the bicycle and vaulted back into the saddle. Rex Smith, C. Fred Cope and Edwin Dubois, the latter a fourteen-year-old boy, also gave some remarkable exhibitions. The races were completed without an accident. The judges were E. W. Pope, Massachusetts Bicycle Club; F. W. Weston, Boston Bicycle Club; H. B. Hart, Philadelphia Bicycle Club, and W. E. Montelius, Rep. L. A W. Timers, Fred. Jenkins, Manhattan Bicycle Club; F. S. Harris, Germantown Bicycle Club; Col. Geo. P. Eldredge, Dr. H. P. Lobb and E. B. Fox, Philadelphia Bicycle Club. Referee, H. C. Barrett. Scorers, W. Norman, S. Delbert, Jr., T. H. Wright. Clerks of course, Daniel Lees, Chas. G. Wright, Jo. Pennell. Starter, G. D. Gideon. The prizes were gold and silver medals. About 3,000 people witnessed the sports.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgement are improper by reason of gratuitous advertising or objectionable phraseology.]

The L. A. W. — Reorganization Needed.

MANY complaints are made, and justly, that the L. A. W. does not confer benefits upon wheelmen proportionate to the cost of its support. To most wheelmen it is a distant organization; its working parts and its beneficial powers are located far off; there are few immediate interests which it touches; the occasions in which its aid is most expected — to defend the legal rights of wheelmen — are few, and in some States wheelmen have all their legal rights freely accorded; while those things which the League might do, in return for the fees exacted, such as procuring information about the condition of all roads in every county where there is a club, and preparing route maps for tourists and club men, also taking immediate supervision and direction of fair exhibitions, club and other races, and preserving accurate records, easy of access and examination, to decide the status of riders as to their amateurship, are duties neglected and not performed. The majority of wheelmen, it is too true, receive absolutely no tangible and immediate benefit from League membership as a return for their money. If they were to travel, tour, or become involved in a struggle for some legal right denied, then perhaps they would receive direct and important benefit from their League membership. But the great majority do *not* travel, tour, or become involved in legal difficulties. There are intangible benefits, such as the assurance of companionship, the promotion of bicycling, a great annual meet and parade which disseminate through those who attend a knowledge of the best machines, the latest improvements, the neatest and best uniforms, the style of the finest riders, etc. I am a firm believer in the great usefulness of the League, and the great importance of not only sustaining, but greatly improving and strengthening it. Still, I recognize the justice of the many complaints made against it.

Why is the League subjected to these complaints? Why does it not fully meet the expectations of its members? Is it because the League officers are negligent of their duties, or indifferent to the expectations of their constituents? If so, then all that is necessary to give the League energetic and useful life is the election of a new set of officers. But no thoughtful League member can possibly expect any great improvement from a change of officers. The League has had, perhaps, the very best officers which could be selected: men who have given their best energies, thoughts, and much labor to the interests of the organization. Its present officers are their worthy successors. It cannot be expected that we shall do much better in selecting officers than we have done.

I believe that the weakness and the failure are inherent in the organization. We have a machine wholly inadequate to perform, or even to attempt, the great work spread over a field so vast as to include a whole continent. The power of the organization is too far away from its work. Its machinery could very well operate over a territory no larger than a single State; but it is infinitely too feeble for a vast continent.

I believe that the only adequate remedy must be sought in a thorough reorganization; a complete revolution in organization and methods. I would take our political institutions largely for a model. In outline I would suggest this: —

That the League be made a national representative body; an elective body, like Congress, with its members chosen from the several States and provinces for stated terms, in proportion to the number of wheelmen in each State; that the duties of the League be all national; that its members (representatatives) elect their own officers as at present; that its initials remain, as at present, L. A. W.

That each State or province organize a division; that this division have control within its State, under the higher authority of the L. A. W.; that the division be expected to exercise jurisdiction, under the L. A. W. rules, over all races, exhibitions, and meets within its territory; to keep records of all its riders and periodically report to the L. A. W.; collect road and route statistics; prepare State maps, etc; and perform such other duties as may be necessary within its jurisdiction.

That, under the sanction and authority of a State division, congressional districts, or other convenient territorial divisions, may organize bands, composed of the clubs and unattached members therein, exercising such delegated powers as may be conferred by the division.

That cities and counties, as at present, be organized into clubs, with their present powers.

An article in the BICYCLING WORLD is necessarily too brief to allow of sketching a constitution for such reorganization. Besides, if my ideas should be adopted, I should prefer to leave that work to a well-organized committee of the L. A. W. I can only briefly point to some of the advantages of this system.

The League would remain the L. A. W., with its badges and its power, the latter practically greatly increased by being greatly simplified. Its officers could then readily discharge all the duties expected of them, and infuse new life and energy downward through all the subordinate organizations.

The divisions would be named by States and provinces, and would appear at the national meets each by itself, with its own officers, bands, and clubs. The divisions would be near enough to each club to attend promptly to its interests, and furnish it with some adequate return for its money. The divisions would, through the bands and clubs, rapidly obtain information about the roads in each county, and prepare State maps and routes. Inasmuch as any legal questions touching the rights of wheelmen always arise under State or municipal law, a State organization (the division) is on the spot, knows the law and circumstances of the case, is most interested therein, and can deal with it with a promptness and thoroughness impossible with the L. A. W. The L. A. W. can, however, deal best with any patent-right, tariff, or other case under national law.

The officers of bands and clubs will be acquainted with, near to, and in full unison with, their State divisions. Even the election of division officers will excite the ambition and the interest of all members in the State much more nearly than the choice of officers of the national League. State divisions will largely vie with each other, and bands and clubs with each other also, when thus organized, in the active performance of their duties, and in seeing which can maintain the best and strongest organizations.

Under this system the club will be the unit of organization; thus preserving, if not increasing its importance. State and local pride will be aroused to healthful emulation; the number of honorable positions as officers will be increased and brought nearer to the individual members, thus awakening their just ambition. Races will have a more immediate supervision. There will be division, band, and club championships. Some of the present jealousies which disturb the League will disappear. The cost need not be increased to members; the advantages may be greatly multiplied. PRESIDENT BATES.

The Amateur Question.

Editor Bicycling World: — Readers of your Currente Calamo this week are liable to form a wrong estimate of the influence of the Pope Manufacturing Company at the last meeting of L. A. W. officers. If the same readers should omit to follow attentively the long stenographic report in your next issue, they would very likely be misled into thinking first, that a bicycle club, presumedly in Boston, is run by the Pope Manufacturing Company, and second, that said club was over-strongly represented at the recent meeting. Of course the Massachusetts Bicycle Club is referred to, but I fail to discover sufficient grounds to base either assumption upon in their case. I do not find among the club officers any person connected with that firm, partner or employee. A history of that club would no doubt reveal the fact that the Messrs. Pope were largely instrumental in its formation. The same gentlemen are probably still numbered with the club, but it is hard to see how they could well succeed in dictating to a membership of sixty intelligent men even if they desired to.* But how much influence did the *Massachusetts Club* wield in making a change in the amateur rules? I find that four members were present at the meeting. It is not known whether all voted for the amendment or not. The WORLD states that one at least opposed it in debate. Now, in the name of fairness, pay the officers of the League present in your city last Friday the modest tribute of being competent to own an opinion! You would not like to assume that these gentlemen took the trouble to leave their business engagements at home for the purpose of helping out the Pope Manufacturing Company or their corps of instructors who may wish to be recognized amateur wheelmen.† If it seems too much to expect of them to be governed by the merits of the question and by considerations of League advantage, why not let them down easy by drawing a natural inference such as this? Suppose each officer to have in mind a list of worthy acquaintances engaged in the illegitimate pursuit of selling bicycles and

* THE great majority of a club of "sixty intelligent men" is apt to be too indifferent or too indolent to use its intelligence in many matters while one active, earnest and wide-awake man is generally a hust in himself and captures the majority through its non-interest or laziness. — EDITOR.

† WE believe that Mr. Parsons's personal popularity, combined with his active earnestness, and that Mr. C. E. Pratt's "silvery tongue" and plausible presentation of an absurd and wholly untenable interpretation of the amateur rule, did influence the fifteen intelligent officers who voted to change it. — EDITOR.

giving lessons to purchasers in the art of mounting their wheels and cockscrewing them around a fifteen by twenty floor. Obviously the selling and the teaching cannot be disconnected in these cases. for a bicycle customer expects to learn how to use his machine as much as the purchaser of a sewing machine does before he pays for it.‡ I need not occupy your space to dwell upon the high claims of these pioneers of our sport to the grateful remembrance of American wheelmen. Many of us have acknowledged to ourselves that when the amateur rule shall be strictly enforced the defection from the ranks of the League would be startling. The exodus would include not a few entire clubs, whose most valued fellow members were thus tabooed. As the rule has *not* been enforced, its chief value to the L. A. W. has been to preserve certain desirable relations with other similar associations. It remains to be seen how far the change will work to our disadvantage in the matter of races. Perhaps after a time the L. A. W. can better afford the experiment of shutting out its best workers. In the meantime we can safely admit such members as are not more objectionable than numerous "teachers" now in the fold, and rest assured that such teachers as are *properly* ineligible to membership, will be easily recognized by the special disqualifications named in the amended rule.

OFFICER.

WORCESTER, 28 October, 1882.

Haverhill.

Editor Bicycling World: — I wrote you a few weeks since *in re* cradle springs, and stated that as they were warranted, even if they did break, they could be replaced without extra cost. I found, on trial, that it was a rash statement, as the dealer of whom I bought would not make good my broken spring, as he had no warrant from Harrington. Another firm did not warrant the article or make good any breakage, yet they have replaced my Lawrence friend's spring *three* times — no cost to him except express charges. Still another firm wrote me, saying: "By their advice Harrington now makes the forward coil stouter"; as that is generally where the breakage occurs, and this improved "cradle" they warrant. So, brothers of the wheel, in buying that spring be sure and get your warrant, or you 'll regret it.

I am now using the Premier spring, and like it much; find it fully as comfortable and much steadier on bad roads. The only fault is, that it takes you farther from your pedals: and to those who wish big wheels this is a serious point.

The League of Essex County Wheelmen held its last meet of the season at Beverly, 13 October, and made a grand success of it. To be sure, this is only one of those small county affairs that don't amount to much, — so say the enthusiastic L. A. W. men (if there are any). But it is surprising how this little affair has waked up the bicyclers of Essex this season. Wheelmen from Salem, Marblehead and Beverly, report a very decided change for the better in club matters. Lynn was a little slow, but is coming out all right, so are most of the other towns in the county, excepting Haverhill. We 're a queer lot here. Sandpapered roads might enthuse us into unanimity; but, alas, sand *without* the paper is all we have at present, excepting hills, — I almost forgot them, but we *do* have hills and some loose rocks.

Lawrence Bicycle Club again to the front with the best club long-distance record for twenty-four hours, 169 miles. How high is that ye men of the Boston and Massachusetts Club? And not only that, but they are to have a first-class "shindy" on the eve of 8 November. I 've a friend at court, so am anticipating the highest kind of a time.

Our L. A. W. consul here can report better luck than his Missouri brother. He had a suit entered against him for spilled milk, damages $500. Wrote V. P. Parsons about it, asking for information, in a short time received it, with Mr. Parsons's opinion — not officially — that the L. A. W. would help him if he saw fit to apply. The case hangs fire, but may come up in the March term of court; if it does, our consul means to apply to the League for its benefits and protection. By the way, does friend Senseney keep a file of the WORLD? If so, that would give him information and decisions on bicyclers *v.* park commissioners, and the whole tribe of stupid, timid, and ignorant drivers of horses.

"869."

HAVERHILL, 28 October, 1882.

Chicago Notes.

PERHAPS no more brilliant bicycling event ever occurred in the West than that of the races held under the auspices of the Pullman Athletic Association on the 21st inst. The splendid grounds of the association, covering the little island in Lake Calumet, were crowded with a fine audience, to witness a four hours' programme of athletic games, such as rowing, pedestrianism, and feats of strength and skill. Although the non-bicycling part of the programme was filled by the most expert amateur athletes in the West, yet the two and five mile bicycle races created twice the enthusiasm, and were the attraction of the afternoon. The two-mile race was won by Crawford, of the Hermes Club, with Valentine, of the Chicago Club, second; time, 7.30. The five-mile handicap was won by Philbrick of the Chicago Bicycle Club, with Sturges of the Hermes second; time, 18m. 37s. .... Thanksgiving-day races are to be given, under the auspices of the League Chicago Wheelmen, at the Exposition building. At a recent meeting of the League Chicago Wheelmen, it was decided to request State Consul Fairfield to call a general meeting of all the bicyclers in Illinois at Chicago on Thanksgiving Day, and endeavor to merge the League of Chicago Wheelmen into a State League, subordinate to the L. A. W. After business is disposed of the races will come off. Commander Miller is now working the thing up..... Mr. L. J. C. Spruance, who has been secretary of the Aerial Club since its organization, has retired from the cares of office, but was not allowed to long remain so, being elected to position of corresponding secretary of the League Chicago Wheelmen..... The elegant 56-inch premier of Mr. Charles Kudner, Detroit, is now in possession of Mr. Ernest Mehring, of this city, and is the centre of admiration to lovers of fine bikes.....Vulcanite handles may be very large and smooth, but they are also very brittle. Mr. Mehring allowed his handle to strike hard ground recently, and the vulcanite crumbled like so much chalk. A subsequent fall, in which the back wheel struck the ground heavily, broke the axle twice of the rear wheel, Æolus bearing, each side of the hub, as clean as if it had been cut with scissors. A walk-in from the country ensued. A Harvard handle bar will stand an immense amount of bending. Mr. Philbrick fell, in the Pullman races, and bent the handle bar of his new 61-inch Harvard flat against the fork, and yet it was straightened out all right without dent. We noticed a Harvard axle, in Mr. Jeffery's repair shop the other day for plating, that was made of iron, and yet it was straight and true. The Harvard is generally a good machine, but in some instances is put together carelessly — at least we have seen some cases where it was. It was decidedly in bad favor in Chicago until Mr. Conkling became connected with the sale of it, when it has become reasonably popular. The Yale is growing in favor greatly. Mr. Conkling's 61-inch Yale, that he has ridden all summer, more or less, stands the trial first rate, and there is, perhaps, no rider in the country so hard on a bicycle as he. As to the durability of this bicycle we have no doubt. The spokes are inclined to break quicker than the direct style, and there is considerable objection to the way they are looped through the hub and painted black, on the score of appearance only, the effect not being so neat as the direct way. Mr. Fairfield is inclined to think the rear wheel of the Yale is too liable to get out of true on account of the oval section backbone. Mr. Conkling's 61-inch is perfectly true, and so is the rear wheel of Mr. Valentine's 51-inch Yale, that has been used over rough roads for six months. The extraordinary lightness of this bicycle, combined with maximum rigidity, is its chief attraction, and possessing durability and a small back-wheel, is very popular in Chicago. To those who would criticize our preference on the latter point, we would say that it is the decided opinion of, we might say, every bicycler in Chicago that the small back wheel is the best, by all odds; that the 18-inch wheel of the Columbia, Harvard, and Challenges is too large; that, without entering into the mechanical reasons therefor, it is the positive conviction generally that the big wheel is ungainly and unsteady; that the 17-inch size certainly has all the practical advantages of the 18-inch wheel any way, and has, in addition, a very trim appearance. The writer, after four seasons' experience, in which he has ridden successively a 46-inch Ariel with 20-inch back wheel, 50-inch Columbia with 18-inch rear wheel, and now a 54-inch D. H. F. Premier with 17-inch trailer, would, if he were to buy a new machine to-day, stipulate that a 16-inch rear wheel be attached thereto, for use on Chicago's velvet-smooth pavements and tortuous car tracks.

STENO.

‡ These points were all presented when the rule was adopted and the whole subject in all its bearings fully discussed and the rule as then interpreted understandingly accepted, and although by specious reasoning at the late meeting it was made to appear as a hair-suspended sword to bicycle agents, "as such" not one of them could ever be professionalized under it. — EDITOR.

Lawrence to the Front.

THE LONG-DISTANCE RECORD AGAIN BROKEN. — ONE HUNDRED AND SIXTY-NINE AND A QUARTER MILES IN 23H. 18M. — Capt. Webb of the Lawrence (Mass.) Bicycle Club, called a long-distance run for Friday, 27 October. Only three club men responded to the call, although half a dozen more wanted to go bad, but were unable to at this time; they are waiting for the next. The three members of the Lawrence Club, Capt. T. S. Webb, Messrs. D. B. Smith, and Natt. M. Cogswell, put up at Young's Hotel, Thursday night, expecting to get a few hours' rest and an early start Friday morning. But, alas! "man proposes," but "——." The noise of the city was too much for our *country* boys, and not a wink of sleep was obtained to prepare them for their long journey on the morrow. The party mounted, Webb on a 52-inch wheel, Smith a 54-inch, and Cogswell a 52-inch, started from Young's Hotel at 12.27 A. M., and wheeled *via* Brighton, the Newtons, Lower Falls, Wellesley and Natick, to South Framingham, twenty-one and a quarter miles; South Framingham to Public Garden, Boston, over the same road, twenty-one miles; Public Garden to South Framingham; again over same road, and return to Cottage Farms, forty miles; Cottage Farms to Gloucester *via* Cambridge, North Cambridge, Somerville, Medford, Malden, Saugus, East Saugus, Lynn, Swampscott, Salem and Beverly Farms, thirty-nine miles; Gloucester to Lynn *via* Beverly Farms Salem and Swampscott, twenty-two miles; Lynn Common to Everett Station and return, eleven miles; Lynn Common to Malden *via* East Saugus, Saugus and Melrose, ten miles; Union Square, Malden to Young's Hotel, Boston, *via* Everett, Somerville and Charlestown, five miles; arriving at the hotel at 11.45 P. M. Breakfast was obtained at South Framingham; on the second visit, dinner at the Essex House, Salem, on the way to Gloucester, and supper at the same place on the return. Total distance, one hundred and sixty-nine miles; running time, 17h. 15m; rests, 6h. 3m; actual time, 23h. 18m.; average riding time per hour, 9 81 miles. This run was made without any training or previous preparation whatever. The boys returned in excellent condition and attended to their usual vocations both on the day before and after it was made. This, I think, is the longest American club run yet recorded.

M. D. C.

LAWRENCE, MASS., 28 October, 1882.

Portsmouth.

THE Rockingham Bicycle Club of this city had a very enjoyable run on Wednesday evening, 25 October. At the invitation of Capt. Hazlett, to celebrate the completion of his 10,000 miles, nine members of the club met at headquarters at 5 P. M., and started for the Dover Point House, about six miles away, on the road to Dover.

After a ride of forty-five minutes against a strong head wind, but over fine roads, abounding in beautiful views, we arrived at the hotel. Among the fine views on this road, one especially worthy of mention is that from Prospect Hill, from which can be seen the Isles of Shoals; eight miles out to sea beyond Portsmouth, the swift and beautiful Piscataqua River, with several villages along its banks and among the hills; the observatory on Garrison Hill, Dover; and in clear weather, the White Mountains.

While waiting the arrival of the invited guests, we employed ourselves playing cards in the parlor, "dancing in the barn," or enjoying the beautiful river view by moonlight. On arrival of the expected guests all adjourned to the supper table. We were fourteen in all — eleven Rockinghams and three Dovers. After supper the musical members gave an agreeable entertainment, and all joined heartily in the songs.

At ten o'clock the assembly was sounded, and the start for home made at 10.10, where we arrived after a forty minutes run in the moonlight, which was almost as bright as day.

The run was made without accident, except the breaking of the head of the bugler's machine. Our yomng member, on his 40-inch wheel, accompanied us the whole trip.

It was voted the most enjoyable and successfnl run of the season, and the thanks of the club are due to our energetic captain for the many courtesies extended.

SEC.

Philadelphia Meet, 26 October.

IF Mr. Penn had continued his existence until the present he would have been a wheelman. Could he have seen nearly five hundred mounted men on as many of the popular two-wheeled vehicles, he could no have refrained from joining the number. The Philadelphia men are not all Quakers, but they are a hospitable set of fellows and hard workers to make a man enjoy himself. They did well; better, they covered themselves with glory. The affair, from the mount to the finish, was a signal success, and positively established the Quaker hospitality of our brother wheelmen. Joe Pennell and Gideon, Hart and Lewis of the Philadelphias, and the entire committee were alert to please the visitors, and their labors were made the more arduous by the excitement attending the city's celebration. The rendezvous at the Park afforded an opportunity for the exchange of greetings among the wheelmen, which was taken advantage of prior to the run. Shortly before eleven o'clock the bugle call was given to mount, and four hundred and eighty-three wheelmen rolled away over sand-papered paths, winding among the trees, over picturesque driveways, and now and then approaching the edge of the Schuylkill, which was swiftly flowing by. The scene was grand, and the opportunities which nature had furnished to make up a picture were completed with the animation of five hundred glittering wheels silently moving along in the sunlight. It was a novel sight. They would disappear behind a wooded glen and seem lost, only to emerge in the distance crossing rustic bridges. The run covered ten miles, and extended up one side of the river, crossing at the Falls, and down the West side to the Belmont mansion, after a leisure jaunt of about an hour. The following clubs participated: —

Capital Club, Washington, D. C., Capt Fowler, 28 men; Maryland Club, Baltimore, Capt. Trego, 22 men; Germantown Club, Capt. Wilson, 43 men; Philadelphia Club, Lieut. Fox, 22 men; Marietta Club, Marietta, Pa., Capt Spangler, 12 men; Binghampton (N. Y.) Club, Capt. Clark, 3 men; Mt. Vernon (N. Y.) Club, Capt. Davis, 2 men; Manhattan (N. Y.) Club, Capt. Jenkins, 4 men; Albany Club, Capt. Burch, 4 men; Pennsylvania Club, Philadelphia, 16 men; Lehigh University Club, Capt. Packard, 4 men; Reading Club, 3 men; Haverford College Club, Capt. Bailey, 8 men; New York City Club, Capt. Conkling, 4 men; Connecticut Club, Hartford, Capt. Lawrence, 4 men; West Chester Club, Capt. Darlington, 3 men; Star Club, Smithville (N. J.) Capt. Hall, 35 men; Quaker City Club, Philadelphia, 30 men; Susquehanna (Pa) Club, Capt. Hayward, 2 men; Citizens' Club, New York City, Capt. Beckwith, 2 men; Ixion Club, New York City, Capt. Egan, 5 men; Lennox Club, New York City, 2 men; Brooklyn Club, 1 man; Chelsea Club (Mass), 1 man; Boston Club, Capt. Weston, 3 men; Kings County Wheelmen, Brooklyn, Capt. Fisk, 12 men; Massachusetts Club, Boston, 4 men; New Orleans Club, Capt. Hill, 2 men; unattached and from various clubs, under command of Capt. Ferguson of the Philadelphia Club.

The dinner was found ready, was entirely informal in character, and was served in excellent shape. During the

repast, the Boston men arrived, and on their entrance to the dining hall were greeted with a round of applause. President Pratt of the Bostons wittily responded, explaining their delay.

In the evening about one hundred riders, with nearly every lamp alight, rode to Bryn Mawr over a splendid road of eight miles, making a grand and novel sight to those who had the good fortune to see them pass.

TRICYCLING

Tricycling in New Haven.

THE tricyclists of New Haven had a good turnout on 23 October. They rode through the principal streets of the city, and finished on Howard avenue, after two hours of keen enjoyment. There was an immense crowd of spectators to witness the run, and some very fine riding was exhibited, thirteen machines being in line, including the American Roadster, the Ladies' Sociable, the Ladies' Single Victoria, and the Youth's Machine, for boys and girls. The roads were in splendid condition, with the exception of Crown street, where there was considerable mud, making it rather slow for the ladies; but all difficulties were conquered and the ride was accomplished with apparent ease.

The ladies here are getting very much interested in tricycling, and we hope that not very far in the future there will be hundreds of our sex riding on the streets of New Haven. Three of the roadsters had quite an exciting race on the avenue, and it is surprising what speed the machine showed. LADY TRICYCLIST.

THE EASE OF TRICYCLING. — There is an idea, by those who do not ride the tricycle, that the work of it is exceedingly fatiguing, and those who are seen riding receive often from the lookers-on anything but complimentary observations, with proffers of assistance as singular as they are uninviting. In point of fact, however, nothing is so easy as the work, when the art of working is mastered. It is easier than walking, it is easier than riding on horseback on the easiest horse that can be ridden. The peculiarity of the process of riding on the tricycle is such, indeed, that when once the art is obtained, much can be done, not only without fatigue, but with a sense of lightness and of relief from weariness, bodily and mental, which is positively refreshing. I can ride forty miles on the tricycle, experiencing, I can safely say, less fatigue than from walking ten, or from riding on horseback twenty, although I am a practised hand in both the last-named exercises all my life through, while I am a comparatively a novice on the tricycle. — *Dr. B. W. Richardson in the Cyclist.*

THE PACE OF TRICYCLING. — To those who consider that the tricycle is so much inferior on a journey to a bicycle, the following account of a run by Mr. C. H. Larrette, of *Bell's Life*, may be interesting: The day after the late sports he left Spalding at 6.30 P. M., reached Peterborough at 8.45., and left at 9.05; breakfasted at Norman's Cross at 9.35, and resumed his journey at 10.45. Buckden was reached for lunch at 12.20 noon; time of stoppage, fifteen minutes. The next halt was one of thirty-five minutes at Biggleswade, and he "T'd" at Hitchin at 4.20, the operation taking an hour and a half. The only rests on the return journey were ten minutes at Digswell and twenty minutes at Barnet, and the Marble Arch was reached at 10.30 P. M. Total time, 16 hours; rests, 4h. 55m.; riding time, 11h. 5m., or an average of nine miles per hour. From Peterborough to Hitchin the pace was rather over ten miles an hour, a six-mile stretch being done under the half-hour, and one mile of this distance in 4m. 10s. Mr. Larrette was quite fresh when he finished his one hundred miles' ride. To those who do not know him, it may be interesting to mention that he has practically little or no power in his left arm. — *Cyclist.*

A CORRESPONDENT sends us the following tested and simple dodge for wheeling any ratchet-steering tricycle up-hill: "Make a piece of string fast to the fore part of the handle, taking a turn over the top to prevent it slipping; then pass it round under the fingers of the left hand, placed on the after part of the saddle or seat. Draw it tight, and make the other end fast to the after end of the steering handle in the same manner as before; it then forms a bridle, and an inch pull either way by the fore or little finger is sufficient to steer the machine. — *Tricyclist.*

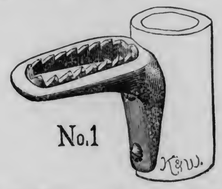
NEXT year, Mr. A. Nixon of the London Tricycle Club, intends to ride a tricycle from Paris to Venice. Bicyclers have already nearly accomplished the passage of the Alps this season, the late season and snow storms alone having balked them.

PHYSICS. — "Of course," continued Brown, "the tricycle is much easier to ride than the bicycle." "Oh, pa!" exclaimed the elder Miss Brown, "it must be much more difficult to keep three wheels upright than two." As Miss Brown has been to a finishing school, where they thoroughly exhausted natural philosophy, the young lady is undoubtedly correct. — *Exchange.*

SUING A BICYCLE RIDER. — On Wednesday of last week, a case was tried before Judge Charles H. Borden at Red Bank, N. J., which is of interest to bicycle riders. A farmer named Thomas Hines sued Henry Campbell, of the First National Bank, for frightening his (Hines's) team and causing them to run away and wreck the carriage. According to the evidence Miss Mary Hines was driving to her father's house, at Tinton Falls, when she met Campbell on a bicycle. The team became frightened, and when Campbell blew his whistle of alarm Miss Hines lost all control over the animals, and they ran away, smashing the carriage and breaking the harness. Campbell refused to make good the loss, and Hines brought suit to recover damages. Counsellor Charles H. Trafford represented the plaintiff, and claimed that, according to New Jersey law, bicycle riders used the public highways at their peril, and were responsible for all damages arising from animals being scared at the sight of the machines. The defendant was represented by his brother, Corporation Counsel W H. Campbell of Long Branch. He held that bicycles were recognized vehicles of travel, and that animals being frightened at them were accidents for which there was no redress. Judge Borden reserved his decision until Saturday, when he gave a verdict of $25 damages for Hines. The case will in all probability be carried to the Supreme Court as a test case. — *Orange (N. J.) Journal, 20 October.*

The "Harwood Safety Bicycle Step."

WE have before taken occasion to speak of this excellent and neat-looking step, and the inventor, Dr. G F. Harwood of Worcester, has now furnished us with cuts of three different patterns for fitting to several of the bicycles most in use in America, No. 1 being for the Standard and Harvard, No. 2 for the Expert and Challenge, and No. 3 for the old pattern Harvard. The steps may be obtained of the Cunningham Company, Boston, and of Hill & Tolman, Worcester.







L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is $1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

STAR WHEEL CLUB. — Frank B. Parshley, president; Elbridge H. Corson, captain; Geo. L. Hayes, secretary and treasurer; Geo. G. Varney, — all of East Rochester, N. H.

HERMES BI. CLUB. — Additional: J. Heyworth, 1259 Michigan avenue; Frank Eldredge, 2236 Michigan avenue; L. Harvey, 1702 Prairie avenue, — all of Chicago, Ill.

BOSTON RAMBLERS. — Additional: H. B. Smith, Ocean Spray; E. G. Whitney, 106 Dartmouth, street; Ed. Sutro, Chauncy Hall.

UNATTACHED. — J. A. Stern, Ripley, Ohio; C. M. Beers, Hyde Park, Ill.; Charles H. Hayden, 149 Congress street; Edward H. Barnard, 57 Tremont street, — both of Boston, Mass.; W. N. Knapp, Middletown, N. Y.; Crawford Mason, 214 and 216 East 34th street, New York, N. Y.

In list of applicants from Nashua Wheel Club, 27 October, "Thomas E. McAfer" should be Thomas E. McAfee.

Resignation.

MR. W. H. MILLER, *President L. A. W.:*

Dear Sir, — In view of the action of the board of officers in overruling and condemning the decision of the membership committee, a report of which has just reached me through the columns of the BICYCLING WORLD, I hereby resign my position as chairman and member of that committee; the resignation to take effect immediately. Very truly,

KINGMAN N. PUTNAM.

28 OCTOBER.

From the Corresponding Secretary.

MR. W. H. MILLER, *President L. A. W.:*

Dear Sir, — As I have had no official report of the reception of my resignation as corresponding secretary of the League, I must again bring it to your notice and request that it be immediately accepted.

I am no longer in accord with the work of the League since its officers have seen fit to abolish the most important rule governing the eligibility of wheelmen to its membership, — a rule that was absolutely essential to keep its ranks free from the taint of professionalism and on a par with the B. T. C. and N. A. A. A. A. You may claim that the L. A. W. is strong enough to stand alone without any regard for its kindred associations; but my experience tells me that this cannot be. Any L. A. W. certificate of membership is no longer a guarantee of anything more than that its holder is able to pay $1.00 per annum; and the League racing men will have to seek other credentials of their amateurship to enable them to compete in any one of the many races given by the National Association and its associate clubs. In fact, if I were a racing man, my connection with the League would at once be severed as doing me, under the present rule, far more harm than good.

I have done a great deal of hard work for the League since the first meeting of wheelmen at Newport, and have tried to identify myself with what I considered its best interests since its birth; but now that this new spirit of progress (?) has sprung up and taken possession of its officers, I feel it incumbent upon me to step down and out, and allow some of the new life to take the place of the old fogeyism of the corresponding secretary's office. Yours truly,

KINGMAN N. PUTNAM.

28 OCTOBER.

An Open Letter to the Members of the League of American Wheelmen.

Gentlemen: — As the readers of the BICYCLING WORLD well know, there has existed since last spring — and occasioned by the publication in the columns of the WORLD of a letter criticising the business methods of American manufacturers and importers of bicycles — a bitter feeling of hostility between the Pope Manufacturing Company and the publishers of the BICYCLING WORLD; in which feeling, however, the editor of the WORLD does not share and to whom it has been constantly a source of regret. His enthusiasm for and devotion to the cause of bicycling have made the task of editing a wheel paper an agreeable one, and although the position is far from being remunerative, he loves it, and is naturally jealous of his journal's reputation as a fair and impartial record and exponent of bicycling and its interests; and he is, moreover, jealous of its prerogatives, one of which is its integrity as the organ of the League of American Wheelmen.

According to Rule 37 of the League, "The board of officers shall be required through the corresponding secretary to publish from time to time, in the official organ of the League, any and all action taken by them, whether as a board or committee, or as officials."

Just previous to the recent meeting of the board of officers, Vice President Parsons visited the office of the BICYCLING WORLD with a proposition that that paper share with the League the expense of a stenographic report of the proceedings — although it might be desirable to know who authorized him to do so. The proposition was declined, and for the following reasons: The BICYCLING WORLD had voluntarily borne the entire expense of stenographic reports of the first two or three meetings, and by arrangement with the corresponding secretary shared half the expense of the stenographer at the fall meeting of 1881. On the occasion of the officers' meeting in New York last spring the WORLD declined to pay any portion of the expense of a stenographer, the editor feeling that the financial condition of the League rendered it no longer necessary that it should be assisted in so small a matter, the whole cost being but $20. The League furnished a stenographer for the annual Meet in Chicago, but the BICYCLING WORLD printed the report in full, and sent a copy to every member of the League in the world whose address was furnished by the corresponding secretary, gratuitously, this extra expense amounting to about $70, notwithstanding which, because it now declines to pay from seven to ten dollars for it, priority of publication is given another paper.

At the last officers' meeting, on motion of Mr. Parsons, it was voted that a stenographer be engaged and that a copy of the report of the proceedings be furnished any publisher willing to share the expense. On the following morning (Saturday, 21 October), the editor of the WORLD saw Mr. Parsons, and asked him when the report would be ready for publication, and Mr. Parsons said that the stenographer had promised to have it ready on Tuesday of the next week. He intimated, however, that as the WORLD had declined to pay for a copy, the officers had not designed furnishing it with one, to which, of course, the editor demurred, as being unjust to both it and the League, whereat Mr. Parsons said he would consider it. As the editor knew from previous experience that it was very likely to be in his hands later rather than earlier than that date, and as his paper must be all made up by Tuesday evening in order to have it out at the usual time, he wisely prepared a synopsis of the business proceedings from his own notes, and announced that the verbatim report would appear in the next issue. Subsequently the editor, by mail, directed Mr. Parsons's attention to Rule 37, which gives the officers no option in the matter, and on Monday a response was received from Mr. Parsons, stating that it was decided to *let* the WORLD have a copy "*free of charge.*" On Tuesday, Mr. Parsons visited the WORLD office and informed the editor that a New York paper which had agreed to share the expense had telegraphed that it must be in hand Monday, and that he had directed the stenographer to prepare copies at once, and that the latter *not having time* to complete two copies, had sent the original transcript of his notes *to the New York publisher!* Up to the present time the WORLD has received no copy, and Corresponding Secretary Putman writes that the only account of the proceedings he has seen was that in the WORLD of last week. The paper, however, whose publisher agreed to "share the expense," has just come to hand, and it contains a partial but noticeably incorrect verbatim (?) report of the meeting, and congratulates itself and its readers on its "enterprise" — whereas, in view of the facts, it would seem that the only real enterprise in the whole affair has been exhibited by Vice-President Parsons in his efforts to not get it published in the League's official organ.

So much for the facts. Now for the *animus.* You may wonder what the manufacturing company mentioned in the beginning of this letter has to do with the matter. You shall see. Neither from a business point of view nor from the standpoint of

human nature does the editor of the WORLD blame the Company's president for his hostility to the paper, but that the League may not unwittingly be made a catspaw of, it may be profitable to recall one or two events which followed the unpleasantness referred to. First, through the skilful manipulation of the club to which the president, secretary, and quite a number of the Company's employees bolonged, the company led a strong delegation of that club (one of the oldest and most respected in the country) to Chicago to defeat Capt. Hodges, and which they succeeded in doing by a method anything but creditable to their club, and which put it to open rupture with another club, older and equally respected. This latter rupture had its effects, the manipulators of the former club again making a special and successful effort to defeat Capt. Hodges in the recent State election, and gaining for the Company a large control of the League in the State as well as in the national organization. Between Mr. Parsons and the editor of the WORLD the pleasantest relations have hitherto always obtained, and the latter in his criticisms has endeavored to deal gently with even what he considered the vice-president's manifest errors, and has ever refrained from referring to him but in the most friendly terms; but Mr. Parsons's hostility to Mr. Hodges seems now to have become directed to the WORLD, and when his paper is touched the editor is touched.

It is natural that the Company should desire to advance those publications which are in its pay and devoted to its interests; therefore it is not surprising that it should wish to have the official organship transferred to its New York publication (one more meeting of the present board of officers in Boston would doubtless accomplish it), and it is not probable that the publisher of the WORLD would make any strong effort to retain the expensive prestige possibly derived from it; but the editor most decidedly objects to the insidious and underhand method in which the attempt is made. It was on motion of Mr. Parsons that copies of the reported proceedings at the meeting be sold, and probably by prearrangement with the New York paper; and it was on motion of Mr. Parsons that copies of applications for membership to the League be furnished that paper; but those motions were fairly put and carried by the board of officers and on the surface were not objectionable.

Now possibly the board of officers had a legal right to sell copies of the report of the proceedings to other publishers, but it had no right to sell or give a priority of publication to any paper other than the official organ; and in withholding its publication in the official organ th se having the matter in charge have committed a grave misdemeanor, in that they have deliberately violated a rule of the League and failed to inform its members through the proper channel of its official actions.

Furthermore, the editor of the BICYCLING WORLD believes that this misdemeanor, if permitted to pass unnoticed, would have had the effect of injuring the official organ by discrediting it with the members of the League, and he therefore desires to here enter his personal protest against the action of the member or members of the board of officers who had charge of the publication of its proceedings. Fraternally,

WILLIAM E. GILMAN,
Editor Bicycling World.

[Since writing the above, a copy of the partial report of the officers' meeting as published in the *Wheel*, but revised in Mr. Parsons's handwriting, has been received. As it would delay the issue of the WORLD this week to now reprint this incomplete report, its publication will be deferred until next week, when it is hoped the full record will be in hand (as it should be already) and given in one issue. — EDITOR.]

Cycling Mems.

"'ROUND and round the little ball goes; where it will stop nobody knows. The more you put down the less you take up.' How much these remarks, so often heard at country and church fairs, are applicable to that association of three-miles, is not for me to say, and yet the analogy is perfect, for it is certainly true that the benefits are very slight, and we pay our dollar but do not have our choice." So saith the c. c. of last week's mems.

"NOW, look here, 'London W.,' you might tell a beautiful story with a moral of how lawyers often have two opinions, one to coincide with the dictates of their own conscience, and another to correspond with clients' wishes.

"YOU might even go so far as to name one in particular who expresses openly his opinion as a man to his friends, and another for the shekels of his client."

WELL, so I might, but it won't do, my dear c. c. It won't do for "London W." to criticise; he appears in the role of "a snapper up of unconsidered trifles," and it would not be becoming to criticise too strongly the actions of members of the League.

I MIGHT tell a tale of woe — of injustice, of a perversion of brief authority, how prejudice and spite ran a race with honor and fairness, and won: but I refrain ere the words fall dripping from my pen; dripping with the gore of crushed and bleeding stalwarts.

BUT then, my dear "London," you could at least write a play, a tragedy, a drama. There is plenty of material. Just see, listen to me; there 's the colonel, a glorious man for stage manager, or in fact, heavy tragedian, or door keeper with $10 admission. Then who would make a better prompter than our own dear Charlie?

NO, no, c. c. I am not the one for this sort of thing. Do it yourself, and let me abide in peace. I want no part in it.

THANK you, "Chic." I never "shake,' but I will match pennies with you, although I rather think it is Pit's turn to "set 'em up." Don't you?

PATIENCE and perseverance if kept up long enough will accomplish great things. Is it surprising then that Brother Pitman should have reached the goal he sought, and no longer shines with pristine brightness as a lone star, but appears in the milky way as a nonentity.

HE is happy and "looks happy." To walk the streets of the new Jerusalem, to lift his voice in anthems with the angels would be a small pleasure in comparison with being the winner in a race for a position in three miles.

FOR many long years Willie's "Zoetrope, or wheel of life," has turned in a distressful and oscillating manner. But that is of the past; it has stopped — taken a header, so to speak, and landed Will among us again.

WELL, we are not sorry to see you admitted at the golden portals to which few apply and all are taken in.

WHATEVER envious Americans may think of Moore, they must admit that his criticism that they pay more attention to getting a bright machine than they do a good one is just.

I FEEL like saying cuss words, and think perhaps I do some times when I see a young man trying to look happy, and think he is having a good time working to shove fifty pounds of steel and rubber along our highways.

"LONDON W." is not so bigoted that just because he is an American he must ride an American machine when he can get a better one from England really as cheap.

NOW don't get mad, Charlie, nor you either, Albert, because I know you mean well; but I don't believe you know what a real good bicycle is, from practice, and we dont want theory just now.

UNLESS it is to explain why the Colonel did n't learn arithmetic when he went to school.

YOU know we miss you, Charlie. We remember how steadily and well you used to ride in the good old days, when there was no League, and all was pleasant; and we feel for you. However, we do not blame you for not riding much, as we know your machine is "tremendous heavy."

LONDON W.

CURRENTE CALAMO

THE next station is Washington.

PRESIDENT ARTHUR may yet become a bicycler.

THE bicycle and skating rink in the Mechanics Fair building opened this week.

ON the nineteenth of last month, C. D. Vesey was to attempt on the Crystal Palace track to beat the one hundred-mile bicycle record.

MR. C. E. PRATT made an excellent photo. group of the League officers, a copy of which has been placed in the Boston Club rooms.

Now is the time for club captains to call runs to Washington, for 29 November. Which will be the first to call? and which will send the largest delegation?

PRESIDENT ARTHUR, GENERAL SHERMAN, the senators and representatives, the foreign ambassadors and legates and all the elite of Washington will personally review the wheelmen on the 29th inst.

THE only legitimate hundred-mile *club* runs are those officially called by captain, president or other officer in command, and those made by club members at private option, do not count to the credit of their clubs.

THE Lawrence wheelmen are preparing for an exhibition and ball at their city hall, next Wednesday evening, the exercises to include, among other things, fancy riding by Harry Tufts of Attleboro', and a club drill.

THE president of a turnpike company in the vicinity of Louisville has been asinine enough to warn bicyclers off his highway. We trust the Kentucky wheelmen will persist in rolling over or else will shut up his old pike, either of which things they are able to do.

MOONLIGHT runs were in order last week, and according to reports from clubs both local and distant, the order was well filled, the Bostons, the Ramblers, the Massachusetts, the Melroses, the Chelseas, and other clubs in this vicinity being out in good numbers.

THE Harvard College Bicycle Club seems to be waking up to the question of making bicycling and bicycle racing a feature of college athletics, and certainly they could have no more attractive one. The club indulged in a very successful and exciting game of hare and hounds last week.

DEAN rode Burt's Coventry Rotary to Chestnut Hill Reservoir, Saturday, with his club, and had no difficulty in holding his own with the bicyclers, mounting the hills with such apparent ease that a tricycle fever has set in among the boys, and a number have signified intentions to procure them.

IN Brentford, England, recently, a young rough who ran behind and caught hold of a tricycle while being ridden, but did no physical damage to either machine or rider, was fined three shillings and costs for assault on the latter, the judge ruling that the defendant's conduct might have resulted seriously.

THE Philadelphia papers generally pronounce the wheelmen's portion of the bi-centennial one of the most novel and interesting features of the celebration. And this seems to be the impression our great meets create everywhere. And, wheelmen, look to it that our credit is splendidly sustained at the national capital.

THE Star Wheel Club of East Rochester, N. H., appears to be a live organization. The members all ride Star machines, and the captain, E. H. Corson, has just got a new 54-inch full-nickelled one. Another has just been returned from the makers refitted with a new flat-seated rim and tire, which our correspondent claims is an improvement.

MEMBERS of the League of American Wheelmen should endeavor to use some discrimination in complaining of the institution and lay the blame for any supposed shortcomings on the official management and not on the League itself. The League, we have always maintained, is objectively good and capable of becoming both beneficent and powerful, but in order to become so, prompt and energetic work is necessary on the part of all its officers, from the president down to each consul and representative.

A WRITER in an English contemporary accuses another of using slang in the word "cyclist." We do not consider the use of the word as open to this charge. As we call, for short, a bicycle rider a bicyclist or bicycler, and a tricycle rider a tricyclist or tricycler, so to designate a rider of both forms of machine the terms "cyclist" and "cycler" seem to us eminently proper, and equivalents of our better term, "wheelman." "Biker" and "triker" may properly belong to the list of slang terms, yet even these often fit into English vernacular so nicely as not to be particularly objectionable.

WE wish to direct attention to the announcement of Messrs. Gormully & Co., in our advertising columns, and addressed to capitalists. Notwithstanding the recently stated result of the Pope-Harrington suit in New York, we still believe the Pope Manufacturing Company have no valid claim to their monopoly of manufacture under the "Lallement" patent, and that nothing but money and "bluff" enables them to maintain it. The Chicago firm claims to be in a position to back up all its statements, and we do not doubt it. The time is now ripe for capitalists to engage in bicycle manufacture here with profit, and without paying a cent of royalty.

CLINTON D. MILLER, a prominent wheelman of Akron, Ohio, and much esteemed socially and as a business man, while riding his bicycle on the track at Fountain Park, Thursday, 5 October, during the fair, in trying to avoid running over a little girl, was thrown from his wheel and struck violently upon his nose and forehead, rendering him unconscious for about twenty minutes. All the perceptible injury at the time was that his nose was badly hurt. Mr. Miller pluckily appeared on his machine on the track in the afternoon, and was at his store until the Tuesday following, thinking that he had escaped injury from the fall. But he was taken seriously ill with concussion of the brain, and after an illness of nine days died.

THE Washington wheelmen are arranging for a grand meet and parade in connection with the forthcoming National industrial exposition in aid of the Garfield Monument Fund. The wheelmen's day will be Wednesday, 29 November, and it ought to draw the largest number of riders together yet seen in this country. The programme will include a parade over the splendid asphalt streets and past all the public buildings and points of interest, a review of the riders by the President of the United States, the general of the army and other dignitaries of our own and foreign countries, and racing and fancy riding, and it will be one of the greatest opportunities that has or is again likely to soon occur to bring bicycling prominently before the national government. Let all endeavor to go.

OUR recent fast young British visitor, Frank Moore, has got 'ome, and on his arrival there allowed his tongue a handicap of about forty yards — which was a grievous error, for he failed to catch up with it by three-quarters of a second in telling about the Springfield race, and was way behind it in several other statements, especially when he mentions how astonished the Americans were at his performances. In view of the fact that he had hard work to beat the raw untrained lad of sixteen years, Hendee, by just one yard, at Springfield, and that another of his untrained and unskilled opponents, Place, had a previous mile time of 2m. 58⅗s. to his credit, and that on a much larger track last winter, in Boston, another lad in his teens, R. P. Ahl, twice made his mile inside of 2m. 59s., the statement that Americans consider 3m. 20s. remarkable speed should be made only to very raw British marines.

ONE of the Washington mail collectors who tried the tricycle on his rounds saved half an hour on his usual time It is thought at the Post Office that by using tricycles one man can do the work heretofore done by two. In the event of their adoption into the service, the benefits of frequent and speedy collections will be extended to every part of the city instead of being confined to the more thickly populated sections as at present.

GRAND RACES,
Club Drills and Fancy Riding,
FOR VALUABLE PRIZES,
WASHINGTON, D. C.,
Wednesday, 29 November, 1882,
FOR THE BENEFIT OF THE
GARFIELD MONUMENT ASSOCIATION.
For Circulars containing full details, send to Secretary Capital Bi. Club, Le Droit Building, Washington, D.C.

BICYCLE REPAIRING,
NICKEL PLATING AND PAINTING.

HARRY D. HEDGER,

28 1-2 Piedmont Street - - - BOSTON.

Rubber Handles for the Expert Columbia and British Challenge. Best English Cement, $1.25 per pound.

First-Class Excellence and Moderate Price.

Specialty of unique Jewelry, Medals, Badges, etc., from original designs. Fine Monogram and Fancy Engraving. Estimates and Sketches furnished.
Repairs of Fine Jewelry receive careful attention.
Bicycle Medals of finest workmanship. Correspondence solicited.

L. L. PEDDINGHAUS,
329 CLINTON ST., BROOKLYN, L. I.

THE AMERICAN STAR BICYCLE.

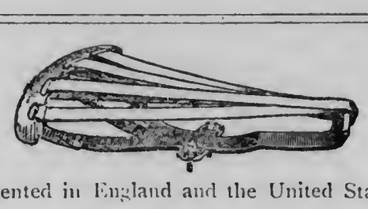
A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power *without dead centres*—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.
The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.
For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.





Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.
Send for circular with testimonials.

Price, $3.50. Nickel Plated, $4.75.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH. Head. Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold. Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **$125.00**

FULL NICKELLED. Every part on copper, except felloes, which are painted and striped as above . . **$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers, Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable. giving description of upwards of 400 machines, mailed on receipt of 60 cents.

SPECIAL NOTICE

TO BICYCLERS AND TRICYCLERS.

I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice: —

BICYCLES.—The Boston, by Hillman, Herbert & Cooper, 48s, 50s, 52s, 54s inch. S. H. F. Premier, 48s, 50s, 52s, 54s, 56s inch. Double Hollow Forks Premier, 48s, 50s, 52s and 56s. S. H. F. Advance, James Beech, 48s, 50s, 52s inch. The Albert, 36s, 38s, 40s, 52s inch.

TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

CHAS. R. PERCIVAL,

MANUFACTURERS' IMPORTER OF BICYCLES AND TRICYCLES,

1291 WASHINGTON STREET, BOSTON, U S. A.

Direct Importer of Lamplugh & Brown's **Handy Tool Bags, Saddles, Cyclist Wallets, Club Valises, etc., etc.**; Hillman, Herbert & Cooper's **Lamps, Elliptical Spring, Patent Detachable Step, Ball Bearings and Premier Ball Pedals**; Hy. Keat & Sons' **Buglets and Slings**; John Harrington's **Cradle Springs**; Jos. Lucas' **Lamps.** Backbones, Hollow Forks, Solid Forks, Heads, Necks, Hubs, Flanges, Pins, Bars, Brakes, Spokes, Nuts, Screws, Felloes, Hollow Felloes, Rubber Tires, Hancock's Non-Slipping Tires, Rubber Handles, Safety Tire Holders, etc., etc., etc.

☞ *Send 3c. Stamp for the LARGEST and MOST COMPLETE ILLUSTRATED CIRCULAR yet printed in the United States*

Catalogues of every known make of English Bicycles and Tricycles mailed on receipt of 7 cents each.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

THE

BICYCLING WORLD

ROLL CONTENTS
VOLUMES 2 - 5

ROLL NO. 1

END

PLEASE REWIND